DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

RTC

REGIONAL TECHNICAL COMMITTEE

COMMONWEALTH OF PENNSYLVANIA:
BUCKS COUNTY | CHESTER COUNTY | DELAWARE COUNTY | MONTGOMERY COUNTY | CITY of PHILADELPHIA | CITY of CHESTER

STATE OF NEW JERSEY:
BURLINGTON COUNTY | CAMDEN COUNTY | GLOUCESTER COUNTY | MERCER COUNTY | CITY of CAMDEN | CITY of TRENTON

Connect with **@DVRPC**!

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION | RTC REGIONAL TECHNICAL COMMITTEE

[MEETING MATERIALS]

Agenda

Tuesday, October 10, 2023 | 10am

HYBRID meeting:

https://dvrpc.zoom.us/webinar/register/WN_FGrWYFLiQM66IukU9RN7Vg

Call to Order – Chair's Comments

Deputy Executive Director's Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. **Highlights of the September 12, 2023 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

   Travis Spotts, Capital Program Coordinator, will present. The dynamic nature of funding transportation improvements and the need to remain within financial constraint require amendments or modifications to the TIP on a regular basis. The following projects require formal TIP modifications or amendments this month for the FY2022 TIP for New Jersey and/or the FY2023 TIP for Pennsylvania.

   a) **PA23-82 Green Light Go (GLG) Grant Funded Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP**

3. **Transportation Performance Management (TPM) Transit Safety Targets and Update**

   Mike Boyer, DVRPC Director of Regional Planning will present. As part of the TPM process mandated by federal legislation, DVRPC must either develop regional transit safety performance measure targets or agree to support the targets adopted by the transit operators. This item was initially presented at the July RTC but was tabled due to questions regarding the target-setting methodologies. Staff will present the 2023 transit agencies' targets and provide an update on progress toward meeting the previous targets. Representatives from the respective transit agencies will be available to provide additional details on their target-setting process.

4. **October 2023 Update to DVRPC Plan-TIP Project Evaluation Criteria**

   Brett Fusco, Associate Director, Comprehensive Planning, will present. Staff worked with the Financial Planning Subcommittee of the RTC to update the region's transportation project evaluation criteria over the last year plus. This update features an expanded pre-evaluation screening and a set of 10 evaluation criteria based on the vision and goals in the Connections 2050 Plan and federal transportation performance management measures. The criteria scores will be compared to a project's estimated capital and additional operating costs along with the number of multimodal users. The results are one of several considerations that go into project selection for the Transportation Improvement Program and the Long-Range Financial Plan.

5. **DVRPC FY 2024 Work Program Amendment: Willow Grove Naval Air Station Redevelopment Traffic Study**

   Matt Gates, DVRPC Associate Director, Travel Trends and Forecasts, will present. A Traffic Impact Assessment is underway to evaluate the operational effects of the proposed Willow Grove Naval Air Station Redevelopment on the surrounding arterial roadways. To support that effort, DVRPC's travel demand model will be used to forecast 2050 AM and PM peak hour intersection turning movements at approximately 20 locations surrounding the former Air Station.

6. **FY24 Work Program Amendment: Regional Clean Energy Activation Hub for Southeast Pennsylvania Metro Region**

   Ariella Maron, Executive Director, will present. DVRPC was selected as one of six community teams to receive an in-depth partnership through the U.S. Department of Energy's Clean Energy to Communities program. Through this partnership, DVRPC and its partners will work with the National Renewable Energy Laboratory (NREL) to conduct outreach and research, and to model and deploy a Regional Clean Energy Activation Hub (Hub) that will help facilitate and streamline implementation for identified clean energy solutions across southeast PA. DVRPC submitted this application in partnership with Bucks, Chester, Delaware, and Montgomery counties; Green Building United; Energy Coordinating Agency; Smart Energy Initiative of Southeastern Pennsylvania; PECO; Bucks County Opportunity Council; Community Action Agency of Delaware County; and Community Action Development Commission of Montgomery County.

7. **FY24 Work Program Amendments with Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act (HIP - CRRSAA) funding for NJ**

   a. Technical Assistance and Coordination of NJ CRRSAA Funding
   b. Procurement and Contracts Administration - NJ Transportation Programs
   c. Trenton Area Complete and Safe Streets for All Implementation
   d. NJ Local Concept Development: Rancocas Creek Greenway, Route 130 (MP40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County
   e. NJ Local Concept Development: Burlington County Bridge D4.56 Church Road (CR616) over Southwest Branch of Rancocas Creek, Medford Township, Burlington County -
   f. Traffic Signal Document Control Software for Burlington County

INFORMATION ITEM

8. **Proposed Calendar Year 2024 RTC Meeting Dates**

PRESENTATION ITEMS

9. Overview of the Broadband Equity, Access, and Deployment (BEAD) Program

Representatives from the National Telecommunications and Information Administration (NTIA) will provide an overview of the BEAD Program, which was funded by the Bipartisan Infrastructure Law. Highlights will include state allocations, program timeline, and eligible entities and activities.

Speakers:

- Brynn Deprey, Federal Program Officer, Internet for All - New Jersey, NTIA
- Nicole Ugarte, Federal Program Officer, Internet for All - Pennsylvania, NTIA

DISCUSSION ITEMS

10. IIJA Update

An update on IIJA funding opportunities and coordination activities will be provided.

11. Work Program Update

12. One Minute Reports

RTC Members and guests will be invited to provide updates on the activities of their agencies.

Old Business and New Business

13. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, November 14, 2023, planned for virtual.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

September 12, 2023 Meeting Highlights

This Meeting was Hybrid

1. Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

2. Highlights of the July 11, 2023 RTC Meeting

The highlights from the July 11, 2023 meeting of the RTC were presented for adoption.

> Motion*: by Jim Mosca seconded by Tonyelle Cook-Artis* that the RTC adopt the highlights of the July 11, 2023 RTC meeting.
>
> Motion passed. All votes were cast in favor of the motion.

RTC AGENDA ITEMS

2a. PA23-73: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

The RTC recommends:

Board approval of TIP Action PA23-73, PennDOT's request that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2023 TIP for Pennsylvania. Three projects with a total amount of $5,372,000 State 411 funding will be added to the TIP for Construction in FY24:

- Hillman Drive Extension (MPMS #118392) - $1,089,000 State 411
- Collegeville Road Safety Improvement/Multi Use Trail (MPMS #118387) - $2,933,000 State 411
- Route 611 Improvements Willow Grove Interchange (MPMS #118389) - $1,350,000 State 411

Motion: by *Tonyella Cook-Artis, seconded by Tom Shaffer,* that the RTC recommend the Board approve the TIP action.

Motion passed. All votes were cast in favor of the motion.

2b. PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add New Projects to Program

The RTC recommends:

Board approval of TIP Action PA23-74, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Rebirth of Southwest Philadelphia Transportation Network project, to the Projects of Significance Program (MPMS #115472) in the amount of $25,000,000 RAISE funding for the FY24 ERC phase; and adding the Regional Rail Master Plan Implementation project to the project description.

Motion: by *Kellie Bellina, seconded by Jim Mosca,* that the RTC recommend the Board approve the TIP action.

Motion passed. All votes were cast in favor of the motion.

2c. PA23-75: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Add New Project to Program

The RTC recommends:

Board approval of TIP Action PA23-75, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, to the Maintenance and Transportation Facilities Program (MPMS #102569). The total cost estimate for the project is $100,000,000 ($80,000,000 5339C/ $20,000,000 LOC). SEPTA is requesting to add the $80,000,000 5339C funding, which are additional funds to the region, to the TIP. The $20,000,000 local match is already accounted for in the program.

Motion: by *Tom Shaffer, seconded by Kellie Bellina,* that the RTC recommend the Board approve the TIP action.

Motion passed. All votes were cast in favor of the motion.

2d. PA23-76: Wyebrooke Road over East Brandywine Creek (MPMS #86280), Chester County – Add New Act 13 Bridge Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-76, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Wyebrooke Road over East Brandywine Creek (MPMS #86280) in the amount of $2,500,000 programmed as follows: $175,000 ACT 13 for the Preliminary Engineering (PE) Phase in FY24; $175,000 ACT 13 for the PE Phase in FY25; $200,000 ACT 13 for the Final Design (FD) Phase in FY25; $25,000 ACT 13 for the Right-of-Way (ROW) Phase in FY25; $150,000 ACT 13 for the FD Phase in FY26; $25,000 ACT 13 for the Utility (UTL) Phase in FY26; $500,000 ($250,000 ACT 13/$250,000 LOC) for the Construction (CON) Phase in FY26; and $1,250,000 Local funding for the Construction (CON) Phase in FY27.

> Motion: by *Brian Styche, seconded by Matt Lawson*, that the RTC recommend the Board approve the TIP action.
>
> Motion passed. All votes were cast in favor of the motion.

2e. PA23-77: Lincoln Highway Streetscape Project (MPMS #111761), Chester County – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-77, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lincoln Highway Streetscape project (MPMS #111761) in the amount of $1,331,000 ($1,281,000 State e581/$50,000 LOC), programmed as follows: $90,000 for the Preliminary Engineering (PE) Phase in FY23; $90,000 for the Final Design (FD) Phase in FY23; $50,000 for the Utility (UTL) Phase in FY23; and $1,101,000 for the Construction (CON) Phase in FY24.

> Motion: by *Brian Styche, seconded by Matt Edmond*, that the RTC recommend the Board approve the TIP action.
>
> Motion passed. All votes were cast in favor of the motion.

2f. PA23-78: St. Peter's Road Retaining Wall Project (MPMS #111572), Chester County – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-78, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, St. Peter's Road

Retaining Wall Project (MPMS #111572) in the amount of $5,500,000 State 581, programmed as follows: $356,000 for the Preliminary Engineering (PE) Phase in FY23, $330,000 for the Final Design (FD) Phase in FY24, $72,000 for the Utility (UTL) Phase in FY25, $72,000 for the Right-of-Way (ROW) Phase in FY25, and $4,670,000 for the Construction (CON) Phase in FY26.

> Motion: by *Brian Styche, seconded by Jim Mosca,* that the RTC recommend the Board approve the TIP action.
>
> Motion passed. All votes were cast in favor of the motion.

2g. PA23-79: Route for Change Short-term Mega Grant Safety Projects Implementation: Transforming Philadelphia's Roosevelt Boulevard (US 1) (Various MPMS #s), Philadelphia County – Add New Projects to the TIP

The RTC recommends:

Board approval of TIP Action PA23-79, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvaniaby adding two new projects into the TIP in the total amount of $78,000,000 MEGA, the US 1: Broad Street – Adams Avenue (MPMS #119822) project, in the amount of $33,300,000 for Construction in FY26; and the US 1: Adams Avenue Old Lincoln Highway (MPMS #119836) project, in the amount of $44,700,000 for Construction in FY26. The projects will be funded by the USDOT Mega Grant Program, These funds are additional to the region and are outside the Core Funding distributions. PennDOT is also adding $10 of regional federal STU funds to each project ($20 total) at this time in order to process a 4232 that will allow PennDOT to establish an end date for the project so that the City of Philadelphia can begin their design and receive credit towards their local match.

> Motion: by *Ilene Lampitt, seconded by David Kanthor,* that the RTC recommend the Board approve the TIP action.
>
> Motion passed. All votes were cast in favor of the motion.

3. Adoption of Conformity Determination of the Connections 2050 Long-Range Plan, FY2023 TIP for Pennsylvania, and Draft FY2024 TIP for New Jersey

The RTC recommends:

Board approval to adopt the conformity finding of the Amendments to the *Connections 2050* Long-Range Plan and FY2023 Transportation Improvement Program (TIP) for Pennsylvania and the Draft FY2024 TIP in New Jersey in the DVRPC planning area.

> Motion: by *Matt Lawson, seconded by Michael Kolber,* that the RTC recommend the conformity determination adoption.
>
> Motion passed. All votes were cast in favor of the motion.

4. Amendment 2 to the Connections 2050 Plan for Greater Philadelphia

The RTC recommends:

Board approval to adopt Amendment 2 to the Connections 2050 Plan for Greater Philadelphia, the region's Long-Range Plan, and revise the scope, funding, status, and/or timing of 16 major regional projects.

> Motion: by *Matt Lawson, seconded by Tom Shaffer,* that the RTC recommend the Board amendment to this project.
>
> Motion passed. All votes were cast in favor of the motion.

5. Adoption of the DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27)

The RTC recommends:

Board approval to adopt the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) and Recommended Changes as the region's official selection of transportation projects for federal funding, by passing the appropriate Resolution.

> Motion: by *Andrew Clark, seconded by June Morton,* that the RTC recommends Board adoption of the New Jersey TIP draft.
>
> Motion passed. All votes were cast in favor of the motion.

6. FY2024 Work Program Amendment: Add funding for the I-95 TDM work to project 24-70-300

The RTC recommends:

Board approval of an amendment to the FY2024 Work Program to add funding in the amount of $232,500 for I-95 TDM outreach work for project 24-70-300 (MPMS#106654).

> Motion: by *Matt Edmond, seconded by Kellie Bellina,* that the RTC recommends Board approval of the work program amendment.
>
> Motion passed. All votes were cast in favor of the motion.

7. DVRPC FY2024 Work Program Amendment: Willow Grove Naval Air Station Redevelopment Traffic Study.

> *This action item was tabled.*

8. DVRPC FY2024 Work Program Amendment: 23.52.180 Connectivity Options for US202 Section 200 (PhaseII)

The RTC recommends:

Board approval to amend the FY2024 UPWP to add project 23.52.180 Connectivity Options for US202 Section 200 (Phase II) in the amount of $62,145 to support project completion in FY2024.

> Motion: by *Brian Styche, seconded by June Morton,* that the RTC recommends Board approval of the work program amendment.
>
> Motion passed. All votes were cast in favor of the motion.

9. 2020 Adjusted Urban Area Update for New Jersey Counties

The RTC recommends:

Board approval of the Adjusted Urban Area for Burlington, Camden, Gloucester, and Mercer Counties

> Motion: *Motion Revised* by *Matt Lawson, seconded by Andrew Clark,* that the RTC recommends Board approval of the adjusted urban areas contingent upon all parties involved coming to a mutually acceptable solution.
>
> Motion passed. All votes were cast in favor of the motion.

The next scheduled meeting of the RTC is Tuesday, October 10, 2023, planned for in person/hybrid.

ATTENDANCE

Voting Members	**Representative**
NJ Department of Transportation	Andrew Clark
NJ Department of Environmental Protection	(not represented)
NJ Department of Community Affairs	Keith Henderson
NJ Governor's Appointee	(not represented)
NJ Office for Planning Advocacy	(not represented)
PA Department of Community and Economic Development	(not represented)
PA Department of Environmental Protection	Sachin Shankar
PA Department of Transportation	Jim Mosca
PA Governor's Appointee	(not represented)
PA Governor's Policy Office	Jonathan Korus
Bucks County	Rich Brahler
Burlington County	Tom Stanuikynas
Camden County	Ilene Lampitt
Chester County	Brian Styche
Delaware County	Tom Shaffer
Gloucester County	Bill Fleming
Mercer County	Matthew Lawson
Montgomery County	Matt Edmond
City of Philadelphia – City Planning Commission	David Kanthor
City of Philadelphia – Department of Streets	Nick Baker
City of Philadelphia – OTIS	Kelley Yemen
City of Camden	June Morton
City of Chester	Peter Rykard
City of Trenton	Michael Kolber
Delaware River Port Authority	Tonyelle Cook-Artis
New Jersey Transit Corporation	Blanca Quinde
Port Authority Transit Corporation	(not represented)
Southeastern PA Transportation Authority	Kellie Bellina
Public Participation Task Force	Lee Wolfe
Public Participation Task Force	Mary Ann Sandone
Public Participation Task Force	Bill Matulewicz
Public Participation Task Force	Eva Hayes
Non-Voting Members	**Representative**
Delaware River Joint Toll Bridge Commission	(not represented)
Delaware Valley Goods Movement Task Force	(not represented)
Federal Highway Administration - NJ Division	Jason Simmons
Federal Highway Administration - PA Division	Gene Porochniak
Federal Transit Administration - Region III	(not represented)

Greater Philadelphia Chamber of Commerce	Renee Androckitis
NJ Turnpike Authority	(not represented)
New Jersey TMAs	Ronda Urkowitz
Pennsylvania TMAs	Rob Henry
	Steve Noll
	David Walter
	Tracy Barusevicius
Pennsylvania Turnpike Commission	(not represented)
Phila Port	(not represented)
Pottstown Urban Transit	(not represented)
Select Greater Philadelphia	(not represented)
South Jersey Port Corporation	(not represented)
South Jersey Transportation Authority	(not represented)
Transportation Operations Task Force	(not represented)
US EPA - Region II	(not represented)
US EPA - Region III	(not represented)
US Department of Housing and Urban Development	(not represented)

Other Member Representatives and Guests

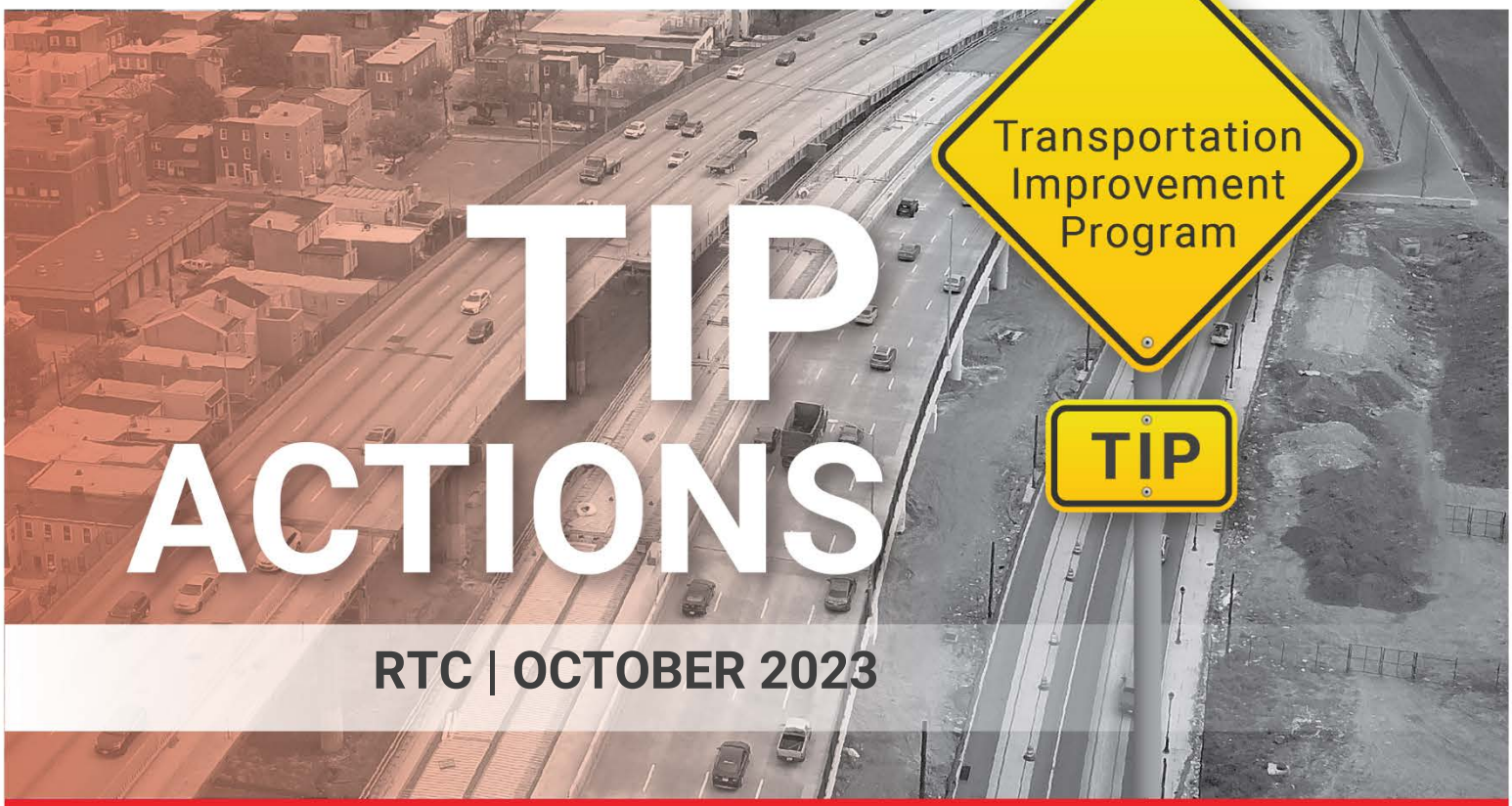
Delaware County Planning Department	Gina Burritt
Montgomery County Planning Commission	Matthew Popek
PennDOT	David Alas
City of Philadelphia	Nathan Grace
Philadelphia Streets Department	Nathan Powers
Chester County Planning Commission	Patty Quinn
NJ Transit	Surya Jacob
The Bicycle Coalition of Greater Philadelphia	John Boyle
The Bicycle Coalition of Greater Philadelphia	Patrick Monahan
Montgomery County	Matthew Popek
Gloucester County	Nick Cressman

DVRPC Staff

Patty Elkis
Brad Lane
Alyssa Driscoll
Alyson Dressman
Gina Myers
Elise Turner
Renee Wise
Jesse Buerk
Brooke Garcher
Alyson Dressman
Travis Spotts
Rick Murphy

Ethan Fogg
Matt Gates
Alison Hastings
Brad Lane
Lahy Amman
Tom Edinger
Glenn McNichol
Sean Greene
Amani Bey
Jackie Davis
Brett Fusco
Ben Gruswitz
Van Doan
Betsy Mastaglio
Shawn Megill Legendre
Stacy Bartels
Kelsey McElduff
Greg Krykewycz

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email.



TIP ACTIONS

RTC | OCTOBER 2023

190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
215.592.1800
www.dvrpc.org/TIP

Connect With Us!

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

TIP Actions for October 2023

The following project requires formal TIP modification or amendment this month for the FY2023 TIP for Pennsylvania. Attached is the Action statement ("Pink Sheet") for the project followed by the TIP "Before/After" description page and supporting documentation as needed. Towards the end of the package in a separate section are financial constraint charts.

- **PA23-82 Green Light Go (GLG) Grant Funded Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP**

****

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, AND SEPTA ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION AT THE END OF THE PACKET IN THE "FISCAL CONSTRAINT CHARTS" SECTION.

ACTION ITEM Date Prepared: September 29, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 10, 2023

Agenda Item:

2. PA23-82: Green Light-Go (GLG) Grant Funded Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed Green Light-Go awarded projects and their additional funds into the FY2023 TIP for Pennsylvania. Twenty new projects with a total amount of $12,408,000 Green Light-Go (State 073) funding will be added to the TIP for Construction in FY24. These are additional to the region and are outside the Core DVRPC Funding distributions. The following is the list of twenty new Green Light-Go projects awarded funding in the DVRPC region:

Bucks County

- Easton Road (SR 0611) and Edison Furlong Road (SR 2049) Traffic Signal Modernization (MPMS #120198), in Doylestown Township – $279,000 State 073 for updated signal equipment at Easton Road (Route 611) & Edison Furlong Road (SR 2049).

- Maple Avenue Connectivity Improvements (MPMS #120199), in Middletown Township – $139,000 State 073 for updated signal equipment throughout the township.

- PA 332 Traffic Signal Upgrades (MPMS #120200), in Northampton Township – $368,000 State 073 for updated signal equipment at Newtown-Richboro Road (Route 332) & Holland Road (SR 2067), and Newtown-Richboro (Route 332) & Rock Way/Spring Garden Mill Road.

Chester County

- PA 926 and Shady Grove Way Signal Modernization (MPMS #120201), in Westtown Township – $267,000 State 073 for updated signal equipment at Street Road (Route 926) & Shady Grove Way.

- Lancaster Avenue (SR 0030) Interconnect (MPMS #120202), in Willistown Township – $486,000 State 073 for expansion of the fiber optic communication system along Lancaster Avenue (Route 30).

Delaware County

- Ridley Township Signal Upgrades (MPMS #120203) – $780,000 State 073 for updated signal equipment at the intersections of Kedron Avenue (Route 420) & Academy Avenue/Fourth Avenue, South Avenue (SR 2017) & Academy Avenue, Morton Avenue (SR 2025) & Michigan Avenue, and South Avenue (SR 2017) & Franklin Avenue.

- Sproul Road (SR 0320) and Shopping Center Driveway Intersection Upgrade (MPMS #120204), in Springfield Township – $293,000 State 073 for updated signal equipment at Sproul Road (Route 320) & Shopping Center Driveway.

- Chichester Avenue Traffic Signal System (MPMS #120205), in Upper Chichester Township – $372,000 State 073 for interconnecting and coordinating traffic signals along Chichester Avenue (SR 3009).

- Bethel Township Detection Upgrades (MPMS #120206) – $193,000 State 073 for updated signal equipment along Naamans Creek Road (Route 491) and along Foulk Road (Route 261).

Montgomery County

- Old Welsh Road and Edge Hill Road Signal Modernization (MPMS #120207), in Abington Township – $340,000 State 073 for updated signal equipment at Old Welsh Road (Route 63/SR 2029) & Edge Hill Road.

- Ashbourne Road and New Second Street Traffic Signal Modernization (MPMS #120208), in Cheltenham Township – $305,000 State 073 for updated signal equipment at Ashbourne Road (SR 2025) & New Second Street (SR 2060).

- Cowpath Road and Snyder Square Traffic Signal Modernization (MPMS #120209), in Hatfield Township – $255,000 State 073 for updated signal equipment at Cowpath Road (Route 463) & Snyder Square.

- Route 611/263 Detection Upgrades (MPMS #120210), in Upper Moreland Township – $513,000 State 073 for updated signal equipment along the York Road (Route 611/Route 263) and Easton Road (Route 611) corridors.

- Main Street/Sumneytown Pike (SR 0063) Adaptive Traffic Signal Upgrades (MPMS #120211), in Lower Salford Township – $358,000 State 073 for updated signal equipment along the Main Street/Sumneytown Pike (Route 63) corridor.

- Bethlehem Pike and English Village/Gwynedd Crossing Traffic Signal Modernization (MPMS #120213), in Montgomery Township – $528,000 State 073 for updated signal equipment at Bethlehem Pike (Route 309) & English Village Drive/Gwynedd Crossing Drive.

- Jolly Road and Wentz Road Traffic Signal Upgrades (MPMS #120214), in Whitpain Township – $128,000 State 073 for updated signal equipment at Jolly Road & Wentz Road.

- Walnut Street (SR 2021) and Runnymede Avenue Traffic Signal Upgrades (MPMS #120215), in Jenkintown Borough – $51,000 State 073 for updated signal equipment at Walnut Street (SR 2021) & Runnymede Avenue.

Philadelphia County

- Lincoln Drive Traffic Signal Modernization (MPMS #120216) – $2,156,000 State 073 for full modernization upgrades at 6 signalized intersections along Lincoln Drive.

- North Broad Street Traffic Signal Improvements (MPMS #120217) – $3,220,000 State 073 for full modernization upgrades at 10 signalized intersections along North Broad Street.

- South Philadelphia Controller Upgrade and Integration (MPMS #120218) – $1,371,000 State 073 for updated signal equipment at 95 intersections throughout the city.

The Green Light-Go program is Pennsylvania's Municipal Signal Partnership Program which is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by PennDOT. The Green Light-Go Program is a reimbursement grant program and applicants are required to provide a minimum 20% match. In this round of grants, 77 municipalities across the Commonwealth will receive over $35.5 million to support traffic signal upgrades, increasing safety, and mobility across Pennsylvania's communities. Grant funding through the Green Light-Go program may be utilized for a range of operational improvements including, but not limited to, light-emitting diode (LED) technology installation, traffic signal retiming, developing special event plans and monitoring traffic signals, as well as upgrading traffic signals to the latest technologies.

The following project types are eligible for the use of program funds:

- LED Replacement – Replacement of existing incandescent or LED bulbs with new LED bulbs for vehicular and/or pedestrian signal indications.
- Traffic Signal Retiming – Development and implementation of revised timings for existing traffic signals, which can also include phasing changes and/or development and implementation of timing plans associated with special events and incident management detours.
- Study and Removal of Unwarranted Traffic-Control Signals.
- Monitoring – Real-time and/or historical performance monitoring of the traffic signal corridor where modifications can be made based on traffic demands.
- Innovative Technologies – Installation of new technologies to better maintain and operate the traffic signals (i.e., real-time traffic signal performance metrics, adaptive signals, etc.).
- Communications/Connections Back to Traffic Management Center (TMC) – Installation, upgrade, or maintenance to traffic signal communication systems between coordinated traffic signals and/or connecting traffic signal operations and asset management information back to a TMC so that it can be monitored, managed, and maintained in real time.
- Detection and/or Controller Upgrades – Upgrade or installation of detection systems, and upgrade of existing traffic signal controllers.
- Modernization Upgrades – Installation and/or upgrade of existing traffic signal equipment which is beyond its useful life and to bring traffic signals into compliance with current standards. Modernization upgrades may include additional functionality such as emergency preemption or battery backup systems when combined with other upgrades that will improve mobility
- Intelligent Transportation System (ITS) Applications – Implementation of ITS applications such as connected and autonomous vehicle applications.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this action because these projects will be included in subsequent regional emissions analysis as required by the current conformity rule.

Cost and Source of Funds:

$12,408,000 Green Light-Go (Appropriations 073)

Date Action Required:

October 10, 2023

Recommendations:

RTC – Will make recommendations at the October 10, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-82, PennDOT's request that DVRPC accept the listed Green Light-Go awarded projects and their additional funds into the FY2023 TIP for Pennsylvania. Twenty new projects with a total amount of $12,408,000 Green Light-Go funding will be added to the TIP for Construction in FY24. These are additional to the region and are outside the Core Funding distributions. The following is the list of twenty new Green Light-Go projects awarded funding in the DVRPC region:

Bucks County

- Easton Road (SR 0611) and Edison Furlong Road (SR 2049) Traffic Signal Modernization (MPMS #120198), in Doylestown Township – $279,000 State 073 for updated signal equipment at Easton Road (Route 611) & Edison Furlong Road (SR 2049).

- Maple Avenue Connectivity Improvements (MPMS #120199), in Middletown Township – $139,000 State 073 for updated signal equipment throughout the township.

- PA 332 Traffic Signal Upgrades (MPMS #120200), in Northampton Township – $368,000 State 073 for updated signal equipment at Newtown-Richboro Road (Route 332) & Holland Road (SR 2067), and Newtown-Richboro (Route 332) & Rock Way/Spring Garden Mill Road.

Chester County

- PA 926 and Shady Grove Way Signal Modernization (MPMS #120201), in Westtown Township – $267,000 State 073 for updated signal equipment at Street Road (Route 926) & Shady Grove Way.

- Lancaster Avenue (SR 0030) Interconnect (MPMS #120202), in Willistown Township – $486,000 State 073 for expansion of the fiber optic communication system along Lancaster Avenue (Route 30).

Delaware County

- Ridley Township Signal Upgrades (MPMS #120203) – $780,000 State 073 for updated signal equipment at the intersections of Kedron Avenue (Route 420) & Academy Avenue/Fourth Avenue, South Avenue (SR 2017) & Academy

Avenue, Morton Avenue (SR 2025) & Michigan Avenue, and South Avenue (SR 2017) & Franklin Avenue.

- Sproul Road (SR 0320) and Shopping Center Driveway Intersection Upgrade (MPMS #120204), in Springfield Township – $293,000 State 073 for updated signal equipment at Sproul Road (Route 320) & Shopping Center Driveway.

- Chichester Avenue Traffic Signal System (MPMS #120205), in Upper Chichester Township – $372,000 State 073 for interconnecting and coordinating traffic signals along Chichester Avenue (SR 3009).

- Bethel Township Detection Upgrades (MPMS #120206) – $193,000 State 073 for updated signal equipment along Naamans Creek Road (Route 491) and along Foulk Road (Route 261).

Montgomery County

- Old Welsh Road and Edge Hill Road Signal Modernization (MPMS #120207), in Abington Township – $340,000 State 073 for updated signal equipment at Old Welsh Road (Route 63/SR 2029) & Edge Hill Road.

- Ashbourne Road and New Second Street Traffic Signal Modernization (MPMS #120208), in Cheltenham Township – $305,000 State 073 for updated signal equipment at Ashbourne Road (SR 2025) & New Second Street (SR 2060).

- Cowpath Road and Snyder Square Traffic Signal Modernization (MPMS #120209), in Hatfield Township – $255,000 State 073 for updated signal equipment at Cowpath Road (Route 463) & Snyder Square.

- Route 611/263 Detection Upgrades (MPMS #120210), in Upper Moreland Township – $513,000 State 073 for updated signal equipment along the York Road (Route 611/Route 263) and Easton Road (Route 611) corridors.

- Main Street/Sumneytown Pike (SR 0063) Adaptive Traffic Signal Upgrades (MPMS #120211), in Lower Salford Township – $358,000 State 073 for updated signal equipment along the Main Street/Sumneytown Pike (Route 63) corridor.

- Bethlehem Pike and English Village/Gwynedd Crossing Traffic Signal Modernization (MPMS #120213), in Montgomery Township – $528,000 State 073 for updated signal equipment at Bethlehem Pike (Route 309) & English Village Drive/Gwynedd Crossing Drive.

- Jolly Road and Wentz Road Traffic Signal Upgrades (MPMS #120214), in Whitpain Township – $128,000 State 073 for updated signal equipment at Jolly Road & Wentz Road.

- Walnut Street (SR 2021) and Runnymede Avenue Traffic Signal Upgrades (MPMS #120215), in Jenkintown Borough – $51,000 State 073 for updated signal equipment at Walnut Street (SR 2021) & Runnymede Avenue.

Philadelphia County

- Lincoln Drive Traffic Signal Modernization (MPMS #120216) – $2,156,000 State 073 for full modernization upgrades at 6 signalized intersections along Lincoln Drive.

- North Broad Street Traffic Signal Improvements (MPMS #120217) – $3,220,000 State 073 for full modernization upgrades at 10 signalized intersections along North Broad Street.

- South Philadelphia Controller Upgrade and Integration (MPMS #120218) – $1,371,000 State 073 for updated signal equipment at 95 intersections throughout the city.

Staff Contact:

Travis Spotts

Attachments:

1. Project Location Map
2. PennDOT Statewide Fiscal Constraint Chart

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Bucks

MPMS# 120198 ***Easton Rd (SR 0611) and Edison-Furlong Rd (SR 2049)***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Doylestown Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated traffic signal equipment at Easton Road (Route 611) & Edison Furlong Road (SR 2049).

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Easton Road (SR 0611) and Edison-Furlong Road (SR 2049), in the amount of $279,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		279										
		0	**279**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**279**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120199 ***Township of Middletown- Maple Ave Connectivity Improvements***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Middletown Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated traffic signal equipment throughout the township.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Township of Middletown - Maple Avenue Connectivity Improvements, in the amount of $139,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		139										
		0	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**139**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Bucks

MPMS# 120200 ***PA 332 Traffic Signal Upgrades***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Northampton Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Newtown-Richboro Road (Route 332) & Holland Road (SR 2067), and Newtown-Richboro (Route 332) & Rock Way/Spring Garden Mill Road..

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, PA 332 Traffic Signal Upgrades, in the amount of $368,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		368										
		0	**368**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026			**368**	**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Chester

MPMS# 120201 ***PA 926 and Shady Grove Way - Signal Modernization***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Westtown Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Street Road (Route 926) & Shady Grove Way.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, PA 926 and Shady Grove Way - Signal Modernization, in the amount of $267,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		267										
		0	**267**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**267**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120202 ***Lancaster Avenue (SR 0030) Interconnect***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Willistown Township

Longitude: Signal/ITS Improvements PROJ MANG:

For expansion of the fiber optic communication system along Lancaster Avenue (Route 30).

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lancaster Avenue (SR 0030) Interconnect, in the amount of $486,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		486										
		0	**486**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**486**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Delaware

MPMS# 120203 ***Ridley Township Signal Upgrades***

AQ Code R2

Latitude:

Longitude:

LIMITS:

MUNICIPALITIES Ridley Township

Signal/ITS Improvements

PROJ MANG:

For updated signal equipment at the intersections of Kedron Avenue (Route 420) & Academy Avenue/Fourth Avenue, South Avenue (SR 2017) & Academy Avenue, Morton Avenue (SR 2025) & Michigan Avenue, and South Avenue (SR 2017) & Franklin Avenue.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Ridley Township Signal Upgrades, in the amount of $781,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		781										
		0	**781**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**781**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120204 ***Sproul Road (SR 0320) and Shopping Center Driveway Intersection Upgrade***

AQ Code R2

Latitude:

Longitude:

LIMITS:

MUNICIPALITIES Springfield Township

Signal/ITS Improvements

PROJ MANG:

For updated signal equipment at Sproul Road (Route 320) & Shopping Center Driveway.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Sproul Road (SR 0320) and Shopping Center Driveway, in the amount of $296,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		296										
		0	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**296**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Delaware

MPMS# 120205 ***Chichester Avenue Traffic Signal System***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Upper Chichester Township

Longitude: Signal/ITS Improvements PROJ MANG:

For interconnecting and coordinating traffic signals along Chichester Avenue (SR 3009).

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Chichester Avenue - Traffic Signal System, in the amount of $372,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		372										
		0	**372**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**372**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120206 ***Bethel Township Detection Upgrades***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Bethel Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment along Naamans Creek Road (Route 491) and along Foulk Road (Route 261).

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Bethel Township Detection Upgrades, in the amount of $193,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		193										
		0	**193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**193**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 120207 ***Old Welsh Road and Edge Hill Road Signal Modernization***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Abington Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Old Welsh Road (Route 63/SR 2029) & Edge Hill Road.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Old Welsh Road and Edge Hill Road Signal Modernization, in the amount of $340,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		340										
		0	**340**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**340**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120208 ***Ashbourne Road and New Second Street Traffic Signal Modernization***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Cheltenham Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Ashbourne Road (SR 2025) & New Second Street (SR 2060).

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Ashbourne Road and New Second Street Traffic Signal Modnernization, in the amount of $305,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		305										
		0	**305**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**305**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 120209 ***Cowpath Road and Snyder Square Traffic Signal Modernization***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Hatfield Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Cowpath Road (Route 463) & Snyder Square.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Cowpath Road and Snyder Square Traffic Signal Modernization, in the amount of $255,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		255										
		0	**255**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**255**		**Total FY2027-2030**		**0**		**Total FY2031-2034**		**0**	

MPMS# 120210 ***Route 611/263 Detection Upgrades***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Upper Moreland Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment along the York Road (Route 611/Route 263) and Easton Road (Route 611) corridors.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Route 611/263 Detection Upgrades, in the amount of $513,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		513										
		0	**513**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**513**		**Total FY2027-2030**		**0**		**Total FY2031-2034**		**0**	

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 120211 ***Main Street/Sumneytown Pike (SR 0063) Adaptive Traffic Signal Upgrades***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Lower Salford Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment along the Main Street/Sumneytown Pike (Route 63) corridor.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Main Street/Sumneytown Pike (SR 0063) Adaptice Traffic Signal Upgrades, in the amount of $359,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		359										
		0	**359**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026			**359**	**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120213 ***Bethlehem Pike and English Village/Gwynedd Crossing Traffic Signal Modernization***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Montgomery Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Bethlehem Pike (Route 309) & English Village Drive/Gwynedd Crossing Drive.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Bethlehem Pike and English Village/Gwyneddd Crossing Traffic Signal Modernization, in the amount of $528,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		528										
		0	**528**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026			**528**	**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 120214 ***Jolly Road and Wentz Road Traffic Signal Upgrades***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Whitpain Township

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Jolly Road & Wentz Road.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Jolly Road and Wentz Road Traffic Signal Upgrades, in the amount of $128,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		128										
		0	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**128**		**Total FY2027-2030**		**0**		**Total FY2031-2034**		**0**	

MPMS# 120215 ***Walnut Street (SR 2021) and Runnymede Avenue Traffic Signal Upgrades***

AQ Code R2 LIMITS:

Latitude: MUNICIPALITIES Jenkintown Borough

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at Walnut Street (SR 2021) & Runnymede Avenue.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Walnut Street (SR 2021) and Runnymede Avenue Traffic Signal Modernization, in the amount of $51,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		51										
		0	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**51**		**Total FY2027-2030**		**0**		**Total FY2031-2034**		**0**	

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 120216 ***Lincoln Drive Traffice Signal Modernization***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Signal/ITS Improvements PROJ MANG:

For full modernization upgrades at 6 signalized intersections along Lincoln Drive.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lincoln Drive Traffic Signal Modernization, in the amount of $2,156,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		2,156										
		0	**2,156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**2,156**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

MPMS# 120217 ***North Broad Street Traffic Signal Improvements***

AQ Code 2025M LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Signal/ITS Improvements PROJ MANG:

For full modernization upgrades at 10 signalized intersections along North Broad Street.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, North Broad Street Traffic Signal Improvements, in the amount of $3,220,000 for Construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		3,220										
		0	**3,220**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**3,220**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

DVRPC FY2023-2026 TIP for PA

Action: PA23-82

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 120218 ***South Philadelphia Controller Upgrade and Integration***

AQ Code S7 LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Signal/ITS Improvements PROJ MANG:

For updated signal equipment at 95 intersections throughout the city.

Summary of Action:

Action to accept the project and its additional funding into the FY2023 TIP for Pennsylvania by adding a new project to the TIP, South Philadelphia Controller Upgrade and Intergration, in the amount of $1,371,000 for Construction in FY24.

The proposed action will add a new project to the TIP

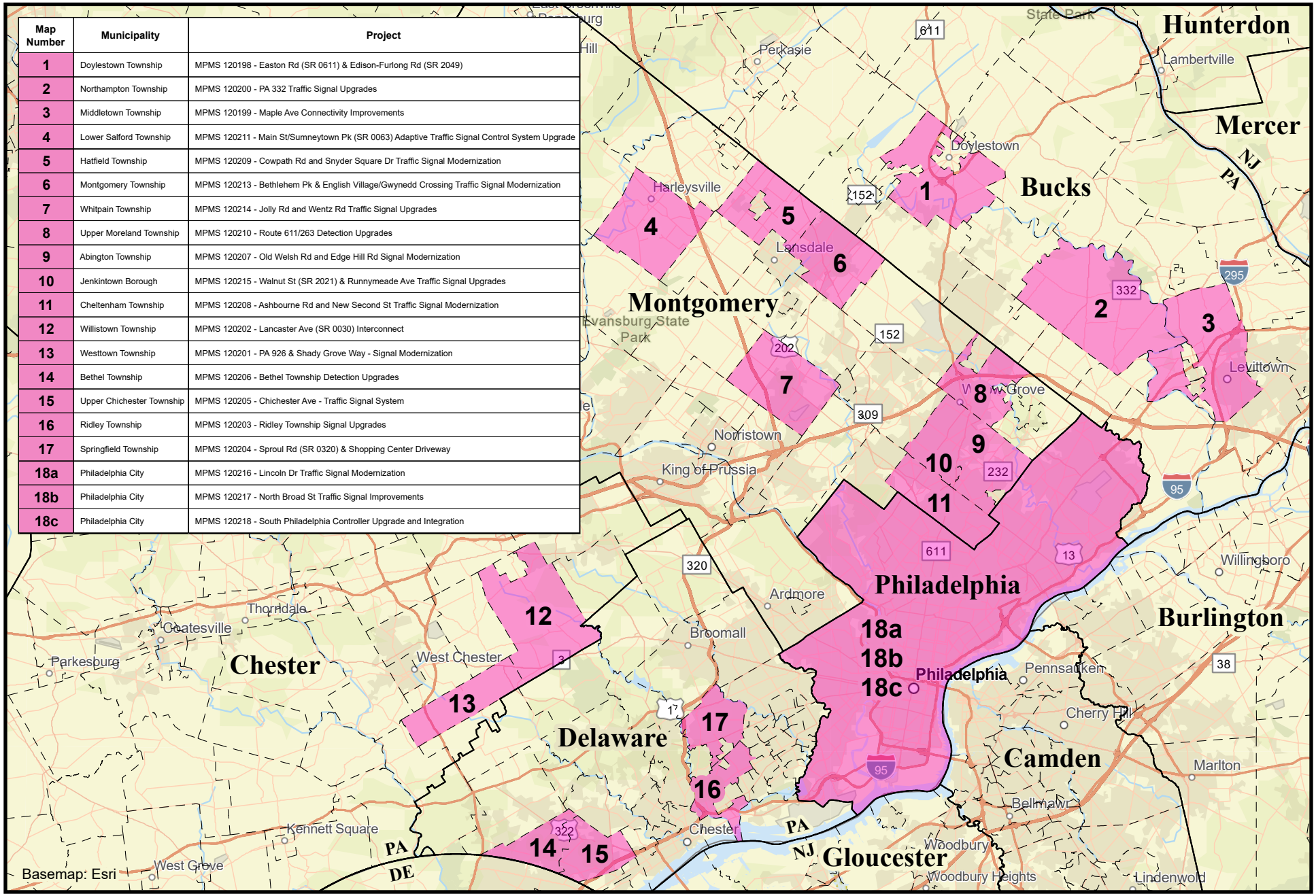
After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	073		1,371										
		0	**1,371**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2023-2026		**1,371**		**Total FY2027-2030**			**0**	**Total FY2031-2034**			**0**

PA23-82: Green Light Go (GLG) Grant Funded Projects

Map Number	Municipality	Project
1	Doylestown Township	MPMS 120198 - Easton Rd (SR 0611) & Edison-Furlong Rd (SR 2049)
2	Northampton Township	MPMS 120200 - PA 332 Traffic Signal Upgrades
3	Middletown Township	MPMS 120199 - Maple Ave Connectivity Improvements
4	Lower Salford Township	MPMS 120211 - Main St/Sumneytown Pk (SR 0063) Adaptive Traffic Signal Control System Upgrade
5	Hatfield Township	MPMS 120209 - Cowpath Rd and Snyder Square Dr Traffic Signal Modernization
6	Montgomery Township	MPMS 120213 - Bethlehem Pk & English Village/Gwynedd Crossing Traffic Signal Modernization
7	Whitpain Township	MPMS 120214 - Jolly Rd and Wentz Rd Traffic Signal Upgrades
8	Upper Moreland Township	MPMS 120210 - Route 611/263 Detection Upgrades
9	Abington Township	MPMS 120207 - Old Welsh Rd and Edge Hill Rd Signal Modernization
10	Jenkintown Borough	MPMS 120215 - Walnut St (SR 2021) & Runnymeade Ave Traffic Signal Upgrades
11	Cheltenham Township	MPMS 120208 - Ashbourne Rd and New Second St Traffic Signal Modernization
12	Willistown Township	MPMS 120202 - Lancaster Ave (SR 0030) Interconnect
13	Westtown Township	MPMS 120201 - PA 926 & Shady Grove Way - Signal Modernization
14	Bethel Township	MPMS 120206 - Bethel Township Detection Upgrades
15	Upper Chichester Township	MPMS 120205 - Chichester Ave - Traffic Signal System
16	Ridley Township	MPMS 120203 - Ridley Township Signal Upgrades
17	Springfield Township	MPMS 120204 - Sproul Rd (SR 0320) & Shopping Center Driveway
18a	Philadelphia City	MPMS 120216 - Lincoln Dr Traffic Signal Modernization
18b	Philadelphia City	MPMS 120217 - North Broad St Traffic Signal Improvements
18c	Philadelphia City	MPMS 120218 - South Philadelphia Controller Upgrade and Integration



PennDOT's Fiscal Constraint Charts (October 2023)

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

FEDERAL & STATE FUNDS (In $1,000's)

MA IDs: 132073, 132074, 132084

TIP MODIFICATIONS FOR AUGUST 2023

(Chart #91)

Chart: 091

** Positive number denotes a surplus/Negative denotes a deficit*

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			*2ND 4 YRS FFY 2027*			*2ND 4 YRS FFY 2028*			*2ND 4 YRS FFY 2029*			*2ND 4 YRS FFY 2030*			*3RD 4 YRS*			*TOTAL*	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC		
TAP/HTS/SR2S LINE ITEM RESERVE			Before	TAU		125,217	0	0	8,097,000	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	92,432,217	LINE ITEM
DISTRICTWIDE	**64984**	**CON**	Adjust	TAU		(125,217)	0	0	(1,141,810)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,267,027)	
			After	TAU		0	0	0	6,955,190	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	91,165,190	
OVERBROOK EDUCATION CENTER SLOW ZONE			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2021 TASA AWARDED PROJECT.
PHILADELPHIA	117966	CON	Adjust	TAU		0	0	0	985,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	985,000	
SR,----,OEC			After	TAU		0	0	0	985,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	985,000	
PARKSIDECYNWYD TRAIL EXTENSION			Before	TAU		1,066,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,066,000	2018 TASA AWARDED PROJECT. ADDING FUNDS TO ACCOUNT FOR THE SEPTA WORK ON THE PROJECT.
MONTGOMERY	110779	CON	Adjust	TAU		125,217	0	0	156,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	282,027	
SR,----,CTE			After	TAU		1,191,217	0	0	156,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,348,027	
BRIDGE RESERVE LINE ITEM			Before	BOF	185	621,210	735,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	163,494,565	LINE ITEM
BUCKS	**79929**	**CON**	Adjust	BOF	185	(621,210)	(33,000)	0	(463,790)	(116,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,234,000)	
			After	BOF	185	0	702,526	88,835	2,226,210	580,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	162,260,565	
WAVERLY RD O/ TACONY CR			Before	BOF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOSULY OBLIGATED, ADDING FUNDS TO FINISH DESIGN.
MONTGOMERY	103372	FD	Adjust	BOF		25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	
SR,7046,275			After	BOF		25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	
RUDOLPH & ARTHUR COVERED BRIDGE(CB#26)			Before	BOF	581	1,923,000	597,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,520,000	ADDING BOF FUNDS TO ACCOUNT FOR THE LOSS OF THE HCB FUNDS.
CHESTER	14351	CON	Adjust	BOF	581	596,210	0	0	463,790	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060,000	
SR,7015,026			After	BOF	581	2,519,210	597,000	0	463,790	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,580,000	
RUDOLPH & ARTHUR COVERED BRIDGE(CB#26)			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING 183 FUNDS TO FULLY FUND THE 20% STATE MATCH.
CHESTER	14351	CON	Adjust		183	0	33,000	0	0	116,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149,000	
SR,7015,026			After		183	0	33,000	0	0	116,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149,000	
RUDOLPH & ARTHUR COVERED BRIDGE(CB#26)			Before	HCB		1,060,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060,000	FHWA HAS DETERMINED THE HCB FUNDS PROGRAMMED ON THE PROJECT ARE NO LONGER ELIGIBLE TO USE SINCE THE HISTORIC STRUCTURE WAS DESTROYED BY TROPICAL STORM IDA IN 2021. REPLACING HCB FUNDS WITH BOF.
CHESTER	14351	CON	Adjust	HCB		(1,060,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,060,000)	
SR,7015,026			After	HCB		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DVRPC CMAQ PROGRAM			Before	CAQ		652,220	0	0	7,107,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	25,353,220	LINE ITEM
DELAWARE	**48201**	**CON**	Adjust	CAQ		(652,220)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(652,220)	
			After	CAQ		0	0	0	7,107,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,701,000	
PA 401 & VALLEY HILL RD IMPROVEMENT			Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR ADDITONAL ARCHAEOLOGY WORK AND ADDITIONAL EFFORT TO COMPLETE THE DESIGN FIELD VIEW.
CHESTER	114166	PE	Adjust	CAQ	TC	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	
SR,0401,VHR			After	CAQ	TC	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	

Chart: 091

** Positive number denotes a surplus/Negative denotes a deficit*

PA 401 & VALLEY HILL RD IMPROVEMENT			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT.
CHESTER	114166	FD	Adjust	CAQ	TC	442,220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	442,220	
SR,0401,VHR			After	CAQ	TC	442,220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	442,220	
PA 401 & VALLEY HILL RD IMPROVEMENT			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT.
CHESTER	114166	UTL	Adjust	CAQ	TC	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	
SR,0401,VHR			After	CAQ	TC	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	
PA 401 & VALLEY HILL RD IMPROVEMENT			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT.
CHESTER	114166	ROW	Adjust	CAQ	TC	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	
SR,0401,VHR			After	CAQ	TC	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	
					Before FFY Totals	5,447,647	1,332,526	88,835	17,894,000	696,093	485,896	18,013,000	1,205,000	25,000	16,285,000	119,005	491,000	13,020,000	189,000	0	8,438,000	265,000	0	8,711,000	0	0	8,735,000	38,000	0	101,794,000	82,653,000	0	285,926,002	
					FFY Adjustment Totals	(1,060,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,060,000)	TOTAL ADJUST IS DUE TO THE REMOVAL OF THE HCB FUNDS.
					After FFY Totals	4,387,647	1,332,526	88,835	17,894,000	696,093	485,896	18,013,000	1,205,000	25,000	16,285,000	119,005	491,000	13,020,000	189,000	0	8,438,000	265,000	0	8,711,000	0	0	8,735,000	38,000	0	101,794,000	82,653,000	0	284,866,002	

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

FEDERAL & STATE FUNDS (In $1,000's)

MA IDs: 132088, 132092, 132095, 132177

TIP MODIFICATIONS FOR AUGUST 2023

(Chart 92)

Chart: 092

** Positive number denotes a surplus/Negative denotes a deficit*

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC		
NHPP RESERVE LINE ITEM **DISTRICT WIDE**	**82216**	**CON**	Before	NHPP	581	0	0	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000	LINE ITEM
			Adjust	NHPP	581	0	0	0	6,556,000	1,639,000	0	6,556,000	1,389,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,140,000	
			After	NHPP	581	0	0	0	6,556,000	1,639,000	0	6,556,000	1,392,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,144,000	
BRIDGE RESERVE LINE ITEM **BUCKS**	**79929**	**CON**	Before	BOF	185	0	702,526	88,835	2,226,210	580,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	**162,260,565**	LINE ITEM
			Adjust	BOF	185	0	0	0	0	0	0	0	0	0	0	(100,000)	0	0	(100,000)	0	0	(100,000)	0	0	0	0	0	0	0	**0**	(16,838,151)	0	**(17,138,151)**	
			After	BOF	185	0	702,526	88,835	2,226,210	580,093	485,896	0	1,205,000	25,000	0	19,005	491,000	4,582,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	65,814,849	0	**145,122,414**	
HOLLAND @ BUCK RD O/ MILL CREEK BUCKS SR,0532,PH1	102272	CON	Before	NHPP	581	0	0	0	6,556,000	1,639,000	0	6,556,000	1,639,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**16,390,000**	CASH FLOWING BASED ON CURRENT LET DATE.
			Adjust	NHPP	581	0	0	0	(6,556,000)	(1,639,000)	0	(6,556,000)	(1,389,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**(16,140,000)**	
			After	NHPP	581	0	0	0	0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**250,000**	
HOLLAND @ BUCK RD O/ MILL CREEK BUCKS SR,0532,PH1	102272	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	CASH FLOWING BASED ON CURRENT LET DATE.
			Adjust		185	0	0	0	0	0	0	0	0	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	0	0	**0**	16,838,151	0	**17,138,151**	
			After		185	0	0	0	0	0	0	0	0	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0	0	0	0	0	16,838,151	0	**17,138,151**	
NHPP RESERVE LINE ITEM **DISTRICT WIDE**	**82216**	**CON**	Before	NHPP	581	0	0	0	6,556,000	1,639,000	0	6,556,000	1,392,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,144,000	LINE ITEM
			Adjust	NHPP	581	0	0	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)	
			After	NHPP	581	0	0	0	6,556,000	639,000	0	6,556,000	1,392,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,144,000	
BRIDGE RESERVE LINE ITEM **BUCKS**	**79929**	**CON**	Before	BOF	185	0	702,526	88,835	2,226,210	580,093	485,896	0	1,205,000	25,000	0	19,005	491,000	4,582,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	65,814,849	0	**145,122,414**	LINE ITEM
			Adjust	BOF	185	0	(702,526)	0	0	0	0	0	(997,474)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**(1,700,000)**	
			After	BOF	185	0	0	88,835	2,226,210	580,093	485,896	0	207,526	25,000	0	19,005	491,000	4,582,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	65,814,849	0	**143,422,414**	
SMITHBRIDGE RD O/ WEBB CREEK DELAWARE SR,3046,HBP	86321	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	BRIDGE CURRENTLY CLOSED. ADDING FUNDS FOR EMERGENCY LETTING IN SEPTEMBER 2023.
			Adjust		185	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**200,000**	
			After		185	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**200,000**	
SMITHBRIDGE RD O/ WEBB CREEK DELAWARE SR,3046,HBP	86321	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	BRIDGE CURRENTLY CLOSED. ADDING FUNDS FOR EMERGENCY LETTING IN SEPTEMBER 2023.
			Adjust		185	0	502,526	0	0	0	0	0	997,474	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**1,500,000**	
			After		185	0	502,526	0	0	0	0	0	997,474	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1,500,000**	
SMITHBRIDGE RD O/ WEBB CREEK DELAWARE SR,3046,HBP	86321	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	BRIDGE CURRENTLY CLOSED. ADDING FUNDS FOR EMERGENCY LETTING IN SEPTEMBER 2023.
			Adjust		581	0	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**1,000,000**	
			After		581	0	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1,000,000**	
Before FFY Totals						0	1,405,052	177,670	17,564,420	4,438,186	971,792	13,112,000	5,444,000	50,000	0	138,010	982,000	9,166,000	278,000	0	0	430,000	0	546,000	0	0	594,000	76,000	0	136,080,000	148,467,849	0	339,920,979	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	1,405,052	177,670	17,564,420	4,438,186	971,792	13,112,000	5,444,000	50,000	0	138,010	982,000	9,166,000	278,000	0	0	430,000	0	546,000	0	0	594,000	76,000	0	136,080,000	148,467,849	0	339,920,979	

DVRPC FFY 2023-2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

FEDERAL & STATE FUNDS (In $1,000's)

MA ID#s 132113

TIP MODIFICATIONS FOR SEPTEMBER 2023

(Chart #93)

Chart: 093

** Positive number denotes a surplus/Negative denotes a deficit*

Administrative Action				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			***2ND 4 YRS***			***3RD 4 YRS***			***TOTAL***	**Remarks**
Project Title	**MPMS**	**Phs**	**Amts.**	**Fed.**	**Sta.**	**Fed. ($)**	State ($)	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**		
WELSH RD CORRIDOR SAFETY IMPROVEMENTS			Before	HSIP		562,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**562,000**	REDUCING PHASE TO AMOUNT NEEDED
PHILADELPHIA	115433	UTL	Adjust	HSIP		(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**(250,000)**	
SR,1011,SIP			After	HSIP		312,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**312,000**	
LANSDOWNE AVE CORRIDOR SAFETY IMPROVEMENTS			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.
DELAWARE	115427	UTL	Adjust	HSIP		250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	**250,000**	
SR,2005,SP2			After	HSIP		250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**250,000**	
				Before FFY Totals		562,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	562,000	
				FFY Adjustment Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals		562,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	562,000	

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 131654) ***District 6-0 Interstate TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581	2,500,714	769,188		1,523,294	2,853		697,762	1,125,508		859,637			Interstate Contingency LI utilized as a balancing source to maintain fiscal constraint.
			Before	BRIP	185	1,035,675	1,697,852			10,920,788			1,124,239			5,531,600		
/			Adjust	NHPP	581	17,832,000	100,000		17,000,000			14,000,000						
			Adjust	BRIP	185													
Central Office			After	NHPP	581	20,332,714	869,188		18,523,294	2,853		14,697,762	1,125,508		859,637			
			After	BRIP	185	1,035,675	1,697,852			10,920,788			1,124,239			5,531,600		
I-95: Margaret-Carver (C)	79910	ROW	Before	NHPP	581	900,000	100,000											Remove ROW phase
95/BS2			Adjust	NHPP	581	(900,000)	(100,000)											
Philadelphia			After	NHPP	581													
I-95: Cottman On-Ramp (C)	80014	CON	Before	NHPP		15,000,000			15,000,000			14,000,000						Decrease CON Phase to match current need.
95/CP3			Adjust	NHPP		(3,932,000)			(10,000,000)			(14,000,000)						
Philadelphia			After	NHPP		11,068,000			5,000,000									
I-95 Corridor ITS	103555	CON	Before	NHPP		13,000,000			10,000,000									Decrease CON Phase to match current need. Project was obligated under previous program.
95/GR8			Adjust	NHPP		(13,000,000)			(7,000,000)									
Philadelphia			After	NHPP					3,000,000									
Before Totals						$32,436,389	$2,567,040	$0	$26,523,294	$10,923,641	$0	$14,697,762	$2,249,747	$0	$859,637	$5,531,600	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$32,436,389	$2,567,040	$0	$26,523,294	$10,923,641	$0	$14,697,762	$2,249,747	$0	$859,637	$5,531,600	$0	

NOTES

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131710) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Systemic Improvements-Vulnerable Users	117796	CON	Before	sHVRU		2,000,000			1,000,000									Cashflow funds - estimated let date 12/14/2023
/SIP			Adjust	sHVRU		(2,000,000)						2,000,000						
Montgomery			After	sHVRU					1,000,000			2,000,000						
HSIP Set Aside Reserve	101969	CON	Before	sHSIP		397,411			2,750,138			26,032,671			35,704,396			HSIP Set Aside Reserve line item source of funds
/			Adjust	sHSIP		2,000,000						(2,000,000)						
Central Office			After	sHSIP		2,397,411			2,750,138			24,032,671			35,704,396			
Before Totals						$2,397,411	$0	$0	$3,750,138	$0	$0	$26,032,671	$0	$0	$35,704,396	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$2,397,411	$0	$0	$3,750,138	$0	$0	$26,032,671	$0	$0	$35,704,396	$0	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131767) SPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
RRX Reserve	98255	CON	Before	RRX					324,786			100,000			270,683			RRX Reserve line item source of funds
/			Adjust	RRX		50,711			(50,711)									
Central Office			After	RRX		50,711			274,075			100,000			270,683			
Bridge Street and Eureka Hill Grade Crossings	106061	CON	Before	RRX		124,075												Adjust cashflow to free up funds for another project
981/RRX			Adjust	RRX		(50,711)			50,711									
Westmoreland			After	RRX		73,364			50,711									
Administrative Action (MA ID: 131771) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
RRX Reserve	98255	CON	Before	RRX		50,711			274,075			100,000			270,683			RRX Reserve line item source of funds
/			Adjust	RRX		(50,711)												
Central Office			After	RRX					274,075			100,000			270,683			
Mill St. Grade Xing	36475	CON	Before	RRX														Increase phase to cover final invoice
/			Adjust	RRX		50,711												
Bucks			After	RRX		50,711												
Before Totals						$174,786	$0	$0	$598,861	$0	$0	$200,000	$0	$0	$541,366	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$174,786	$0	$0	$598,861	$0	$0	$200,000	$0	$0	$541,366	$0	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131951) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
6-0 Systemwide Ped Countdown Signals(PCS)			Before	sHVRU		5,051,553												Cashflow funds due to project letting delays - let date pushed to 10/5/2023 and held due to Historical Analysis
/SIP	119301	CON	Adjust	sHVRU		(5,051,553)			2,000,000			3,051,553						
Montgomery			After	sHVRU					2,000,000			3,051,553						
HSIP Set Aside Reserve			Before	sHSIP		538,656			2,800,138			23,032,671			35,704,396			HSIP Set Aside Reserve line item
/	101969	CON	Adjust	sHSIP		5,051,553			(2,000,000)			(3,051,553)						
Central Office			After	sHSIP		5,590,209			800,138			19,981,118			35,704,396			

Administrative Action (MA ID: 131954) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
High Street Pedestrian Safety Improvements			Before	HSIP		141,000												District to add HSIP funds to approved project: HSIP App ID# 2021-06-7 approved 8/8/2023.
2003/SIP	115425	FD	Adjust	HSIP														
Chester			After	HSIP		141,000												
High Street Pedestrian Safety Improvements			Before	sHVRU														Add sHVRU funds to approved project: HSIP App ID# 2021-06-7 approved 8/8/2023.
2003/SIP	115425	FD	Adjust	sHVRU		183,000												
Chester			After	sHVRU		183,000												
High Street Pedestrian Safety Improvements			Before	HSIP					1,639,000									District to add HSIP funds to approved project: HSIP App ID# 2021-06-7 approved 8/8/2023.
2003/SIP	115425	CON	Adjust	HSIP														
Chester			After	HSIP					1,639,000									
High Street Pedestrian Safety Improvements			Before	sHVRU														Add sHVRU funds to approved project: HSIP App ID# 2021-06-7 approved 8/8/2023.
2003/SIP	115425	CON	Adjust	sHVRU					250,000			1,593,806						
Chester			After	sHVRU					250,000			1,593,806						
HSIP Set Aside Reserve			Before	sHSIP		5,590,209			800,138			19,981,118			35,704,396			HSIP Set Aside Reserve line item
/	101969	CON	Adjust	sHSIP		(183,000)			(250,000)			(1,593,806)						
Central Office			After	sHSIP		5,407,209			550,138			18,387,312			35,704,396			
Before Totals						$11,321,418	$0	$0	$5,239,276	$0	$0	$43,013,789	$0	$0	$71,408,792	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$11,321,418	$0	$0	$5,239,276	$0	$0	$43,013,789	$0	$0	$71,408,792	$0	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131891,131900) ***D1-0 Erie TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
SR5/SR98 and SR20/SR4007 Traffic Signal Upgrades	120174	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					167,140								
Erie			After		073					167,140								
Erie Downtown State Street Traffic Upgrades	120175	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					1,332,320								
Erie			After		073					1,332,320								
West 18th Street Signal Upgrades	120176	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					1,627,369								
Erie			After		073					1,627,369								
Wesleyville Borough Traffic Signal System Improvem	120177	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					1,023,280								
Erie			After		073					1,023,280								
Administrative Action (MA ID: 131897) ***D1 Northwest TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Water Street Traffic Signal Modernization 2	120173	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					583,670								
Crawford			After		073					583,670								
Liberty & 12th Streets Intersection - Full Rebuild	120179	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					314,760								
Venango			After		073					314,760								
Administrative Action (MA ID: 131906) ***D1 SVTS TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Columbia and Main Intersection Modernization	120178	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					327,081								
Mercer			After		073					327,081								
Administrative Action (MA ID: 131907) ***D2 Centre TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Benner Pike/Rt. 150 Corridor System	120180	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					190,880								
Centre			After		073					190,880								
Administrative Action (MA ID: 131908) ***D3 SEDA-COG TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Signal Modernization at Market and Mill Streets	120185	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					431,290								
Montour			After		073					431,290								
SR 522 (Market Street) and SR 104 (Main Street) Tr	120186	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					382,762								
Snyder			After		073					382,762								
Administrative Action (MA ID: 131909) ***D3 Williamsport TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Little League Boulevard and Hepburn Street, Little	120181	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					640,833								
Lycoming			After		073					640,833								
Jersey Shore Critical Route Traffic Signal Replace	120182	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					764,668								
Lycoming			After		073					764,668								

Main Street/Penn Street Intersection Traffic Signa / Lycoming	120183	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						360,780								
			After		073						360,780								
Route 15 Traffic Signal Enhancement / Lycoming	120184	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						846,159								
			After		073						846,159								
Administrative Action (MA ID: 131911) ***D4 Scranton/W-B TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
SR 247,Keystone Ave., Gino Merli Dr Intersection / Lackawanna	120187	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						246,000								
			After		073						246,000								
SR 247,Keystone Ave.,Main Street Intersection / Lackawanna	120188	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						226,480								
			After		073						226,480								
West Lackawanna Avenue and North River Street Upda / Lackawanna	120189	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						64,919								
			After		073						64,919								
S.R. 347, South Valley Avenue, Garfield Avenue and / Lackawanna	120190	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						148,170								
			After		073						148,170								
Pittston City Traffic Light Upgrades / Luzerne	120191	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						78,400								
			After		073						78,400								
Rt. 315 & Laflin Road Traffic Signal Controller Up / Luzerne	120192	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						62,800								
			After		073						62,800								
Administrative Action (MA ID: 131945) ***D5 Lehigh Valley TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
Hamilton Boulevard Traffic Signal System Expansion / Lehigh	120195	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						250,240								
			After		073						250,240								
Easton Signal Replacements / Northampton	120196	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						405,572								
			After		073						405,572								
Administrative Action (MA ID: 131930) ***D5 NEPA TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
SR 209 & Raush Creek Road Signal Upgrade / Schuylkill	120197	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						93,663								
			After		073						93,663								
Administrative Action (MA ID: 131931) ***D5 Reading TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
SR 0073 with Chestnut Street and Washington Street / Berks	120193	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						606,798								
			After		073						606,798								
5th Avenue and Museum Road Corridor Traffic Signal / Berks	120194	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073						209,976								
			After		073						209,976								

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131932) ***D6 DVRPC TIP***				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Easton Rd (SR 0611) and Edison-Furlong Rd (SR 2049 / Bucks	120198	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					279,200								
			After		073					279,200								
Township of Middletown- Maple Ave Connectivity Imp / Bucks	120199	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					138,887								
			After		073					138,887								
PA 332 Traffic Signal Upgrades / Bucks	120200	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					368,300								
			After		073					368,300								
PA 926 and Shady Grove Way - Signal Modernization / Chester	120201	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					267,125								
			After		073					267,125								
Lancaster Avenue (SR 0030) Interconnect / Chester	120202	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					486,226								
			After		073					486,226								
Ridley Township Signal Upgrades / Delaware	120203	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					780,916								
			After		073					780,916								
Sproul Road (SR 0320) & Shopping Center Driveway I / Delaware	120204	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					295,634								
			After		073					295,634								
Chichester Avenue - Traffic Signal System / Delaware	120205	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					372,400								
			After		073					372,400								
Bethel Township Detection Upgrades / Delaware	120206	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					193,360								
			After		073					193,360								
Old Welsh Road and Edge Hill Road Signal Moderniza / Montgomery	120207	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					340,400								
			After		073					340,400								
Ashbourne Rd and New Second St Traffic Signal Mode / Montgomery	120208	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					305,040								
			After		073					305,040								
Cowpath Road and Snyder Sq Traffic Signal Moderniz / Montgomery	120209	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					255,440								
			After		073					255,440								
Route 611\263 Detection Upgrades / Montgomery	120210	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					513,360								
			After		073					513,360								
Main St / Sumneytown Pk (S.R. 0063) Adaptive Traff / Montgomery	120211	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					358,500								
			After		073					358,500								
Bethlehem Pk & English Village/Gwynedd Crossing Tr / Montgomery	120213	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					528,260								
			After		073					528,260								
Jolly Road and Wentz Road Traffic Signal Upgrades / Montgomery	120214	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					128,320								
			After		073					128,320								

Walnut St (SR 2021) & Runnymeade Ave Traffic Signa	120215	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					51,160								
Montgomery			After		073					51,160								
Lincoln Drive Traffic Signal Modernization	120216	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					2,155,744								
Philadelphia			After		073					2,155,744								
North Broad Street Traffic Signal Improvements	120217	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					3,220,400								
Philadelphia			After		073					3,220,400								
South Philadelphia Controller Upgrade and Integrat	120218	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					1,371,440								
Philadelphia			After		073					1,371,440								
Administrative Action (MA ID: 131937) ***D8 Adams TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Conewago Township Traffic Signal Upgrade	120219	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					106,240								
Adams			After		073					106,240								
Administrative Action (MA ID: 131938) ***D8 Franklin TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Greencastle Controller Upgrades	120226	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					229,080								
Franklin			After		073					229,080								
Administrative Action (MA ID: 131939) ***D8 Harrisburg TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Trindle Road (SR 641) and Sporting Hill Road (SR 1	120220	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					32,000								
Cumberland			After		073					32,000								
SR 0011 (Carlisle Pike) Detection Upgrades and Tim	120221	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					408,128								
Cumberland			After		073					408,128								
Carlisle Downtown Traffic Signal Communication Sys	120222	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					82,640								
Cumberland			After		073					82,640								
King Street Corridor Traffic Signal Upgrades	120223	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					113,800								
Cumberland			After		073					113,800								
SR 743/SR 22 Signal Pole Relocation	120224	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					256,852								
Dauphin			After		073					256,852								
Colonial Road Traffic Signal Improvements	120225	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					384,929								
Dauphin			After		073					384,929								
Administrative Action (MA ID: 131940) ***D8 Lancaster TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
LED TRAFFIC SIGNAL MODULE REPLACEMENTS -2023	120227	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					40,000								
Lancaster			After		073					40,000								
River Road (SR 0441) Corridor Improvements	120228	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					331,850								
Lancaster			After		073					331,850								

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

US Route 322 and PA Route 501 Intersection Improve / Lancaster	120229	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					97,520									
			After		073					97,520									
2023 Detection & Backplate Upgrade Project / Lancaster	120230	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					209,200									
			After		073					209,200									
Race Avenue Signal Replacement / Lancaster	120231	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					258,160									
			After		073					258,160									
Broad Street Intersection Upgrades / Lancaster	120232	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					140,880									
			After		073					140,880									
Administrative Action (MA ID: 131942) ***D8 York TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
Upgrade of Signal Equipment at Five Intersections / York	120233	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					41,840									
			After		073					41,840									
SR0462 Market Street Corridor Traffic Signal Upgra / York	120234	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					455,600									
			After		073					455,600									
Administrative Action (MA ID: 131943) ***D9 Altoona TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
SR 0036 Penn Street/Logan Boulevard Traffic Signal / Blair	120235	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					707,441									
			After		073					707,441									
25th Street Two-Way Conversion / Blair	120236	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					695,788									
			After		073					695,788									
Administrative Action (MA ID: 131944) ***D10 SPC TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
SR 66/SR128 Riverside Light Upgrade / Armstrong	120237	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					320,000									
			After		073					320,000									
Cranberry Township Five Signal Detection Upgrade / Butler	120238	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					165,600									
			After		073					165,600									
Administrative Action (MA ID: 131946) ***D11 SPC TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**	
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**		
Elizabeth Township Traffic Light and Intersection / Allegheny	120239	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					312,000									
			After		073					312,000									
Ingomar Road and Blazier Drive Signal Replacement / Allegheny	120240	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					275,404									
			After		073					275,404									
Thompson Run Road and Red Coach Road Signal Replac / Allegheny	120241	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					227,314									
			After		073					227,314									
Perry Highway and 19 North Drive Signal Replacemen / Allegheny	120242	CON	Before																Adding Green-Light-Go grant to approved project.
			Adjust		073					227,016									
			After		073					227,016									

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

Peebles Road and Remington Drive Signal Replacemen / Allegheny	120243	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					217,696								
			After		073					217,696								
Peebles Road & McIntyre Square Drive Signal Replac / Allegheny	120244	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					350,532								
			After		073					350,532								
Peebles Road and Duncan Avenue Signal Replacement / Allegheny	120245	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					306,222								
			After		073					306,222								
Vehicular Detection and Accessible Pedestrian Sign / Allegheny	120246	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					490,080								
			After		073					490,080								
Neville Road/Gulf Oil Access - Traffic Signal Impr / Allegheny	120247	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					252,232								
			After		073					252,232								
Washington Pike and Twin Ponds Lane Signal Upgrade / Allegheny	120248	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					313,130								
			After		073					313,130								
Steubenville Pike and Mahoney Drive - Intersection / Allegheny	120249	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					158,480								
			After		073					158,480								
Pittsburgh Controller Upgrades / Allegheny	120250	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					430,001								
			After		073					430,001								
City of Pittsburgh Traffic Signal Replacements / Allegheny	120251	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					954,553								
			After		073					954,553								
Pedestrian Crosswalks - Oxford Drive / Allegheny	120252	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					41,280								
			After		073					41,280								
Fox Chapel Road and Field Club Road Signal Upgrade / Allegheny	120253	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					204,919								
			After		073					204,919								
Ingram Avenue Signal Replacement Project / Allegheny	120254	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					219,602								
			After		073					219,602								
Evergreen Road and North Avenue Signal Upgrade / Allegheny	120255	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					196,268								
			After		073					196,268								
Moneroeville Boulevard, Municipal Driveway and Nor / Allegheny	120256	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					308,000								
			After		073					308,000								
Broadway (SR 130) Traffic Signal Improvements / Allegheny	120257	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					59,933								
			After		073					59,933								
SR 2082 (Hulton Road and Coxcomb Hill Road) AND SR / Allegheny	120258	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					55,105								
			After		073					55,105								
SR 2082 - Ramparts Blvd & Coxcomb Hill Rd - Signal / Allegheny	120259	CON	Before															Adding Green-Light-Go grant to approved project.
			Adjust		073					252,300								
			After		073					252,300								

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

E Swissvale and Glenn-Park Signal	120260	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					274,314								
Allegheny			After		073					274,314								
E Swissvale and North	120261	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					212,426								
Allegheny			After		073					212,426								
Route 65 Traffic Signal at Monaca-East Rochester B	120262	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					230,000								
Beaver			After		073					230,000								
Administrative Action (MA ID: 131948) ***D12 SPC TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
US 119 Traffic Signal Upgrades	120263	CON	Before															Adding Green-Light-Go grant to approved project.
/			Adjust		073					65,640								
Fayette			After		073					65,640								
Before Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$35,508,117	$0	$0	$0	$0	$0	$0	$0	
After Totals						$0	$0	$0	$0	$35,508,117	$0	$0	$0	$0	$0	$0	$0	

SEPTA Fiscal Constraint Charts (October 2023)

DVRPC FFY 2023-2026 TIP for Pennsylvania
Fiscal Constraint Chart
SEPTA TIP Actions for October 2023
Federal and State Funds (in $1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2023			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	13,600	3,290	110	17,463	4,225	141	Administrative action to add unobligated prior year funding.
			Before	5337	1514	37,781	9,141	305	39,113	9,463	315	
			Before	OTH	1514	0	0	15,000	0	0	5,000	
			Before	n/a	1514	0	37,996	1,266	0	11,022	13,493	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(26,400)	0	0	26,400	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(26,400)	0	0	26,400	0	0	
			After	5307	1514	13,600	3,290	110	17,463	4,225	141	
			After	5337	1514	11,381	9,141	305	65,513	9,463	315	
			After	OTH	1514	0	0	15,000	0	0	5,000	
			After	n/a	1514	0	37,996	1,266	0	11,022	13,493	
Capital Asset Lease	59966	CAL	Before	5337	1514	38,612	9,342	311	23,280	5,633	188	Administrative action to add unobligated prior year funding.
			Before	5307	1514	0	0	0	0	0	0	
			Before	CRRSAA	1514	0	0	0	0	0	0	
			Before	State	1514	0	0	0	0	0	0	
			Before	State	1514	0	2,439	0	0	0	0	
			Before	n/a	1514	0	0	82	0	1,029	35	
			Adjust	5337	1514	(32,000)	0	0	32,000	0	0	
			Adjust	5307	1514	0	0	0	19,545	0	0	
			Adjust	CRRSAA	1514	0	0	0	0	0	0	
			Adjust	State	1514	0	0	0	0	0	0	
			Adjust	State	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(32,000)	0	0	51,545	0	0	
			After	5337	1514	6,612	9,342	311	55,280	5,633	188	
			After	5307	1514	0	0	0	19,545	0	0	
			After	CRRSAA	1514	0	0	0	0	0	0	
			After	State	1514	0	0	0	0	0	0	
			After	State 5337	1514	0	2,439	0	0	0	0	
			After	n/a	1514	0	0	82	0	1,029	35	
Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	24,000	0	0	18,024	4,361	145	Administrative action to add unobligated prior year funding.
			Before	5337	1514	30,800	0	0	21,169	5,122	171	
			Before	5339B	1514	2,000	0	0	0	0	0	
			Before	FLEX	1514	13,109	1,410	47	0	0	0	
			Before	ASAP	1514	56,050	0	0	0	0	0	
			Before	OTH	1514	0	0	15,000	0	0	15,000	
			Before	n/a	1514	0	22,569	752	0	6,627	221	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(15,000)	0	0	15,000	0	0	
			Adjust	5339B	1514	0	0	0	0	0	0	
			Adjust	FLEX	1514	0	0	0	0	0	0	
			Adjust	ASAP	1514	(56,050)	0	0	56,050	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(71,050)	0	0	71,050	0	0	
			After	5307	1514	24,000	0	0	18,024	4,361	145	
			After	5337	1514	15,800	0	0	36,169	5,122	171	
			After	5339B	1514	2,000	0	0	0	0	0	
			After	FLEX	1514	13,109	1,410	47	0	0	0	
			After	ASAP	1514	0	0	0	56,050	0	0	
			After	OTH	1514	0	0	15,000	0	0	15,000	
			After	n/a	1514	0	22,569	752	0	6,627	221	

Project Title	MPMS	Phase	Fund Type			FFY 2023			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
SEPTA Key	60611	ERC	Before	5337	1514	24,000	5,807	194	0	0	0	Administrative action to add unobligated prior year funding.
			Before	5307	1514	0	0	0	6,708	1,623	54	
			Before	n/a	1514	0	0	0	0	0	735	
			Adjust	5337	1514	(20,000)	0	0	20,000	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	(20,000)	0	0	20,000	0	0	
			After	5337	1514	4,000	5,807	194	20,000	0	0	
			After	5307	1514	0	0	0	6,708	1,623	54	
			After	n/a	1514	0	0	0	0	0	735	
Bus Purchase Program	90512	PUR	Before	5339	1514	16,634	2,468	82	6,685	1,617	54	Administrative action to add unobligated prior year funding.
			Before	5307	1514	157,336	21,933	731	64,791	15,674	523	
			Before	OTH	1514	0	0	0	0	0	0	
			Before	5339C	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	21,810	727	0	4,346	145	
			Adjust	5339	1514	0	0	0	0	0	0	
			Adjust	5307	1514	0	0	0	14,880	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	5339C	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	0	0	0	14,880	0	0	
			After	5339	1514	16,634	2,468	82	6,685	1,617	54	
			After	5307	1514	157,336	21,933	731	79,671	15,674	523	
			After	OTH	1514	0	0	0	0	0	0	
			After	5339C	1514	0	0	0	0	0	0	
			After	n/a	1514	0	21,810	727	0	4,346	145	
Projects of Significance	115472	ERC	Before	5307	1514	10,038	2,429	81	0	0	0	Administrative action to add unobligated prior year funding.
			Before	5305	1514	300	73	2	0	0	0	
			Before	5337	1514	53,995	13,063	435	18,568	4,492	150	
			Before	RAISE	1514	0	0	0	25,000	0	0	
			Before	5339C	1514	0	0	0	0	0	0	
			Before	ARPA	1514	500	121	4	0	0	0	
			Before	OTH	1514	0	0	46,411	0	0	94,892	
			Before	n/a	1514	0	53,625	1,785	0	91,843	3,061	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5305	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(27,131)	0	0	27,131	0	0	
			Adjust	RAISE	1514	0	0	0	15,000	0	0	
			Adjust	5339C	1514	0	0	0	9,800	0	0	
			Adjust	ARPA	1514	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(27,131)	0	0	51,931	0	0	
			After	5307	1514	10,038	2,429	81	0	0	0	
			After	5305	1514	300	73	2	0	0	0	
			After	5337	1514	26,864	13,063	435	45,699	4,492	150	
			After	RAISE	1514	0	0	0	40,000	0	0	
			After	5339C	1514	0	0	0	9,800	0	0	
			After	ARPA	1514	500	121	4	0	0	0	
			After	OTH	1514	0	0	46,411	0	0	94,892	
			After	n/a	1514	0	53,625	1,785	0	91,843	3,061	

Project Title	MPMS	Phase	Fund Type			FFY 2023			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
Vehicle Overhaul Program	60582	CAP	Before	5337	1514	62,394	4,418	147	43,346	10,487	349	Administrative action to add unobligated prior year funding.
			Before	5307	1514	37,792	16,485	550	6,371	1,541	51	
			Before	n/a	1514	0	0	0	0	484	16	
			Adjust	5337	1514	(28,000)	0	0	28,000	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(28,000)	0	0	28,000	0	0	
			After	5337	1514	34,394	4,418	147	71,346	10,487	349	
			After	5307	1514	37,792	16,485	550	6,371	1,541	51	
			After	n/a	1514	0	0	0	0	484	16	
Paratransit Vehicle Purchase	60599	PUR	Before	5307	1514	8,967	1,936	64	1,930	467	16	Administrative action to add unobligated prior year funding.
			Before		1514	0	234	0	0	0	0	
			Before	n/a	1514	0	0	8	0	0	2,735	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust		1514	0	0	0	18,201	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	0	0	0	18,201	0	0	
			After	5307	1514	8,967	1,936	64	1,930	467	16	
			After		1514	0	234	0	18,201	0	0	
			After	n/a	1514	0	0	8	0	0	2,735	
Regional Rail Car & Locomotive Acquisition	60638	PUR	Before	5337	1514	39,718	0	0	8,000	1,935	65	Administrative action to add unobligated prior year funding.
			Before	5307	1514	2,000	484	16	0	0	0	
			Before	OTH	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	6,774	226	0	0	0	
			Adjust	5337	1514	(39,718)	0	0	53,712	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(39,718)	0	0	53,712	0	0	
			After	5337	1514	0	0	0	61,712	1,935	65	
			After	5307	1514	2,000	484	16	0	0	0	
			After	OTH	1514	0	0	0	0	0	0	
			After	n/a	1514	0	6,774	226	0	0	0	
Safety and Security Improvements	107011	ERC	Before	5307	1514	0	0	0	11,387	2,755	92	Administrative action to add unobligated prior year funding.
			Before	TIGER	1514	332	0	0	0	0	0	
			Before	CARES	1514	0	0	0	0	0	0	
			Before	5312	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	23,976	866	0	27,077	7,077	
			Adjust	5307	1514	0	0	0	1,600	0	0	
			Adjust	TIGER	1514	0	0	0	0	0	0	
			Adjust	CARES	1514	0	0	0	0	0	0	
			Adjust	5312	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	0	0	0	1,600	0	0	
			After	5307	1514	0	0	0	12,987	2,755	92	
			After	TIGER	1514	332	0	0	0	0	0	
			After	CARES	1514	0	0	0	0	0	0	
			After	5312	1514	0	0	0	0	0	0	
			After	n/a	1514	0	23,976	866	0	27,077	7,077	

Project Title	MPMS	Phase	Fund Type			FFY 2023			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
Roof Program	102567	ERC	Before	5337	1514	0	0	0	0	0	0	Administrative action to add unobligated prior year funding.
			Before	5307	1514	4,896	1,185	39	0	0	0	
			Before	5339	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	6,870	229	0	2,031	3,188	
			Adjust	5337	1514	0	0	0	0	0	0	
			Adjust	5307	1514	0	0	0	7,200	0	0	
			Adjust	5339	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	0	0	0	7,200	0	0	
			After	5337	1514	0	0	0	0	0	0	
			After	5307	1514	4,896	1,185	39	7,200	0	0	
			After	5339	1514	0	0	0	0	0	0	
			After	n/a	1514	0	6,870	229	0	2,031	3,188	
Bridge Program	95402	ERC	Before	5307	1514	0	0	0	0	0	0	Administrative action to add unobligated prior year funding.
			Before	5337	1514	28,190	5,368	178	8,439	2,042	67	
			Before	OTH	1514	0	0	3,250	0	0	5,000	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(18,000)	0	0	18,000	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(18,000)	0	0	18,000	0	0	
			After	5307	1514	0	0	0	0	0	0	
			After	5337	1514	10,190	5,368	178	26,439	2,042	67	
			After	OTH	1514	0	0	3,250	0	0	5,000	
			After	n/a	1514	0	0	0	0	0	0	
Ardmore Transportation Center	73214	ERC	Before	5337	1514	0	0	0	0	0	0	Administrative action to add unobligated prior year funding.
			Before	5307	1514	0	0	0	2,800	677	23	
			Before	n/a	1514	0	0	0	0	0	3,500	
			Adjust	5337	1514	0	0	0	2,400	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	**0**	
					Total Adjust	0	0	0	2,400	0	0	
			After	5337	1514	0	0	0	2,400	0	0	
			After	5307	1514	0	0	0	2,800	677	23	
			After	n/a	1514	0	0	0	0	0	3,500	
Substations and Power Improvements	60651	ERC	Before	5337	1514	45,600	3,277	155	20,442	4,946	165	Administrative action to add unobligated prior year funding.
			Before	5307	1514	0	0	0	0	0	0	
			Before	OTH	1514	0	0	15,000	0	0	5,000	
			Before	n/a	1514	0	6,303	210	0	0	0	
			Adjust	5337	1514	(43,537)	0	0	43,537	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(43,537)	0	0	43,537	0	0	
			After	5337	1514	2,063	3,277	155	63,979	4,946	165	
			After	5307	1514	0	0	0	0	0	0	
			After	OTH	1514	0	0	15,000	0	0	5,000	
			After	n/a	1514	0	6,303	210	0	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2023			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
Maintenance & Transportation Facilities	102569	ERC	Before	5339C	1514	26,700	6,460	215	80,000	0	0	Administrative action to add unobligated prior year funding.
			Before	5307	1514	0	0	0	0	0	0	
			Before	5337	1514	0	0	0	0	0	0	
			Before	5339C	1514	0	0	0	0	0	0	
			Before	OTH	1514	0	0	11,544	0	0	14,544	
			Before	n/a	1514	0	8,197	273	0	19,738	38,008	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5337	1514	0	0	0	0	0	0	
			Adjust	5339C	1514	(23,360)	0	0	23,360	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(23,360)	0	0	23,360	0	0	
			After	5307	1514	0	0	0	0	0	0	
			After	5337	1514	0	0	0	0	0	0	
			After	5339C	1514	3,340	6,460	215	103,360	0	0	
			After	OTH	1514	0	0	11,544	0	0	14,544	
			After	n/a	1514	0	8,197	273	0	19,738	38,008	
Summary of Changes			Before			816,586	432,346	363,017	449,060	369,550	244,260	
			Adjust			(329,196)	0	0	431,816	0	0	
			After			487,390	432,346	363,017	880,876	369,550	244,260	

Index of Frequently Used Transportation Acronyms, Codes, and Terminology in the TIP Actions Packet

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

***Acronym applies to the Pennsylvania (PA) TIP only.**
****Acronym applies to the New Jersey (NJ) TIP only.**
No asterisk means acronym applies to both PA and NJ TIPs.

PROJECT PHASES OF WORK		
Acronym	***Definition***	***Description***
**CAP	Capital Acquisition	Used to denote the acquisition of rolling stock by NJ TRANSIT.
*CAP	Capital Asset Construction	Involves construction of buildings, structures, equipment, or intellectual property.
**CD	Concept Development	Involves traffic studies, needs analyses, corridor studies, and other preparatory work for New Jersey project development.
CON	Construction	Involves the actual building of a project.
*DES	Final Design	Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.
DS	Debt Service	Involves scheduled payments due for principal and interest on bonds for transit operator.
EC	Engineering/Construction	Funding can be used for both design and/or construction costs.
ER	Engineering/Right-of-Way	Funding can be used for both design and/or right-of-way costs.
ERC	Engineering/Right-of-Way/Construction	Funding can be used for design, right-of-way, and/or construction costs.
FD	Final Design	The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.
**LPD	Local Preliminary Design	Preliminary design done by a local entity (local government, municipality) for New Jersey transportation projects.
OP	Operations Phase	Funding can be used for any activity required for the operation of a transit system.
**PD	Preliminary Design	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for New Jersey transportation projects.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

PROJECT PHASES OF WORK (Continued)

Acronym	*Definition*	*Description*
PE	Preliminary Engineering	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for Pennsylvania transportation projects.
PLS	Planning Study	Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
*PRD	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
**PR	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
*PUR	Purchase of Equipment	Involves the purchasing of equipment for Pennsylvania transportation projects.
ROW	Right-of-Way Acquisition	Involves purchasing the land needed to build a project.
**SWI	Statewide Investment	Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue
UTL	Utilities	Utility relocation work associated with a project.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

HIGHWAY PROJECT FUNDING SOURCES

	Acronym	Definition	Description
S	*A-073	Appropriation 073	State funding provided for Green Light-Go projects. Funds are appropriated out of the Motor License Fund and provided in a form of grants to municipalities for the operation and maintenance of traffic signals along critical and designated corridors on state highways and requires a municipal or private match of not less than 50% of the amount of funds to be provided. See Act 89 of 2013: Title 75, Section 9511(e.1).
S	*183/H-STATE	Appropriation 183	State funding which can be applied to local bridge projects.
S	*185/H-STATE	Appropriation 185	State funding which can be applied to state bridge projects.
S	*581/H-STATE	Appropriation 581	State funding which can be applied to highway projects on the state highway system.
S	*582/H-STATE	Appropriation 582	State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations
S	*916	Act 44	State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.
S	*ACT13	Act 13 of 2012	State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.
S	*BND	Bond Funds	State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.
F	**BFP-OS-BRDG	Bridge Formula Program Off System Bridge	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.
F	BFP	Bridge Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.
F	BRIDGE	Federal Bridge Program	Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.
F	**BRIDGE-OFF		Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

HIGHWAY PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
S	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania’s funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

HIGHWAY PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	**NEVFP	National Electric Vehicle Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
F	**PFP	PROTECT Formula Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) was established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
F	STBGPP (formerly STP)	Surface Transportation Block Grant Program (formerly Surface Transportation Program)	Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals became eligible under MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21. New eligible project categories added, while existing eligibilities are maintained under the FAST Act.
F	**STBGP-OS-BRDG	Surface Transportation Block Grant Program Off System Bridges	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.
F	STP-STU	Surface Transportation Program-Urban Allocation	Urban allocation of flexible federal funding that may be used by states and localities for projects on any Federal Aid highway, including the NHS and bridge projects on any road. Funds are typically used on highway projects, but can be used for transit capital projects and intracity and intercity bus terminals and facilities.
F	STP-TE	Surface Transportation Program-Transportation Enhancement Program	Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

HIGHWAY PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	STP Set-Aside (formerly TAP	Surface Transportation Program Set-Aside (formerly Transportation Alternatives Program)	Provides set-aside federal funding for programs combined from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements, Recreational Trails, and the federal-aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects. Under FAST Act, program's core elements and existing eligibilities are maintained. However, funds will no longer be a takedown of core programs. MPOs with over 200,000 populations may flex (transfer) half of funds for any STP-eligible project, but MPOs must distribute funds "in consultation with the relevant state."
F	SXF	Special Federal Earmarks	Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.
S	*TIFF	Transportation Infrastructure Investment Fund	Formerly Economic Development, $25 million state funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	TIGER or CTDG	Competitive Transportation Investment Generating Economic Recovery Discretionary Grants	Special federal economic recovery funding used to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.
S	**TTF	Transportation Trust Fund	Provides funding from the New Jersey Transportation Trust Fund.
S	*411/MTF	State Appropriations 411/Multimodal Transportation Fund	Competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
***Acronym applies to the Pennsylvania (PA) TIP only.
****Acronym applies to the New Jersey (NJ) TIP only.

TRANSIT PROJECT FUNDING SOURCES

	Acronym	Definition	Description
S	**CASINO REVENUE	Casino Revenue	Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.
S	*CB/ T-Bond	Capital Bonds	State funding used to match federal grants and support State funded initiatives.
F	**COPS	State Certificates of Participation	Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.
F	DRPA	Delaware River Port Authority	Delaware River Port Authority funds.
F	FTA FERRY	Federal Ferry Funds-FTA	Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It is discontinued in MAP-21.
F	HPP10	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	HPP20	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	JARC	Job Access and Reverse Commute Program	Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

TRANSIT PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	NEW FREEDOM	FTA 5317 Formula Program	Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It has been merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.
S	*SEC 1514	Act 44 - Asset Improvement Program	State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.
S	*SEC 1515	Act 44 - New Initiatives Program	State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.
S	*SEC 1516	Act 44 - Programs of Statewide Significance	State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.
S	*SEC 1517	Act 44 - Capital Improvement Program	State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.
F	SEC 5303, 5304, & 5305	FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning	Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design and evaluate a public transportation project; and conduct technical studies related to public transportation.
F	SEC 5307	FTA Urbanized Area Formula Grants Program	Federal Transit Administration Urbanized Area Formula Program provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants. Systems with 100 or fewer buses in urbanized areas over 200,000 became eligible to receive funding for operating expenses in MAP-21, but Section 5307 funds can no longer transfer to highway programs.
F	SEC 5309	FTA Capital Assistance Program/ FTA Fixed Guideway Capital Investments Grants/ "New Starts"	Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309D - 5309 Discretionary/5309B – 5309 Bus) or by apportionment under a formula that only includes New Starts in MAP-21. Fixed Guideway Modernization and Bus and Bus Facilities programs, which were previously funded by SEC 5309, are now funded in MAP-21's Sec. 5337 (State of Good Repair Program) and Sec. 5339 (Bus and Bus Facilities Program).

TRANSIT PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
F	SEC 5310	Elderly and Persons with Disabilities Program	Provides funding for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.
		Enhanced Mobility of Seniors and Individuals with Disabilities Program	Provides funding for two programs merged from the previous authorization in MAP-21: NEW FREEDOM Sec. 5317 and previous authorization's Section 5310 Elderly and Persons with Disabilities Program.
F	SEC 5311	Non-urbanized (Rural) Area Formula Program	Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.
F	SEC 5312	FTA Discretionary Public Transportation Innovation	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Under MAP-21 this fund source contain the Low or No Emission Vehicle Deployment program.
F	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
F	SEC 5324	Public Transportation Emergency Relief Program	Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage as a result of a natural or man-made disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).
F	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

F – Denotes Federal Funding
S – Denotes State Funding
L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.
******** Acronym applies to the Pennsylvania (PA) TIP only.
********* Acronym applies to the New Jersey (NJ) TIP only.

TRANSIT PROJECT FUNDING SOURCES

	Acronym	*Definition*	*Description*
F	SEC 5337	State of Good Repair Program	Provides dedicated formula-based funding for the replacement and rehabilitation of fixed guideway system and high-intensity motor-bus systems that use high-occupancy vehicles (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.
F	SEC 5339	Bus and Bus Facilities Program	Provides formula-based funding based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities program.
F	SEC 5340	FTA 5340 Formula Program	Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 (Sec 5307 and 5311) as in previous authorizations.
F	SEC 5340-G	Growing States and High Density States Programs	Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within seven states identified in SAFETEA-LU, including New Jersey.
S	STATE	State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY	
Acronym	***Definition***
Advance Construction	Allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.
AQ Code	Air Quality Code
ARRA	American Recovery and Reinvestment Act of 2009
AUC	Accrued Unbilled Costs - Costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid
CMP	Congestion Management Process
Contract Authority	A form of budget authority that permits obligations to be made in advance of appropriations.
CR	County Road
DB# or DBNUM	NJDOT Database or Project Number
DOT	Department of Transportation
DRPA/PATCO	Delaware River Port Authority/ Port Authority Transit Corporation
FAST	Fixing America's Surface Transportation Act (signed into law by President Obama on Dec. 4, 2015)
FHWA	Federal Highway Administration
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.
FTA	Federal Transit Administration
FY	Fiscal Year
Illustrative Projects	Additional projects that would be included in the adopted transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available.
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21st Century (P.L. 112-141)

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)	
Acronym	***Definition***
IIJA/BIL	On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
MPMS	Multi-Modal Project Management System; Note that MPMS# is PennDOT Database or Project Number.
MPO	Metropolitan Planning Organization
NJDOT	New Jersey Department of Transportation
NJTPA	North Jersey Transportation Planning Authority
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
NRS	Not Regionally Significant
Obligation	Binding agreement or commitment by the federal government to pay for the federal share of a project's eligible cost and thus result in immediate or future outlays to the State. Funds are considered used when they are "obligated" even though cash has not yet been transferred to the State.
Obligation Authority	The total amount of funds that may be obligated in a year as determined by the Federal Highway Administration (FHWA) and adjusted by the State Department of Transportation.
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. Controls the rate at which funds may be used.
Over programmed	Associated with the TIP/STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP
PCTI	Pennsylvania Community Transportation Initiative
PennDOT	Pennsylvania Department of Transportation
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs including, access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the travel demand modeling of a metropolitan area's transportation network.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPTA	Southeastern Pennsylvania Transportation Authority

SJTPO	South Jersey Transportation Planning Organization
STIP	State Transportation Improvement Program
TSM	Transportation Systems Management

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
215.592.1800
www.dvrpc.org/TIP

Connect With Us!

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

ACTION ITEM Date Prepared: September 26, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 10, 2023

Agenda Item:

3. Transportation Performance Management (TPM) Transit Safety Targets and Update

Background/Analysis/Issues:

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets in five areas: Roadway Safety, Bridge and Pavement Condition, System Performance, Transit Asset Management, and Transit Safety. The region's three Tier 1 transit operators (SEPTA, NJ TRANSIT, and DRPA/PATCO) have recently updated their targets for Transit Safety. DVRPC staff will present on the performance under each area, as well as a recommendation for regional action on the targets. This item was presented at the July RTC but was tabled due to questions regarding the transit agencies' methodologies for developing the targets. Representatives from the respective transit agencies will be at the meeting to provide additional details on their target-setting process.

Date Action Required:

October 10, 2023

Recommendations:

RTC – Will make a recommendation at the October 10, 2023 meeting.

Staff – Recommends approval.

Action Proposed:

Recommend that the DVRPC Board agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Safety targets, and to support the transit operators' efforts at achieving those targets.

Attachments:

1) Revised TPM Transit Safety 2023 Targets and 2022 Performance

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) - TRANSIT SAFETY

2023 TARGETS AND 2022 PERFORMANCE

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets.

The Federal Highway Administration has established three performance measure regulations for Roadway Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). The Federal Transit Administration has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets.

DVRPC has included descriptions of projects and their anticipated effects on achieving the established state DOT and transit agency targets in the region's Long-Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs. Additional information on Transportation Performance Management (TPM) is available at https://dvrpc.org/TPM/

Through the Public Transportation Agency Safety Plan (PTASP) rule, FTA requires transit agencies to implement a Safety Management System to manage safety risk, which can help agencies maintain or improve their safety performance. Transit agencies are required to develop Transit Agency Safety Plans (TASP) that establish performance targets based on the four measures included in FTA's National Transit Public Safety Plan (NTPSP). The four measures are Fatalities, Injuries, Safety Events, and System Reliability. Transit agencies are required to report their targets and performance to the state DOT and the agency's MPO in order to prioritize funding to improve transit safety performance. The PTASP Rule became effective on July 19, 2019. The first transit agency safety plans were originally due in July 2020; however, due to the COVID-19 Pandemic, FTA extended the report deadline to December 31, 2020.

Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile. Specific targets are set for:

- Total fatalities, by mode, across the transit agency's system.
- The rate of fatalities, by mode, per vehicle revenue mile operated by the transit agency.

Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as "harm to person that requires immediate medical attention away from the scene." Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total injuries, by mode, across the transit agency's system.
- The rate of injuries, by mode, per vehicle revenue mile operated by the transit agency.

Safety Events

Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency's system. A safety event is defined by FTA as a "collision, derailment, fire, hazardous material spill, or evacuation." Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total safety events, by mode, across the transit agency's system.
- The rate of safety events, by mode, per vehicle revenue mile operated by the transit agency.

System Reliability

Transit providers are required to set annual targets for the agency's system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers depending on the location of the service interruption and if passengers are required to de-board in unsafe locations. Specific targets are set for:

- The miles traveled between major mechanical failures calculated for each mode that the transit agency operates.

Specific action being sought is agreeing to be consistent with the respective SEPTA, DRPA/PATCO, and NJ TRANSIT targets for Transit Safety, and supporting the transit operators' efforts at achieving those targets.

TABLE 1: TRANSIT SAFETY TARGETS AND PERFORMANCE

	2022 Target	2022 Actual	Previous Target Met?	2023 Target
FATALITIES (Number/Rate)				
SEPTA	-- / 26.3*	-- / 21.98*	Yes	-- / 28.62*
DRPA/PATCO	0 / 0**	3 / .07**	No	0 / 0**
NJ TRANSIT				
Light Rail (River Line)	2 / 1.71*			2 / 1.74*
Bus	6 / .085*			5 / .007*
INJURIES (Number/Rate)				
SEPTA				
Passenger Injuries				
Bus	-- / 3,880*	-- / 3,652*	Yes	-- / 3,105*
Trolley Bus	-- / 4,460*	-- / 3,000*	Yes	-- / 2,607*
Heavy Rail (MFL)	-- / 540*	-- / 501*	Yes	-- / 433*
Heavy Rail (BSL)	-- / 360*	-- / 374*	No	-- / 358*
Heavy Rail (NHSL)	-- / 1,580*	-- / 3,456*	No	-- / 2,049*
Light Rail	-- / 4,580*	-- / 5,556*	No	-- / 4,315*
Commuter Rail	-- / 470*	-- / 555*	No	-- / 356*
Employee Injuries	-- / 4.26***	-- / 4.82***	No	-- / 4.26***
DRPA/PATCO	41 / 1**	18/0.42**	Yes	41 / 1**
NJ TRANSIT				
Light Rail (River Line)				
Passenger Injuries	1 / 0.85*			3 / 2.61*
Employee Injuries	1 / 0.85*			1 / 0.87*
Bus				
Passenger Injuries	173 / 2.45*			160 / 2.25*
Employee Injuries	431 / 7.67***			406 / 5.7***
SAFETY EVENTS (Number/Rate)				
SEPTA				
Vehicle Accidents				
Bus	-- / 6,770*	-- / 7,965*	No	-- / 6,953*
Trolley Bus	- - / 7,110*	-- / 7,909*	No	-- / 6,573*
Heavy Rail (MFL)	-- / 100*	-- / 107*	No	-- / 87*
Heavy Rail (BSL)	-- / 80*	-- / 105*	No	-- / 82*
Heavy Rail (NHSL)	-- / 2,040*	-- / 3,057*	No	-- / 2,472*
Light Rail	-- / 8,330*	-- / 10,623*	No	-- / 9,685*
Commuter Rail	-- / 80*	-- / 106*	No	-- / 95*

SAFETY EVENTS, Continued				
Station Accidents				
Heavy Rail (MFL)	-- / 2,800*	-- / 499*	Yes	-- / 3,844*
Heavy Rail (BSL)	-- / 960*	-- / 191*	Yes	-- / 1,488*
Heavy Rail (NHSL)	-- / 860*	-- / 324*	Yes	-- / 2,067*
Light Rail	-- / 580*	-- / --*		-- / --*
Commuter Rail	-- / 790*	-- / 117*	Yes	-- / 938*
Safety Events				
Bus	471	508	No	447
Trolley Bus	11	9	Yes	11
Heavy Rail	128	155	No	148
Light Rail	91	63	Yes	81
Commuter Rail	3	4	No	5
DRPA/PATCO	50 / 1**	27 / 0.62**	Yes	50 / 1**
NJ TRANSIT				
Light Rail (River Line)				
Collisions	10 / 8.53*			9 / 7.83*
Fire Events	0 / 0*			1 / 0.87*
Bus				
Collisions	222 / 3.14*			222 / 3.12*
Fire Events	6 / 0.09*			4 / .06*

SYSTEM RELIABILITY

(Mean Distance in Miles between Major Service Failures)

SEPTA				
Heavy Rail (MFL)	85,000	82,058	No	105,314
Heavy Rail (BSL)	130,000	163,274	Yes	122,436
Heavy Rail (NHSL)	35,000	40,742	Yes	32,306
Light Rail (City)	8,000	18,167	Yes	11,805
Light Rail (MSHL)	20,000	14,671	No	21,018
Commuter Rail	30,000	38,004	Yes	40,500
DRPA/PATCO	230****	206****	Yes	230****
NJ TRANSIT				
Light Rail (River Line)	19,896			19,084
Bus	6,540			6,313

** per 1 Million Miles* ***per 100,000 Miles* ***per *200,000 Work Hours* *****Total Failures*

Note: SEPTA only submits rates to FTA, not numbers, for their Fatalities, Injuries, Vehicle Accidents, and Station Accidents targets.

Note: NJ TRANSIT 2023 targets are preliminary pending FTA approval. Not intended for public circulation. 2022 performance data was not immediately available.

ACTION ITEM Date Prepared: September 22, 2023

SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

October 10, 2023

Agenda Item:

4 Adoption of October 2023 Plan-TIP Project Evaluation Criteria

Background/Analysis/Issues:

Staff has been working with the Financial Planning Subcommittee of the Regional Technical Committee to update criteria for evaluating new DVRPC Transportation Improvement Program (TIP) and Long-Range Plan (Plan) project candidates to inform decisions on which are added to either the PA or NJ TIP or Plan. The criteria were last updated in 2019 and are intended to ensure that transportation investments align with the vision and goals of the *Connections 2050 Long-Range Plan for Greater Philadelphia*; and help achieve FHWA and Federal Transit Administration (FTA) Transportation Performance Management (TPM) performance measure targets and related safety and asset management plans. In addition to the criteria, other considerations inform project selection, such as: local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types.

The evaluation applies the same criteria to address all types of roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects, and can be used in both states in the DVRPC region. Major regional projects in the Plan have additional analysis factors from DVRPCs travel demand model, enabling an additional level of scrutiny. TIP projects which use special fund categories may have specific criteria related to the fund type (such as CMAQ or HSIP).

This update improved the criteria to:

- Simplify the evaluation process and increase weights of key criteria.
- Communicate results more clearly.
- Improve alignment with the vision and goals of the *Connections 2050* Plan, specifically:

- Incorporate Vision Zero goals into safety.
- Apply Lowest Life-cycle Cost Analysis (LLCA) to facility / asset condition.
- Include resiliency.
- More directly account for greenhouse gas (GHG) emissions as part of a net zero emissions goal by 2050.

- Strengthen ties to FHWA and FTA TPM performance measures and targets.
- Add TIP screening to check if a candidate is an MRP that should be first funded in the Plan before moving into the TIP.
- Expand the equity / EJ criterion by incorporating separate benefits and burdens analyses.
- Incorporate a new regional land use transect, the Development Intensity Zones (DIZ), based on density and proximity to other development.

The subcommittee met 14 times as part of this update and reviewed draft materials before they were finalized. The evaluation itself consists of: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal TPMs.

Screening

- Does the candidate meet the definition of an MRP? If yes, it must be funded in the Plan before moving into the TIP. The candidate can advance with agreement of a state department of transportation (DOT), transit agency, or other implementation agency.
- **Resiliency**: Is the project located in a 100- or 500-year floodplain? If yes, flag to note potential for future environmental mitigation design needs and cost increases.
- **Sustainability** (if either of these are no, project will not be included in evaluation or aspirational vision project listing):
  - Roadway and Transit Network Expansion: Is the project consistent with regional land use vision?
  - Roadway Network Expansion: Is the project consistent with the regional Congestion Management Process (CMP)?
- **Equity**: Is the project potentially burdensome for populations of interest under Environmental Justice (EJ) and/or does it unequally distribute benefits experienced by populations under Title VI? The candidate can advance with identified potential disproportionate and adverse burdens. When this happens, DVRPC will be available to assist local, state, and federal planning partners in identifying and documenting strategies that avoid, mitigate, or minimize these impacts.

Evaluation Criteria

Those that advance through the screening are evaluated by 10 criteria. The Financial Planning Subcommittee voted to apply weights to each criterion for project benefit scoring [shown in brackets] using the Decision Lens proprietary software tool, which compares each criterion against the others for the relative importance of each. All

criteria have a detailed rating scale showing how candidates are scored in the evaluation.

Environmental Criteria

- **Impervious Surface Coverage [5.5%]** – Aligns with Plan goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, and can receive bonus points by incorporating green design techniques.
- **Greenhouse Gas Emissions and Air Quality [7.2%]** – Pertains to the Plan's goals to attain net-zero greenhouse gas (GHG) emissions by the year 2050, reduce vehicle miles traveled (VMT), and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. MRPs score based on their ability to reduce VMT.

Communities Criteria

- **Centers and Form [13.7%]** – Supports the Plan's goals to focus growth in mixed-use, walkable Centers across the region, promote vibrant main streets and downtowns, and live/work opportunities; and the CMAQ TPM. Scoring is based on project location relative to Plan and Freight Centers and regional Development Intensity Zones (DIZ) based on density and proximity.
- **Equity Benefits and Burdens [12.4%]** – Applies to the Plan's goals to foster racially and socioeconomically integrated communities, and advance EJ for all the region's inhabitants. Candidates score based on a set of potential benefits and burdens and the concentration of historically and currently marginalized populations living within the project's limits.

Transportation Criteria

- **Safety [23.2%]** – Corresponds to the Plan's goal to achieve Vision Zero—no transportation-related deaths or serious injuries—by 2050 and transit and roadway safety TPMs. Roadway projects score by implementing safety strategies with high-crash reduction potential; and by addressing department of transportation (DOT)-identified high-crash locations, crashes in communities of concern, or safety concerns on a city, county, or regionally identified high-injury network. Transit projects score by implementing safety strategies at locations with documented safety issues.
- **Facility / Asset Condition [12.5%]** – Relates to the Plan's goal to rebuild and modernize the region's transportation assets and transit and roadway asset condition TPMs. Projects score by being consistent with lowest life-cycle cost analysis (LLCA) recommendations in pavement and bridge asset management models; or improving the state-of-repair for transit assets.

Economic Criteria

- **Connectivity [8.3%]** – Considers project benefits to the overall transportation system, the Plan's multimodal transportation network vision, and the CMAQ TPM. TIP candidates score by enhancing existing or making new connections. MRPs analyze its potential to increase job accessibility.

- **Reliability [6.9%]** – Reflects Plan goals to increase reliability and mobility, and reduce congestion and VMT; and the CMAQ TPM. Projects score by being on or surrounded by roads with a high Planning Time Index (PTI), or improving on-time performance for fixed guideway transit routes.
- **Congestion Management [6.4%]** – Aligns with the Plan's goals to increase reliability, and reduce congestion and VMT; and the CMAQ TPM. Projects score based on location in a CMP congested subcorridor only if they implement a CMP strategy appropriate for that subcorridor.
- **Truck Volumes [3.9%]** – Relates to the Plan's goal to improve global connections by facilitating goods movement, intercity connections, and access to aviation; and the CMAQ TPM. Candidates rate based on the number of daily trucks using the facility, if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.

The criteria scores are summed to determine total benefit points. The candidates are then ranked by:

- total benefit points;
- total benefit points to capital cost;
- total benefit points to capital cost per user; and
- total benefit points to capital plus additional operating and maintenance costs per user.

These four rankings are also averaged and the results are provided to the Financial Planning Subcommittee to provide a data-informed analysis for which candidates to prioritize for funding in the TIP and Plan.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval.

Action Proposed:

That the RTC recommend the Board adopt the updated TIP/LRP Project Benefit Evaluation Criteria.

Attachments:

Draft Criteria Document

DRAFT Plan–TIP Project Evaluation Criteria

October 2023 Update

Publication # 23128

[Inside Front Cover]

Table of Contents

List of Figures

List of Tables

Summary

The *Plan–TIP Project Evaluation Criteria* evaluate candidate transportation projects relative to the Vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management (TPM) targets for safety, asset condition, and congestion management and air quality (CMAQ). The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). They consist of: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal TPMs.

Screening

- Does the candidate meet the definition of an MRP?
- **Resiliency**: Is the project located in a 100- or 500-year floodplain?
- **Sustainability**:
  - Roadway and Transit Network Expansion: Is the project consistent with regional land use vision?
  - Roadway Network Expansion: Is the project consistent with the regional Congestion Management Process (CMP)?
- **Equity**: Is the project potentially burdensome for populations of interest under Environmental Justice (EJ) and/or does it unequally distribute benefits experienced by populations under Title VI?

Those that advance through the screening are evaluated by 10 criteria. The Financial Planning Subcommittee voted to apply weights to each criterion for project benefit scoring [shown in brackets]. Each criterion has a detailed rating scale showing how candidates are scored in the evaluation.

Environmental Criteria

- **Impervious Surface Coverage [5.5%]** – Aligns with Plan goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, and can receive bonus points by incorporating green design techniques.
- **Greenhouse Gas Emissions and Air Quality [7.2%]** – Pertains to the Plan's goals to attain net-zero greenhouse gas (GHG) emissions by the year 2050, reduce vehicle miles traveled (VMT), and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. MRPs score based on their ability to reduce VMT.

Communities Criteria

- **Centers and Form [13.7%]** – Supports the Plan's goals to focus growth in mixed-use, walkable Centers across the region, promote vibrant main streets and downtowns, and live/work opportunities; and the CMAQ TPM. Scoring is based on project location relative to Plan and Freight Centers and regional Development Intensity Zones (DIZ) based on density and proximity.

- **Equity Benefits and Burdens [12.4%]** – Applies to the Plan's goals to foster racially and socioeconomically integrated communities, and advance EJ for all the region's inhabitants. Candidates score based on a set of potential benefits and burdens and the concentration of historically and currently marginalized populations living within the project's limits.

Transportation Criteria

- **Safety [23.2%]** – Corresponds to the Plan's goal to achieve Vision Zero—no transportation-related deaths or serious injuries—by 2050 and transit and roadway safety TPMs. Roadway projects score by implementing safety strategies with high-crash reduction potential; and by addressing department of transportation (DOT)-identified high-crash locations, crashes in communities of concern, or safety concerns on a city, county, or regionally identified high-injury network. Transit projects score by implementing safety strategies at locations with documented safety issues.
- **Facility / Asset Condition [12.5%]** – Relates to the Plan's goal to rebuild and modernize the region's transportation assets and transit and roadway asset condition TPMs. Projects score by being consistent with lowest life-cycle cost analysis (LLCA) recommendations in pavement and bridge asset management models; or improving the state-of-repair for transit assets.

Economic Criteria

- **Connectivity [8.3%]** – Considers project benefits to the overall transportation system, the Plan's multimodal transportation network vision, and the CMAQ TPM. TIP candidates score by enhancing existing or making new connections. MRPs analyze its potential to increase job accessibility.
- **Reliability [6.9%]** – Reflects Plan goals to increase reliability and mobility, and reduce congestion and VMT; and the CMAQ TPM. Projects score by being on or surrounded by roads with a high Planning Time Index (PTI), or improving on-time performance for fixed guideway transit routes.
- **Congestion Management [6.4%]** – Aligns with the Plan's goals to increase reliability, and reduce congestion and VMT; and the CMAQ TPM. Projects score based on location in a CMP congested subcorridor only if they implement a CMP strategy appropriate for that subcorridor.
- **Truck Volumes [3.9%]** – Relates to the Plan's goal to improve global connections by facilitating goods movement, intercity connections, and access to aviation; and the CMAQ TPM. Candidates rate based on the number of daily trucks using the facility, if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.

The criteria scores are summed to determine total benefit points. The candidates are then ranked by:

- total benefit points;
- total benefit points to capital cost;
- total benefit points to capital cost per user; and
- total benefit points to capital plus additional operating and maintenance costs per user.

These four rankings are also averaged and the results are provided to the Financial Planning Subcommittee to provide a data-informed analysis for which candidates to prioritize for funding in the TIP and Plan.

Background

The Delaware Valley Regional Planning Commission (DVRPC) is federally mandated with developing a long-range plan ('Plan') that identifies a vision for the orderly growth and development of the nine-county, bi-state Greater Philadelphia region. DVRPC is also federally charged with creating a Transportation Improvement Program (TIP) that identifies all transportation projects eligible for federal funding, although it is not a guarantee of funding. Both of these documents are critical to identifying, prioritizing, planning, designing, and constructing regional transportation projects.

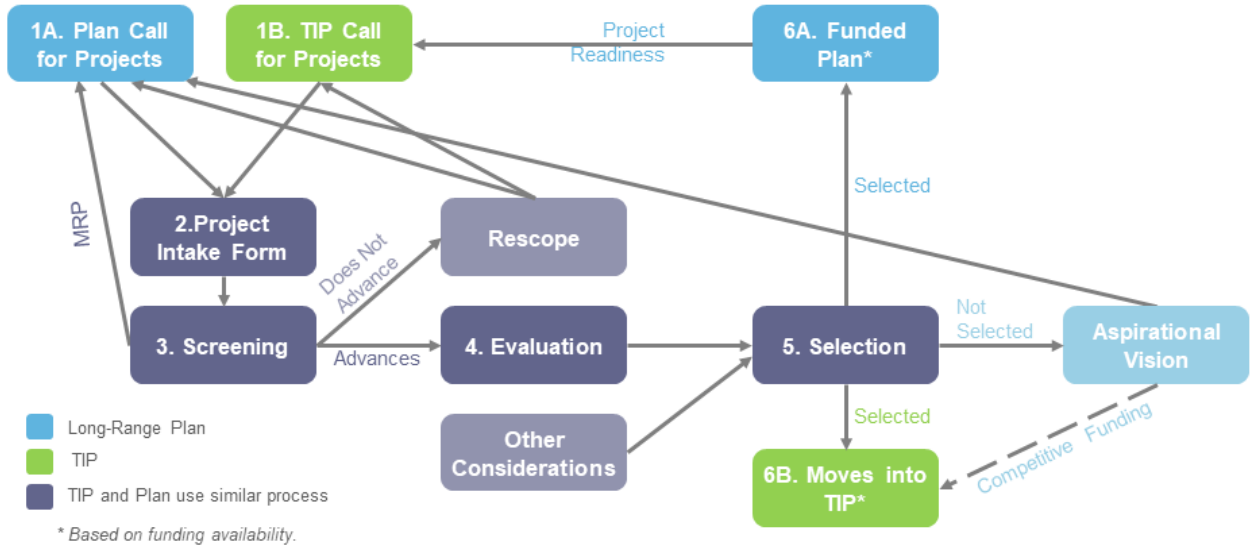
The *Plan–TIP Project Evaluation Criteria* is a tool for data-informed investment decisions for new candidate transportation projects in the TIP and most candidate Major Regional Projects (MRPs) in the Plan that have not used federal funding to date. At a minimum, the criteria are needed to meet the Federal Highway Administration (FHWA) requirements to use a project evaluation process to guide selecting which projects are programmed in the TIP and the Plan. Going well beyond that, the criteria are seen as one of the best ways to inform regional decision making in order to better ensure that transportation investments:

- align with the Vision and goals of the *Connections 2050 Long-Range Plan for Greater Philadelphi*a; and
- help achieve FHWA and Federal Transit Administration (FTA) Transportation Performance Management (TPM) performance measure targets and related safety and asset management plans.

The criteria are one part of DVRPC's project identification and selection process for both the TIP and the Plan, see Figure 1. This process starts with a call for projects to the MPO's planning partners and uses a project intake form that asks project sponsors to provide any relevant data needed for project evaluation. The initial step of project evaluation is a screening to test for consistency with the Plan's vision and goals and to ensure MRPs are funded in the Plan before moving into the TIP. Some projects that do not pass portions of the screening are excluded from the evaluation and are not included in the Plan or TIP.

Candidates that pass the screening undergo an evaluation to score their relevance to the Plan's goals and TPM measures. The results are used along with other considerations—geographic equity, regional and local priorities, stakeholder support, funding eligibility, performance-based planning and asset management, project readiness, ability to leverage other investments, and system-level Environmental Justice (EJ) analysis—to select projects. Requirements for fiscal constraint, where neither the long-range plan or the TIP can plan to spend more on transportation investments than its reasonably expected revenue, serves as a limit to how many projects can be included in each. Project selection is facilitated by the DVRPC staff with decisions ultimately made by planning partners that represent the MPO's governing board. MRPs that pass the screening but cannot be afforded within fiscal constraint are generally included in the Plan through an aspirational vision list. These projects can advance into the funded Plan or TIP if additional funding, including competitive funding, becomes available. MRPs funded in the Plan can move into the TIP based on project readiness and funding availability. These projects are re-evaluated as part of the TIP project selection process.

Figure 1. Project Identification, Evaluation, and Selection Process



Source: DVRPC, 2023.

Other project selection considerations include geographic equity, regional and local priorities, stakeholder support, funding eligibility, performance-based planning and asset management, project readiness, ability to leverage other investments, and system-level Environmental Justice (EJ) analysis.

The *Plan–TIP Project Evaluation Criteria* are designed to be mode neutral to roadway, transit, bike, pedestrian, and freight projects in order to evaluate and compare a variety of project types—road and transit preservation, operational improvements, and network expansion, along with non-motorized projects—and to be used in both the New Jersey and Pennsylvania counties in the DVRPC region. The evaluation is meant to highlight some of the trade-offs that occur within a given investment or set of investments, as the region strives to develop a diverse set of projects that support and advance equity, sustainability, and resiliency. The criteria draw from many existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP).

Externally Funded and competitively funded projects are shown in the TIP and the Plan, but are not included in the evaluation process.[1, 2] Table 1 lists project categories and whether and when they are evaluated in both the TIP and Plan development. Bridge and pavement preservation and Circuit Trail network projects are not evaluated in the Plan. While asset management models predict which bridges and pavement segments will be most in need of repair in the future, actual performance may vary from these predictions. MRPs that incorporate system preservation elements along with other improvements—operational improvement, system expansion, green transportation—will still be evaluated in the Plan. Likewise, challenges in right of way acquisition, obtaining funding for design, and determining maintenance and operations responsibility makes it difficult to determine when specific

[1] Externally Funded projects are largely developed outside the regional planning process and are funded by a sponsoring transportation funding authority such as a tolling authority.
[2] Competitively funded projects receive grant dollars outside of the region's regular formula funding, through Pennsylvania's Multimodal Fund, New Jersey's Local Freight Infrastructure Fund, and federal competitive grant programs such as through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA)

Circuit Trails segments will be ready for construction. Instead, funding is set aside in the Plan for these project categories—not assigned to explicit projects—and projects are evaluated as they are ready to move into the TIP. Substantive Safety, Operational Improvements, System Expansion, non-Circuit Green Transportation roadway, and all transit candidates that meet the definition of an MRP and are seeking federal and state formula funding through DVRPC will be evaluated using the Plan (MRP) version of this criteria.

Table 1. Non-MRP and MRP Evaluation in TIP and Plan Updates

Project Category	Projects Funded in Plan/TIP			New or Aspirational/Vision Projects	
	Non-MRPs	MRPs with Fed $[a]	MRPs without Fed $[b]	Non-MRPs	MRPs
Roadway Preservation (R1/R2)[c]	○	○	○	●	●
Roadway Safety / Operational Improvements (R3/R4)	○	○	●	●	●
Roadway Expansion (R5)	○	○	●	●	●
Green Transportation (R6)[d]	○	○	●	●	●
Transit Preservation (T1)	○	○	●	●	●
Transit Operational Improvements (T2)	○	○	●	●	●
Transit Expansion (T3)	○	○	●	●	●

Legend

- ● Evaluated in the Plan.
- ● Evaluated in the TIP.
- ● Evaluated in both the Plan and TIP.
- ○ Not evaluated.

Notes

[a] MRPs that have spent federal funds are not re-evaluated in order to avoid federal reimbursements.
[b] MRPs that have not spent any federal funds, or whose federal funds have already been repaid to the U.S. DOT, will be re-evaluated as part of each Plan update cycle.
[c] MRPs where roadway preservation is only one element within a larger scope will be (re)evaluated as part of Plan development.
[d] Circuit Trail projects are not evaluated in each Plan update, however, other Green Transportation projects are (re)evaluated.
Source: DVRPC, 2023.

Some funding sources require more specific project criteria to evaluate candidate projects, and those will continue to be used as necessary. Some specific funding programs that have developed their own criteria for use in conjunction with, or in place of, the *Plan–TIP Project Evaluation Criteria.* These include the Transportation Alternatives Set Aside (TASA), the Highway Safety Improvement Program (HSIP), and

Congestion Mitigation and Air Quality (CMAQ).[3] Several of these programs are vital to constructing Circuit Network trail segments.

DVRPC worked with the Financial Planning Subcommittee of the RTC to update and set weights to the criteria through a consensus-driven process. Developing the criteria follows good project evaluation practices including: avoiding measuring the same goal(s) multiple times, being more quantitative than qualitative, using readily available data with a strong likelihood of continued availability, considering network-level interactions, and using simple and understandable criteria. In addition to these good criteria development practices, DVRPC staff and the Financial Planning Subcommittee developed a set of goals for this update:

- Simplify the evaluation process and increase weights of key criteria.
- Communicate results more clearly.
- Improve alignment with the vision and goals of the *Connections 2050* Plan, specifically:
  - Incorporate Vision Zero goals into safety.
  - Apply Lowest Life-cycle Cost Analysis (LLCA) to facility / asset condition.
  - Include resiliency.
  - More directly account for greenhouse gas (GHG) emissions as part of a net zero emissions goal by 2050.
- Strengthen ties to FHWA and FTA TPM performance measures and targets.
- Add TIP screening for eligibility to use federal funds, and check if a candidate is an MRP that should be first funded in the Plan before moving into the TIP.
- Expand the equity / EJ criterion by incorporating separate benefits and burdens analyses.
- Incorporate the *Dispatches from Alternate Futures* scenarios and a new Development Intensity Zones (DIZ) regional transect.

Not all of these goals were achieved in this update, as the *Dispatches* scenarios were unable to be incorporated. The subcommittee met 14 times as part of this update and reviewed draft materials before they were finalized. These meetings also included an update to how projects are categorized in the TIP and Plan, a listening session for the subcommittee to talk about the previous set of criteria and ideas they have for improving them, and a DVRPC staff presentation of what's working and where there are opportunities to improve the current criteria. Each screening and evaluation criterion were presented and discussed over a series of three separate meetings. The first meeting presented an initial draft of the proposed criteria, followed by a discussion and suggestions made by the subcommittee. The second meeting presented the revised criteria based on subcommittee suggestions, gave more time for discussion and review, and then held a vote on where the subcommittee stood on the criteria as proposed and revised. The third meeting presented any additional changes based on the second meeting, followed by an ask for subcommittee consensus on the project. One criterion failed to achieve consensus on its first round, and went through a major rethinking before it was reproposed. The final subcommittee meeting set weights for the evaluation criteria through a series of pairwise comparisons.

[3] The Carbon Reduction Program created by the IIJA is likely to develop a specific set of project evaluation criteria in the future.

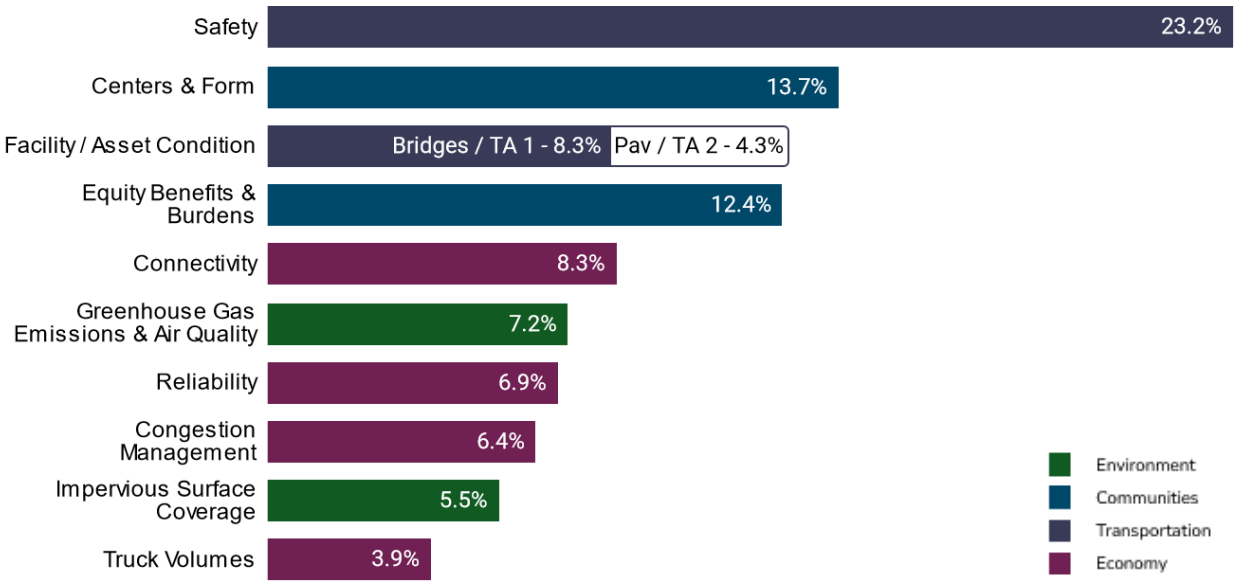
Development of these criteria and goals for the update were shaped by *The State of the Practice: A Study of DVRPC's Peer Metropolitan Planning Organizations' Long-Range Plans* (DVRPC publication #23109), and included the preparation of a *State-of-the Practice in MPO Long-Range Planning: Project Evaluation* technical memo (DVRPC publication #23112) detailing the project evaluation practices of the 14 peers identified in this research.

The following sections detail the use of DVRPC's travel demand model in evaluating MRPs, developing weights to prioritize the relative importance of each criterion, and showing the relationships between the criteria and federal TPMs. After that, the screening analysis steps are detailed, followed by in-depth rating scales for each criterion. This document concludes with four different ranking systems that compare results: total benefit points determined by the criteria, total benefit points to capital costs, benefit points to capital cost per multimodal facility or asset user, and benefit points to capital plus additional operating and maintenance costs per multimodal user. A fifth ranking system considers how the project scored on average across these four approaches. The results of these analyses will also be published as part of the TIP and Plan documentation.

Weighting the Criteria

The criteria are weighted through pairwise comparison voting by members of the Financial Planning Subcommittee, using a proprietary software program called Decision Lens. In each pairwise comparison, voting members compare two indicators in a head to head vote to determine which of the two is more important and by how much. Voting results are tallied to weight each criterion. The weighting is a reflection of the relative importance placed on each criterion by the Financial Planning Subcommittee. Figure 2 summarizes the weights applied to each criterion in the analysis.

Figure 2. TIP-Plan Project Benefit Criteria Weighting



Source: DVRPC, 2023.

Two of these criteria—connectivity and impervious surface coverage—are new to the evaluation. They were identified through DVRPC's *State-of-the-Practice* research. The remaining eight are carried over from the previous iteration, but have undergone some degree of revision in order to improve the overall evaluation process. Larger changes occurred with Safety, Centers and Form, Facility / Asset Condition, Equity Benefits and Burdens, and Greenhouse Gas Emissions and Air Quality. Safety separates out and scores now only for substantive strategies, which are more likely to reduce transportation fatalities and serious injuries. Centers and Form incorporates the new regional DIZ transect. Facility / Asset Condition moves from a worst-first approach to project prioritization to one based on LLCA as determined by state DOT asset management models. Equity benefits and burdens considers specific impacts to low-income and racial and ethnic minority communities for all project types. Greenhouse Gas Emissions and Air Quality now measures anticipated emissions impacts from all types of projects.

Modeling Projects

Greenhouse Gas Emissions and Air Quality and Connectivity criteria will use regional-level travel demand model outputs for MRPs. In addition, Truck Volumes will use facility level model results for new roads. Each MRP will be run for the AM peak period in 2050 and compared with "no-build" results for the same time period. The no-build analysis incorporates everything on the ground at the time of analysis, existing and committed TIP projects (including everything with construction dollars that fully fund the project scope), and all toll authority projects listed in the Plan's Externally Funded Projects—Funded Plan. MRPs will use TIP scoring methods if modeling analysis cannot be performed.

Relationships Between Evaluation Criteria and Transportation Performance Management

The evaluation criteria align with the TPM metrics, but cover a wider geography since they are applied to all types of facilities—including roads, transit, bike and pedestrian facilities, and other types of transportation infrastructure. Table 2 identifies how the evaluation criteria correspond to the various TPM measures. A key difference between the two is that the TPMs measure system-level performance, while the evaluation criteria compare how proposed transportation investments will meet various regional goals, including meeting TPM targets. A second major difference is the TPM metrics specify specific geographies and facilities, while the evaluation criteria aim to evaluate any publicly funded road, transit, or bike pedestrian infrastructure.

Table 2. Relationships Between Project Evaluation Criteria and Transportation Performance Management (TPM) Metrics

TPM Area	TPM Metric(s)	TPM Geography	Related Evaluation Criteria
Safety (PM-1)	Number of Fatalities	All public roads	Safety
	Fatality Rate (per 100 million VMT)		
	Number of Serious Injuries		
	Serious Injury Rate (per 100 million VMT)		
	Number of Non-Motorized Fatalities and Serious Injuries		
Condition (PM-2)	Good Pavement Miles	Interstates and National Highway System (NHS)	Facility / Asset Condition
	Poor Pavement Miles	Interstates and NHS	
	Good Bridge Deck Area	NHS	
	Poor Bridge Deck Area	NHS	
Congestion Mitigation and Air Quality (PM-3)	Non-Single Occupant Vehicle Commute Modeshare	Urbanized Areas (UZAs)	Connectivity
	Person-Miles Traveled with Reliable Travel Times	NHS	Reliability, Congestion Management
	Peak-Hour Excessive Delay	Peak periods for all NHS facilities in UZAs	Reliability, Congestion Management
	Truck-Travel Time Reliability	Interstates	Reliability, Congestion Management, Truck Volumes
Transit Assets	Rolling Stock	Revenue vehicles	Facility / Asset Condition
	Equipment	Non-revenue vehicles	
	Facilities	Passenger, administrative, and maintenance facilities	
	Infrastructure	Rail track	
Transit Safety	Fatalities	Entire transit service area	Safety
	Injuries		
	Safety Events		
	System Reliability		

Source: DVRPC, 2023.

Screening Criteria

The first component of the evaluation is to screen candidates in order to ensure that major regional projects are funded in the Plan before moving into the TIP, and to test for consistency with the *Connections 2050* principles of equity, resiliency, and sustainability. The screening is used to filter out some projects that are inconsistent with the Plan's vision and policies, flag projects for further analysis or public engagement, and ensure MRPs are funded in the Plan before being programmed in the region's TIP. Candidates filtered out by the screening will not be listed in the Plan's aspirational vision project list.

Screening for TIP Candidates Only

Major Regional Project Screening

Does the candidate meet the definition of an MRP?[4]

1. If yes, is it funded in the current Board-adopted Long-Range Plan?
   a. If yes, the candidate project advances.
   b. If no, the candidate must first be funded in the Plan before it can be added to the TIP. Project may advance with a concurrent Plan amendment, with the agreement of a state department of transportation (DOT), transit agency, or other implementation agency.
2. If no, project advances.

Screening for Plan and TIP Candidates

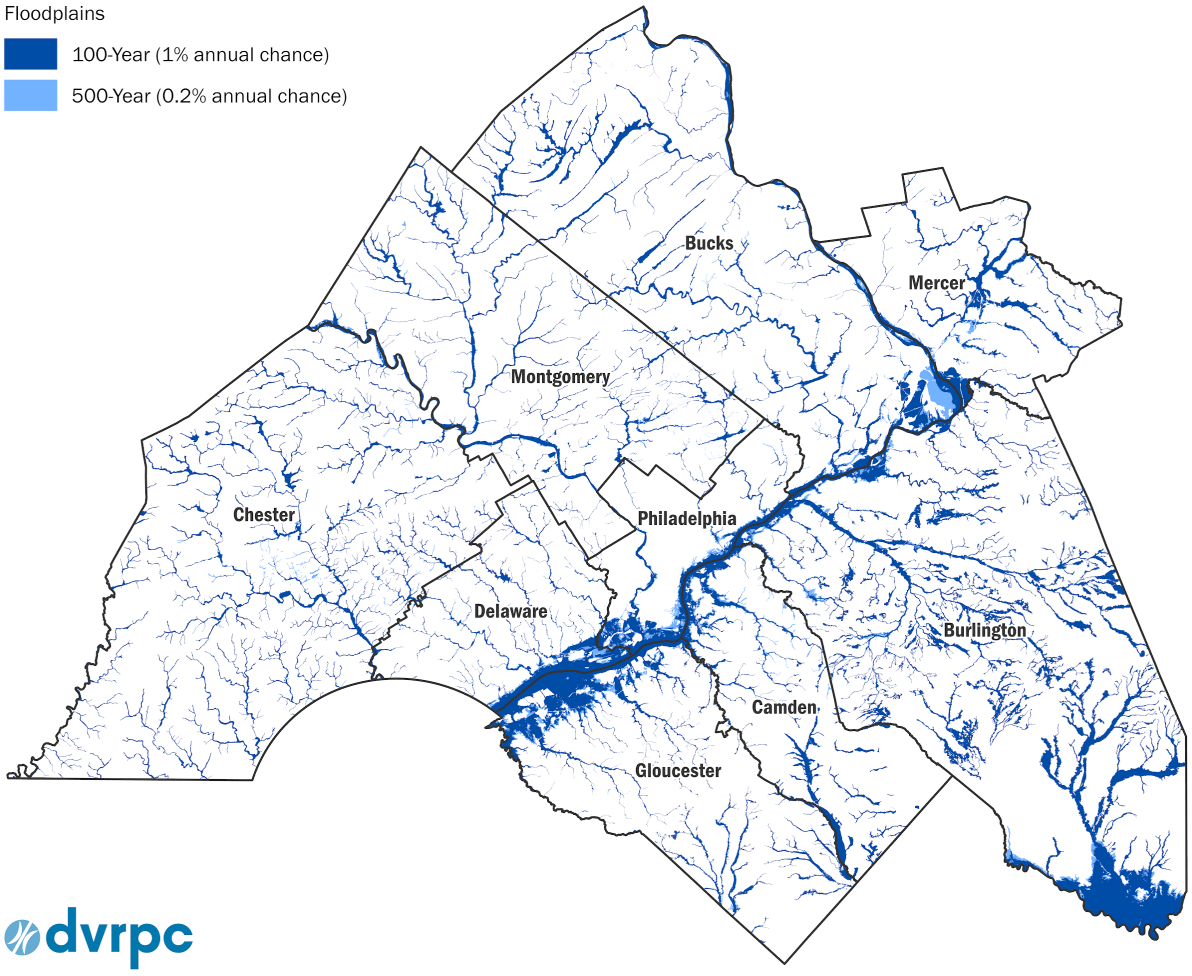
Resiliency Screening

Is the project located in a 100- or 500-year Federal Emergency Management Agency (FEMA) floodplain (see Figure 3)?

1. If yes, the project advances, but will be flagged for environmental mitigation design needs and higher costs.
2. If no, the project advances.

[4] See Appendix A for *Connections 2050* MRP definitions.

Figure 3. 100-Year and 500-Year Floodplains in Greater Philadelphia



Source: FEMA.

Sustainability Screening

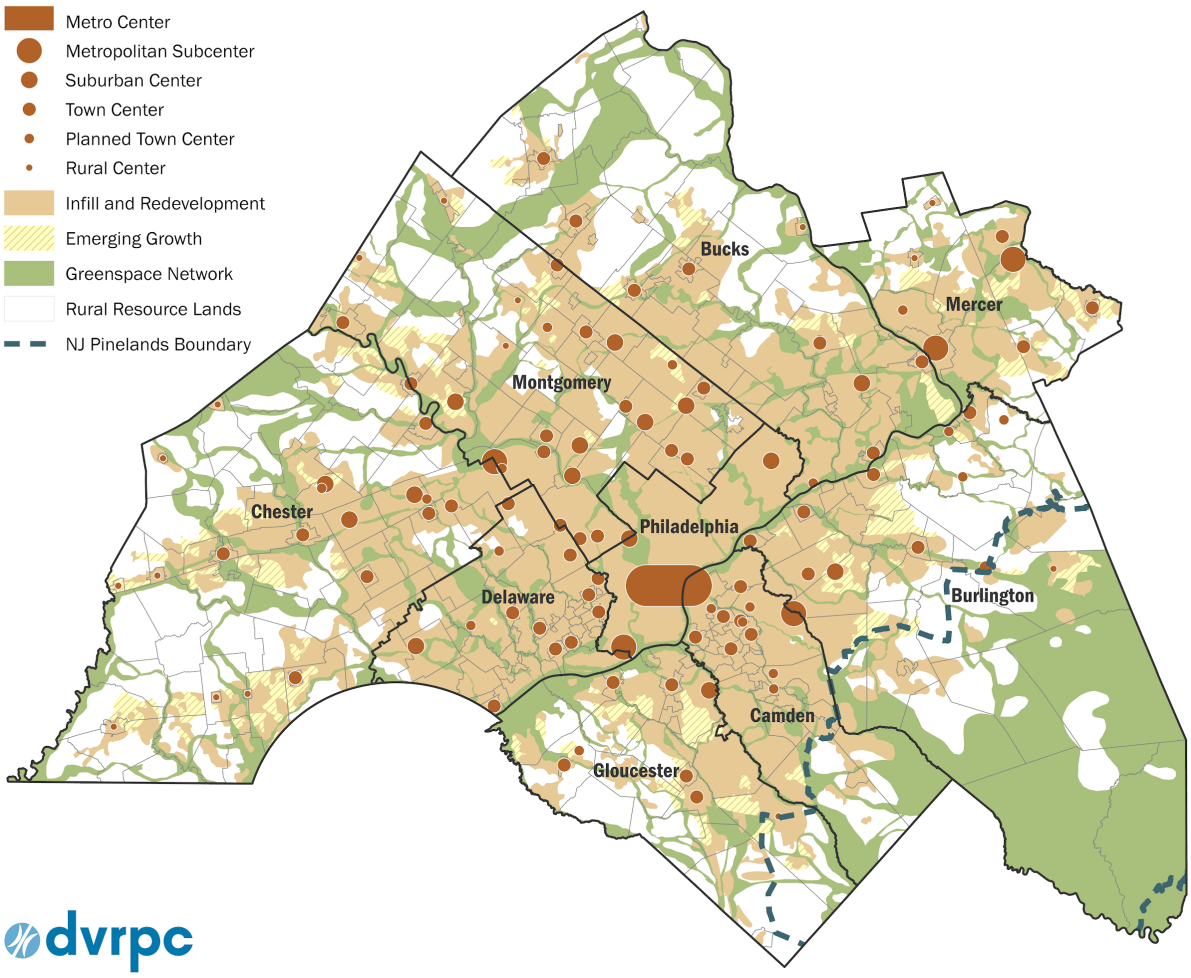
Consistency with regional land use vision (Roadway and Transit Network Expansion Only):

Is the candidate located in, or does it provide access to, an area marked as appropriate for development on the Plan's Land Use Vision map? Appropriate areas are shown in Figure 4 as Centers (red shading), Infill and Redevelopment (tan shading), or Emerging Growth (yellow shading).

- Limited access roadways: All interchanges located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- Non-limited access roadways: At least 75 percent of total project limits in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- Transit fixed guideway rail and Bus Rapid Transit: At least 75 percent of station stops located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.

Projects inconsistent with the Land Use Vision are excluded from further evaluation.

Figure 4. *Connections 2050* Land Use Vision



Source: DVRPC, 2021.

Consistency with the regional CMP (Roadway Network Expansion Only):

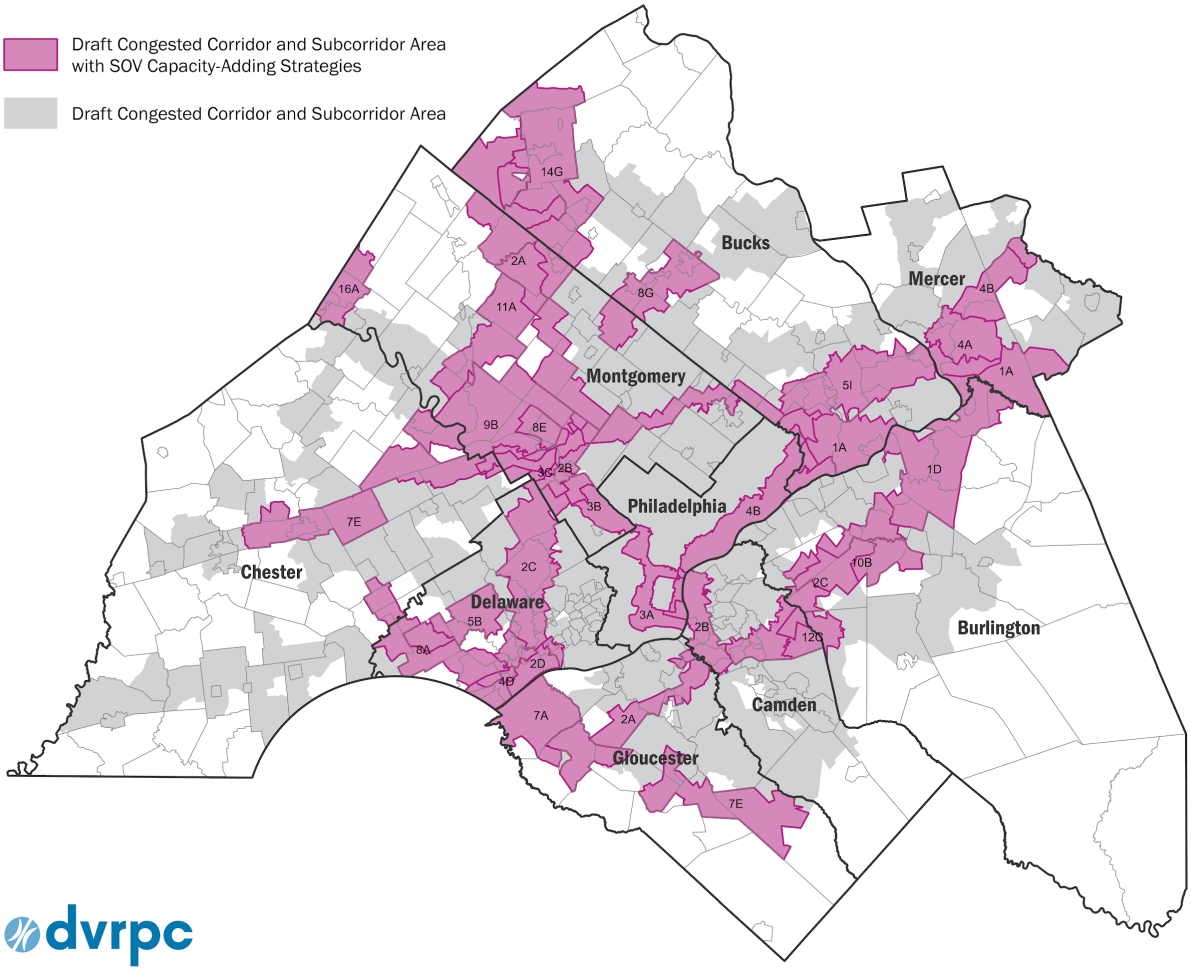
Is the project located on a facility where major single-occupant vehicle (SOV) capacity-addition is listed as an appropriate strategy for the primary CMP subcorridor area (see Figure 5)?[5]

1. If the project is not located in a CMP corridor, or if adding SOV capacity is not a strategy for the subcorridor where the project is located, the project must follow the *CMP Procedures* (DVRPC Publication #21010) before it can be considered in this evaluation.
   a. *If a proposed project adds major SOV road capacity outside of CMP congested corridors, then it faces a higher burden of proof to move forward. Detailed CMP analysis must be conducted that*

[5] *Primary subcorridor* refers to the CMP corridor with the largest percentage of the project's limits, with consideration for the most appropriate subcorridor for the specific location if there are overlapping subcorridors.

evaluates the project.[6] *The Plan and TIP development processes will consider this analysis and how it compares to other capacity-adding projects funded in the region.*

Figure 5. CMP Subcorridors with Facilities that have Roadway SOV-Capacity as an Appropriate Strategy



Source: DVRPC, 2023.

[6] For projects located outside a subcorridor and facility listed as appropriate for SOV capacity addition, the required *CMP Procedures* analysis steps are: (1) Does the project advance the goals and strategies of the regional Long-Range Plan and adopted plans of the municipality(s) or county(s)? (2) Does the facility or nearby road contain a Travel Time Index greater than 1.5, and a Planning Time Index greater than 3.0 for the peak hour? (3) Is the volume/capacity ratio of the facility, or nearby road, equal to or greater than 0.85 for the peak hour? (4) Is the project in an emerging growth corridor? (5) Will congested conditions be remedied by the proposed project? (6) How will congestion along the larger facility or corridor area change under the no-build and build scenarios? (7) What are the probable land use changes attributable to the project, and how would these changes likely impact future traffic? (8) As part of the federal regulations, does the project identify all reasonable strategies to manage SOV capacity effectively (or to facilitate its management in the future)? (9) How will the strategies evaluated be chosen?

EJ Screening

Is the project potentially burdensome for populations of interest under EJ?[7]

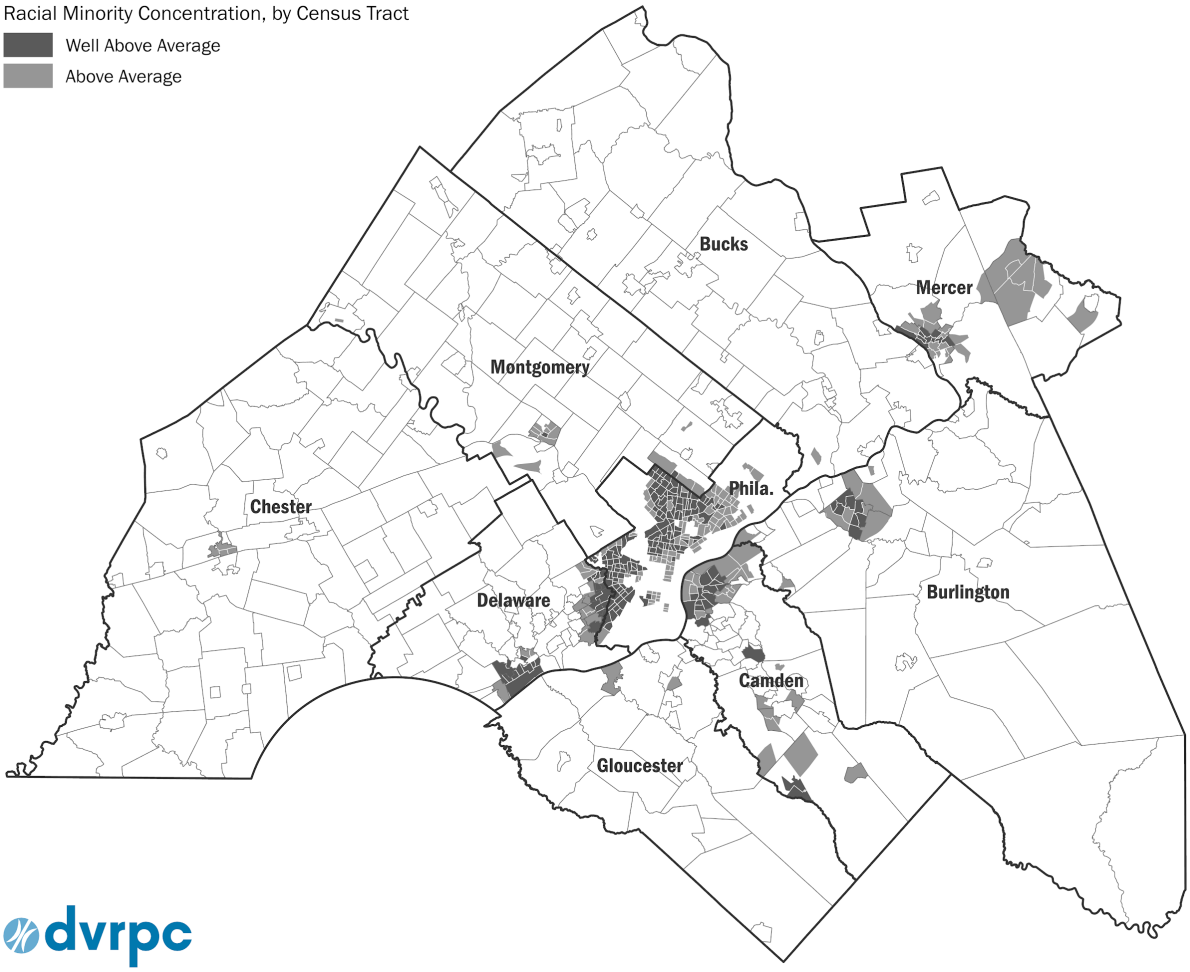
a. If candidate is located in or within a quarter-mile of a census tract where Racial Minority (see Figure 6), Ethnic Minority (see Figure 7), or Low-Income population (see Figure 8) are above average or well above average in DVRPC's Indicators of Potential Disadvantage (IPD) webmap go to 'b.' Project advances if not located in one of these communities.
b. If potential Equity Benefits ≥ potential Equity Burdens, candidate project advances.
c. If potential Equity Benefits < potential Equity Burdens:
    i. Project advances if there has been (or will be for a Plan MRP) documented community engagement in the affected IPD community(ies).[8] If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC will be available to assist local, state, and federal planning partners in identifying and documenting strategies that avoid, mitigate, or minimize these impacts, as needed.
    ii. Project does not advance if there is no documented engagement.

Table 3 identifies benefits and burdens anticipated to result from different types of transportation investments. Table 4 provides a scoring matrix that relates benefits and burdens to the Plan's project categories. The project categories in Table 4 are used to classify investments in order to communicate and comprehend how the region is investing in transportation infrastructure; see Appendix C for more information about each project category. The table scores projects based on these categories as a starting point, and additionally based on scope and mapping of the candidate's location. Nearly every project category has at least one benefit (shown as +1 on the table) or burden (shown as –1 on the table). Scoring is meant to be a starting point, and DVRPC screening staff should use judgment based on scope and mapping to determine benefits and burdens of each individual candidate project.

Concentrations of Low-Income, Racial Minority, and Ethnic Minority population groups will come from the IPD webmap using the version at the time of the analysis.[9] These layers will be compared to the project area in Geographic Information Systems (GIS), checking for above–average or well–above–average concentrations of EJ populations within the project's limits.

[7] This screening follows U.S. DOT guiding principles for EJ "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations," consistent with the Plan's Equity principle.
[8] See Appendix B for community engagement guidance.
[9] Access the IPD webmap at: www.dvrpc.org/webmaps/ipd/.

Figure 6. Racial Minority Population Concentration



Source: U.S. Census 2017–2021 American Community Survey, Five-Year Estimates.

Table 3. Benefits and Burdens

Issue	Benefits	Burdens
Access, Cohesion, and Wellness	Increased through removed barriers (such as a cap over a limited access facility or pedestrian bridge), better access to transit options, new active transportation options, and/or Americans with Disabilities Act (ADA) improvements.	Physical division of communities and new barriers that reduce access to bicycling and walking or essential opportunities such as healthcare, education, employment, and grocery shopping.
Travel Time / Cost	Savings through new connection, service, or increased frequency; mitigating a facility closure.	Increased travel time due to removal of choice.
Quality of Service	Improved quality of transit service, more lighting, crime prevention through environmental design, and similar techniques.	—
Air Pollution	Improved air quality; increased access to less-polluting transportation options, such as retrofitted buses with increased emissions-control technologies.	Increased air and water pollution, soil contamination.
Jobs	Increased access to job opportunities.	Adverse impacts on economic vitality, such as barriers to local businesses during construction.
Environmental Externalities	Countermeasures for noise, vibration, and air pollution, such as sound walls.	Increased noise and vibration, often as a result of increased traffic speeds or volumes.
Climate Resiliency	Reduced flood risk through elevated bridges, green infrastructure, and conventional drainage approaches.	Increased vulnerability to climate change, including through increased impervious surface coverage or GHG emissions.
Travel Safety	Improved road conditions, multimodal Complete Streets, safety countermeasures, and reduced speeds.	Exposure to transportation safety risks, including from higher traffic speeds or volumes.
Environmental and Cultural Resources	Addition or improvement to community or social space or to parks or open space.	Destruction or disruption of cultural or natural resources.

Source: DVRPC, 2023. Adapted from: Audrey Wennink and Agustina Krapp, "Equity-Oriented Performance Measures in Transportation Planning," American Planning Association, PAS Memo, March/April 2020; and Federal Transit Administration, Environmental Justice Policy Guide, 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf.

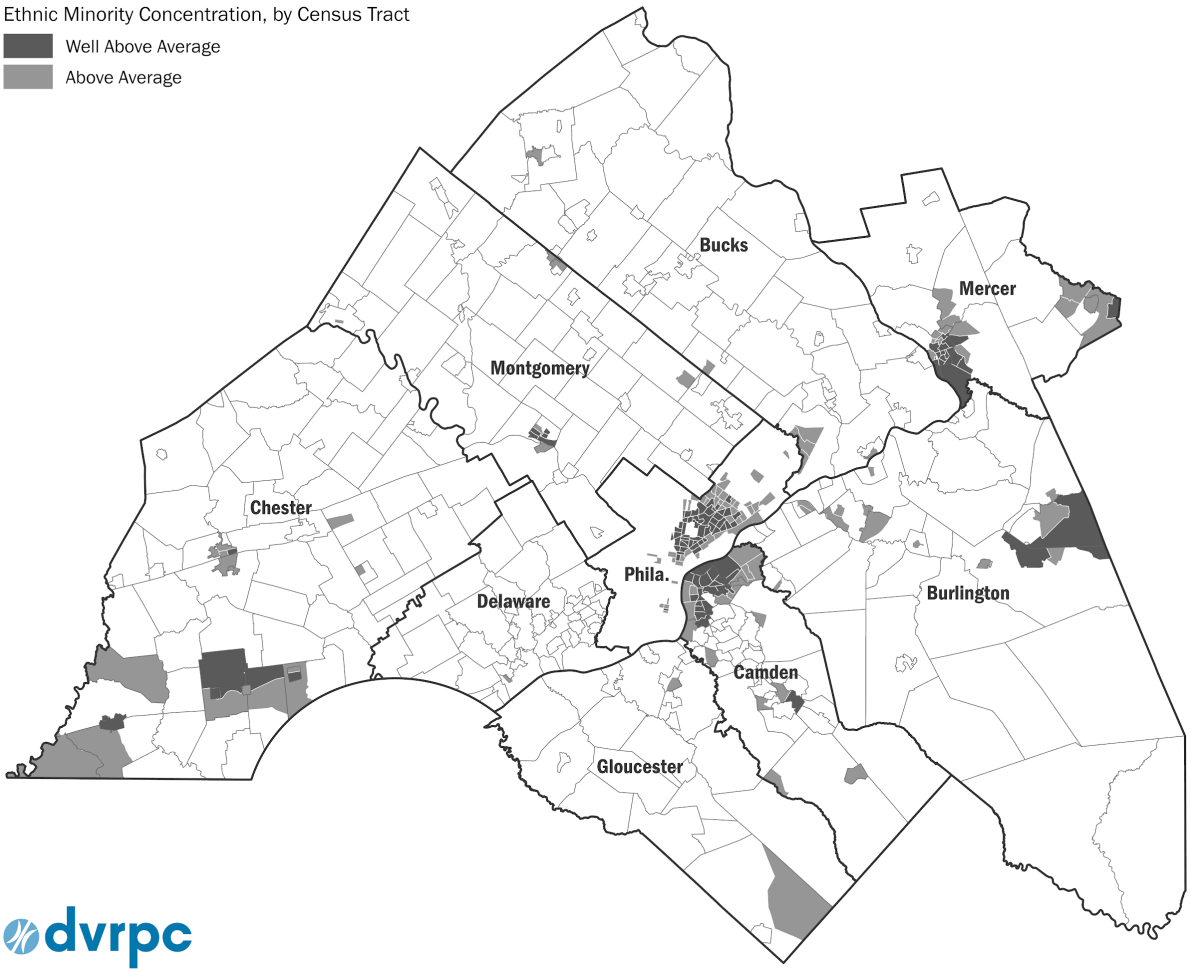
Table 4. Benefits and Burdens Scoring Matrix

Proj. Cat.*	Description	Access, Cohesion, & Wellness	Travel Time Cost	Service Quality	Air Pollution	Jobs	Env. Externalities	Climate Resiliency	Travel Safety	Env. / Cultural Resources
Candidate Project Scope			−1							+1
Candidate Project Location						−1				−1
R1.01	Interstate Pavement Pres.			+1					+1	
R1.02	Non-Int. Pavement Pres. & Modernization			+1					+1	
R1.03	Local Federal Aid Roads			+1					+1	
R2.01	Interstate Bridge Pres.			+1					+1	
R2.02	Non-Interstate Bridge Pres.			+1					+1	
R2.03	Bridge Removal		−1							
R2.04	Local Bridge Preservation								+1	
R3.01	Substantive Safety	+1							+1	
R3.02	Incident Management								+1	
R4.01	Accessibility Improvements	+1	+1		−1	+1		-1		
R4.02	Intersection Improvements		+1	+1	−1			-1		
R4.03	Transportation System Maintenance and Operations		+1	+1						
R4.04	Vehicle Technology			+1	+1					
R5.01	Major Road Network Expnsn.	−1	+1		−1	+1	−1	−1	−1	
R5.02	Minor Road Network Expnsn.		+1		−1	+1	−1	−1	−1	
R6.01	Bicycle & Ped. Network Expnsn.	+1	+1		+1					
R6.02	Off-Road Trail Pres.			+1						
R6.03	Community Connections	+1	+1		+1					+1
R6.04	Env. Mitigation & Resiliency	+1		+1	+1		+1	+1		
R6.05	Travel Demand Management	+1	+1		+1					
R6.06	Rail Improvements	+1	+1	+1						
R6.07	Regional Programs									
T1	Transit Preservation & Modernization			+1						
T2	Transit Operational Imp.	+1	+1	+1	+1	+1				
T3	Transit Network Expansion	scope / map	+1		+1	+1	scope / map			

** See Appendix C for more information about each project category.*

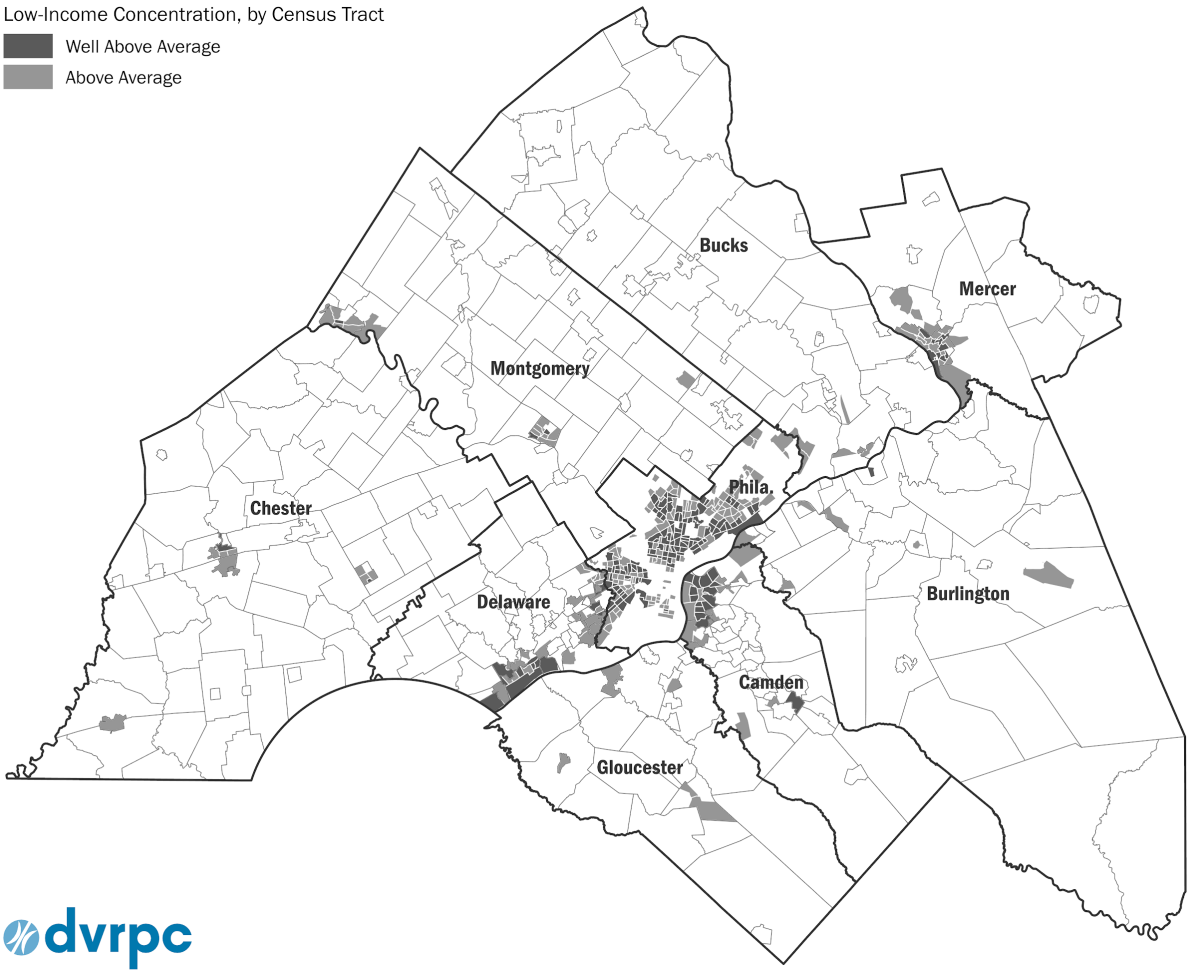
Source: DVRPC, 2023.

Figure 7. Ethnic Minority Population Concentration



Source: U.S. Census 2017–2021 American Community Survey, Five-Year Estimates.

Figure 8. Low-Income Population Concentration



Source: U.S. Census 2017–2021 American Community Survey, Five-Year Estimates.

Evaluation Criteria

The second component of the evaluation is a set of evaluation criteria based on the *Connections 2050* focus areas and the federal TPMs that help to evaluate candidate projects for funding prioritization in either the TIP or the Plan. The evaluation criteria are developed around *Connections 2050*'s four focus areas—the environment, economy, communities, and transportation—and are consistent with the Plan's principles, which are further represented in the project screening. The Decision Lens approach requires all criteria to be scored on a utility scale that ranges from zero to one, with one being the highest score and zero being the lowest.

Environmental Criteria

Environmental criteria measure change to Impervious Surface Coverage and Greenhouse Gas Emissions and Air Quality.

Impervious Surface Coverage

This criterion aligns with the Plan's goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, or can receive bonus points by incorporating green design techniques (See Table 5). Impervious surface coverage will be determined through GIS mapping, and will account for how the project changes the number of through and turning lanes, lane widths, shoulder widths, and provision of bicycle and pedestrian facilities. This criterion offers a green design bonus for any projects that can demonstrate a reasonable commitment to the inclusion of green stormwater infrastructure (GSI), non-GSI techniques to address a documented flooding issue, the use of pervious pavement, or improved wildlife connectivity or facility crossings.

Table 5. Impervious Surface Coverage Criterion for TIP and Plan Candidate Projects

Impervious Surface Coverage Rating Scale	Data Source
Project changes impervious surface coverage by: ● decrease ≥ 1 lane mile[a] = 1 point; ● decrease ≥ ½ lane mile[a] and < 1 lane mile[a] = 0.8 points; ● decrease < ½ lane miles[a] = 0.6 points; ● no change = 0.4 points; ● increase ≤ ½ lane miles[a] = 0.2 points; or ● increase > ½ lane miles[a] = 0 points.	GIS and Project Scope
Green Design Bonus: +0.25 points each for projects that go beyond stormwater requirements and incorporate any of the following: ● bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs; ● naturalized stormwater basins; ● other non-GSI solutions to address a documented flooding issue; ● use of pervious pavement; or ● enhances habitat connectivity or wildlife crossings. Bonus points are added to the impervious surface coverage score (up to a maximum score of 1 point).	

[a] Based on a 12-foot lane width. One lane mile equals 63,360 square feet.
Source: DVRPC, 2023.

Greenhouse Gas Emissions and Air Quality

This criterion pertains to the Plan's goals to attain net-zero GHG emissions by the year 2050, reduce VMT, and improve air quality. TIP Projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. The criterion uses published research and federal laws and policies to evaluate a project's impacts on emissions.[10] Scoring for each project category was developed using FHWA criteria pollutant reduction potential, project category GHG emissions reductions analysis developed by the Colorado DOT,[11] eligibility for federal CMAQ improvement programs, and Clean Air Act definitions of air quality significant projects. TIP Projects with a component anticipated to increase emissions will score zero points;[12] other projects will score based on their highest scoring component. MRPs score based on their ability to reduce VMT—which serves as a proxy for emissions reduction—as analyzed with DVRPC's travel demand model. In general, TIP analysis will score projects based on the ability to reduce trip lengths and/or promote mode shift to lower emissions modes, such as walking, biking, and transit.

Table 6 presents the Greenhouse Gas Emissions and Air Quality criterion's rating scale. Modeling system preservation projects may consider a no-build where the facility is removed from the network, then using the baseline modeling results as the "build" analysis.

[10] Work underway nationally as part of Carbon Reduction Strategy development for GHG emissions will better inform this body of evidence on what can reduce GHG and NAAQS emissions for the next update to the evaluation criteria.
[11] Colorado DOT, *Greenhouse Gas Emissions MItgation Measures Policy Directive*, June 2022, www.codot.gov/programs/environmental/greenhousegas/assets/pd-1610-0-greenhouse-gas-mitigation-measures-june2022.pdf
[12] Projects in the "anticipated to increase emissions" category (0 points) can score in the "projects with little to no emissions reduction potential" category (0.125 points) with a documented analysis that shows a projected reduction in emissions.

Table 6. Greenhouse Gas Emissions and Air Quality Criterion for TIP and Plan Candidate Projects

GHG Emissions and Air Quality Rating Scale	Data Source
TIP: Projects score 0 if they have a component anticipated to increase emissions; all other projects score based on their highest scoring individual component. Points Project Categories[a] 0 Projects anticipated to increase emissions: Bridge Removal (R2.03); Major Regional Roadway Network Expansion (R5.01); Minor Regional Roadway Network Expansion (R5.02); or Additionally Funded Roadway Expansion (R5.03).[b] 0.125 Projects with little to no emissions reduction potential: New Multimodal Gridded Streets (R4.01); Connected vehicle infrastructure (R4.04); Sharrows (R6.01); Regional Programs (R6.07); Demand-response transit service (T3); or default value for anything else not specifically called out on these lists. 0.25 Projects with minor benefits for emissions reductions: Pavement Preservation (R1.01-R1.03); Bridge Preservation (R2.01, R2.02, R2.04); Road diets (R3.01); Bike / scooter-share[c] (R6.01); Rehabilitation of existing bike/ped facilities (R6.02); Community Connections (R6.03); Trip reduction marketing (R6.05); Transit non-service Improvements (T1 and T2); or Waive transit fees. 0.5 Projects with good benefits for emissions reductions: Replace signalized intersection with roundabout (R3.01); Incident Management (R3.02); Intersection Improvements (R4.02); Optimize arterial signals and Transportation System Management and Operations Strategies (R4.03); Bike lane, pedestrian facility, Circuit Trail, or shared-use path (R6.01); Replace diesel school bus or medium duty truck with electric (R6.04); Carshare program, trip or voluntary trip reduction program (R6.05); Intermodal freight (R6.06); Replace diesel transit bus with hybrid (T1); or New park-and-ride facility (T3). 1.0 Projects with the highest emissions reduction potential: Build medium or heavy duty truck charger or hydrogen refueling infrastructure (R4.04); Replace heavy duty truck with electric and other resiliency and environmental mitigation (R6.04); Rail improvements using road funding (R6.06); Replace diesel transit bus with compressed natural gas or hybrid or diesel transit bus with electric (T1); Implement bus priority treatments or other transit operational improvements that increase service frequency (T2); or New transit station on existing line in urban area, new electric fixed-route transit service (T3).	Project Scope
MRP: $Regional\ VMT_{No\ Build}$ - $Regional\ VMT_{Build}$ If Build > No Build, 0 Points; Max (No Build − Build) = 1 point; All Other Projects: (No Build − Build) / Max(No Build − Build)	Travel Demand Model

[a] See Appendix C for more information about each project category shown by category ID in parentheses throughout this table.
[b] Projects anticipated to increase emissions can score in the 'projects with little to no emissions reduction potential' category (0.125 points) with a documented analysis that shows a projected reduction in emissions.
[c] Scooter-sharing services are not currently legal in Pennsylvania.
Source: DVRPC, 2023.

Communities Criteria

Communities criteria include Centers and Form, and Equity Benefits and Burdens.

Centers and Form

The Centers and Form criterion ties in with the Plan's goals to focus growth in mixed-use, walkable Centers across the region, and to promote vibrant main streets, downtowns, and live/work

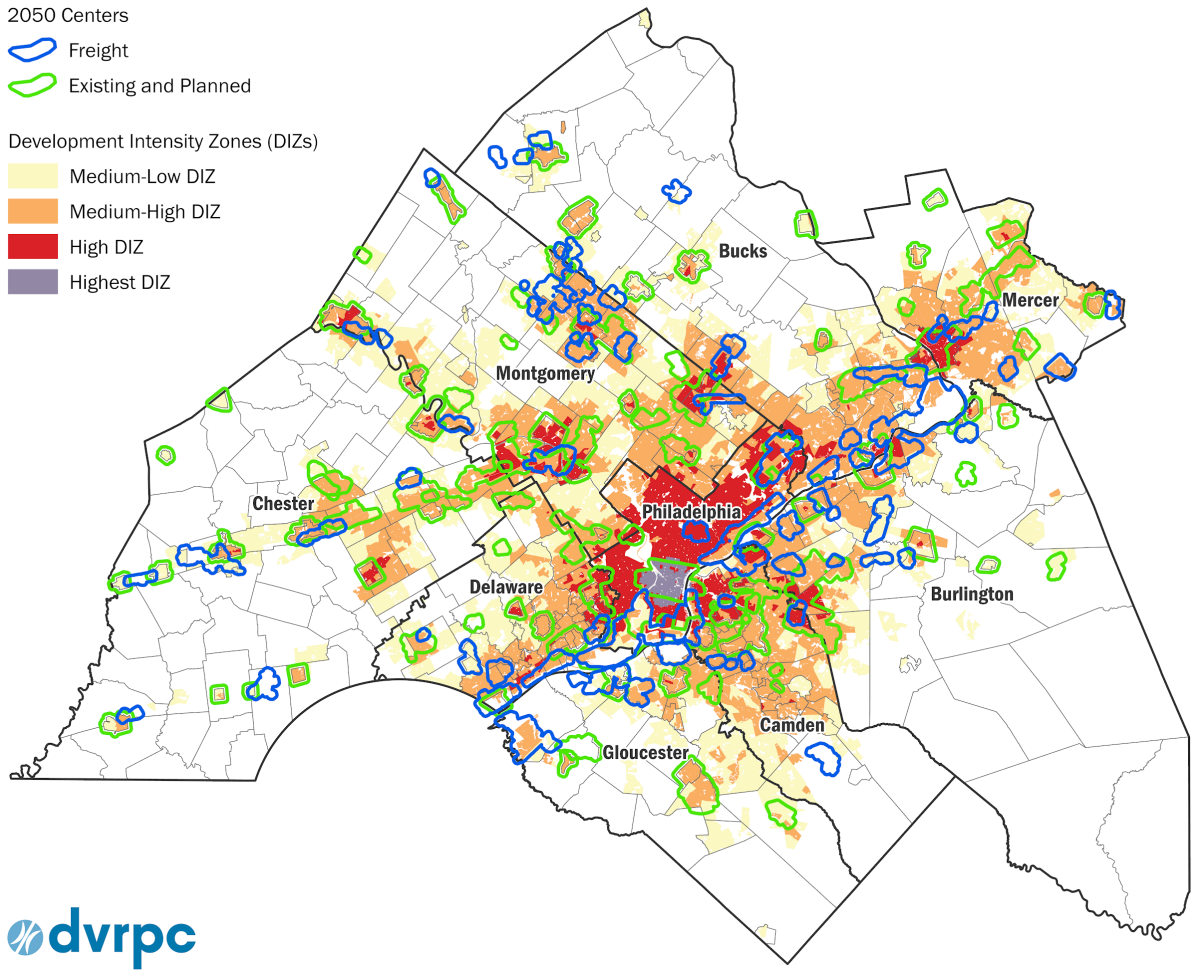
opportunities. Density serves as a proxy for facility use. Rating is based on a candidate project's location relative to Plan and Freight Centers, and the regional DIZ based on density and proximity (see Table 7). Figure 9 presents the highest, high, medium-high, and medium DIZs, overlaid with Freight and Plan Centers.

Table 7. Centers and Form Criterion for TIP and Plan Candidate Projects

Centers and Form Rating Scale	Data Source
TIP and MRP Rating = *(1.0 × Project length within quarter-mile buffer of Plan and Freight Centers + 0.9 × project length in highest and high Development Intensity Zones (DIZ) + 0.6 × project length in medium-high DIZ + 0.3 × project length in medium-low DIZ) ÷ total project length.*	Project Location Relative to Regional Plan and Freight Centers and DIZ

Source: DVRPC, 2023.

Figure 9. DRAFT Regional Medium-Low, Medium-High, High, and Highest DIZs Overlaid with Freight and Plan Centers



Source: DVRPC, 2023.

Equity Benefits and Burdens

Equity seeks fairness in mobility and accessibility to meet the needs of all community members, based on the needs of populations being served. This criterion relates to the Plan's goals to foster racially and socioeconomically integrated communities, and advance EJ for all the region's inhabitants. Unlike the EJ Screening, this analysis considers all nine populations that are included as IPDs in DVRPC's Equity Analysis (see Figure 10). These include: Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign-Born, Limited English Proficiency, Disabled, and Low-Income persons. The IPD analysis methodology generates an "IPD score."[13] Candidate projects score in this criterion based on a set of potential benefits and burdens using the same approach as in the EJ screening (see Tables 3 and 4) and the IPD score (see Table 8).

Additionally, there is a quarter-point bonus for candidates that implement multimodal improvements in areas with zero-car households higher than the county average for which the project is located, (see Figure 11).

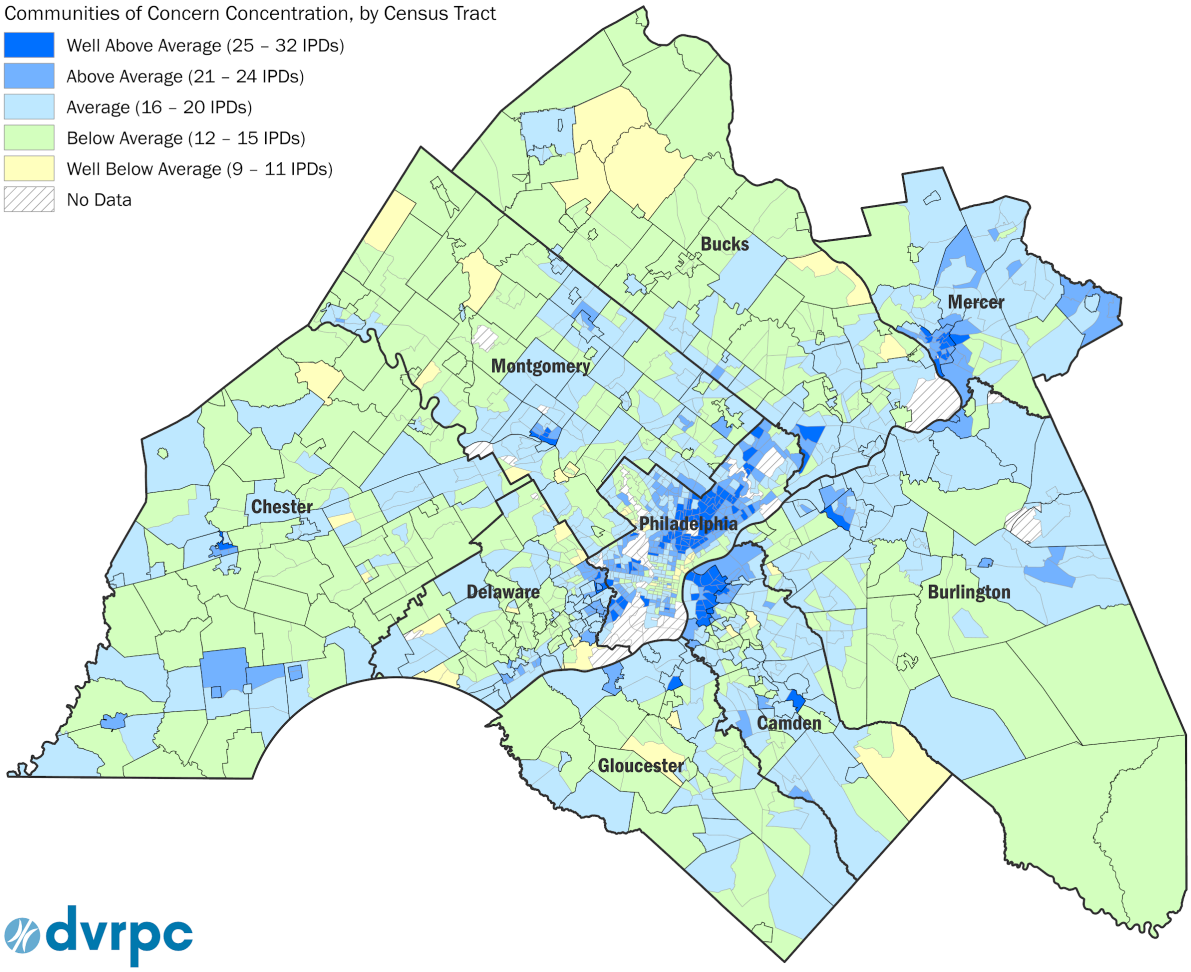
Table 8. Equity Criterion for TIP and Plan Candidate Projects

Equity Benefits and Burdens Rating Scale	Data Source
TIP and MRP Rating: *Equity Score = (Benefits + Burdens) × Census Tract with Highest Indicators of Potential Disadvantage Composite Score within Project Right-of-Way* → If Equity Score < 0 = 0 points; Max Equity Score = 1 point All other projects score proportional to max equity score. Equity Bonus for projects located in one or more census tracts with zero-car households higher than the county average where it is located: If Benefits − Burdens > 0 and the project makes a multimodal improvement + 0.25 (up to a max score of 1 point).	Project Scope

Source: DVRPC, 2023.

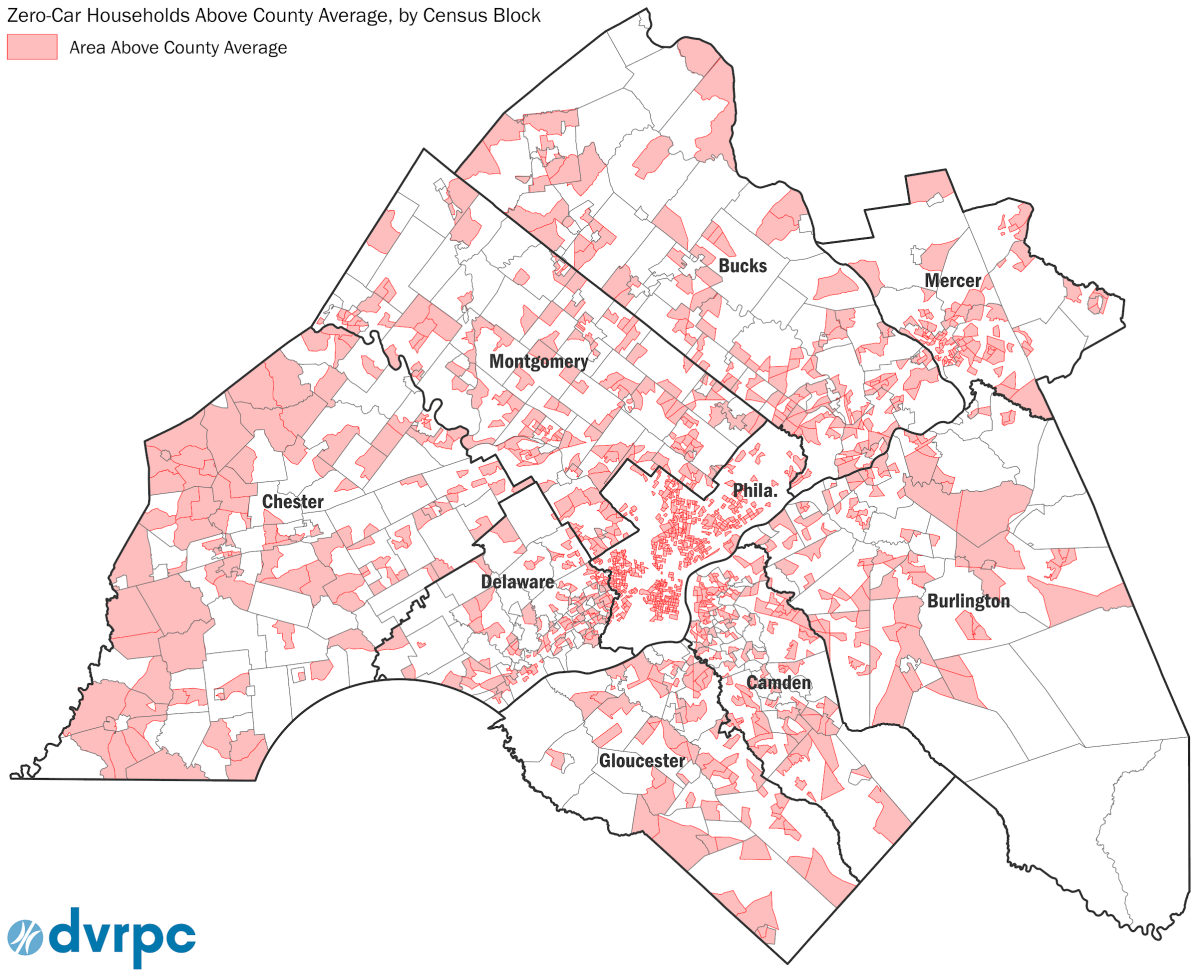
[13] IPD scoring is used to meet the non-discrimination requirements and recommendations of Title VI and EJ for DVRPC's plans, programs, and decision-making processes. Figure 10 displays composite IPD scores for census tracts across the region. The composite score is calculated by standard deviations relative to an indicator's regional average.

Figure 10. DVRPC Indicators of Potential Disadvantage



Source: U.S. Census 2017–2021 American Community Survey, Five-Year Estimates.

Figure 11. Areas with Zero-Car Households Above County Average



Source: U.S. Census 2017–2021 American Community Survey, Five-Year Estimates.

Transportation Criteria

Transportation criteria include Safety and Facility / Asset Condition.

Safety

This criterion corresponds with the Plan's goal to achieve a Vision Zero—no transportation-related deaths or serious injuries—by 2050. It also relates to national TPM goals to reduce the number of fatalities and serious injuries—including for non-motorized system users—on roadways and transit networks. These goals also aim to reduce transit safety events, and improve transit system reliability. Roadway projects score by implementing safety strategies with high-crash reduction potential and by addressing DOT-identified high-crash locations; crashes in communities of concern; or safety concerns on a city, county, or regionally identified high-injury network.

FHWA Crash Modification Factor (CMF) clearinghouse crash reduction factors (CRFs) with four- or five-star ratings were averaged across strategy types to identify substantive safety strategies. Where

FHWA identified a higher CRF for *Proven Safety Countermeasures*,[14] DVRPC used that value instead of the averaged analysis. Substantive safety improvements were defined as those with an average CRF greater than 10. Strategies were sorted into three different substantive safety classifications. Projects with an average CRF over 50 will score 0.6 points for safety; those with a CRF over 25 will score 0.4 points; and those with a CRF over 10 will score 0.2 points (see Table 9). Some strategies score in different classifications depending on their context—either based on surrounding land use or road conditions where the project is being implemented. Land use context will be determined as within the region's census-designated urbanized area (UZA) for urban and suburban, and outside the UZA for rural.

Recognizing there may be important strategies (such as a slow turn wedge) not specified in the evaluation methodology because they are new, or have not yet been fully studied, innovative safety treatments can score 0.2 points, with the potential to increase the score if research demonstrating a higher CRF can be provided.

The second half of the safety evaluation is whether the project improves safety at a location with an identified safety issue, as shown in Figure 12. A variety of different resources are used to test this, including:

- City of Philadelphia High-Injury Network;
- state-DOT HSIP analysis; or
- regional studies, such as a roadway safety audit or DVRPC's *Crashes in Communities of Concern* analysis.

Transit projects score by implementing safety strategies at locations with documented safety issues. Documented safety concerns will be identified in each agency's transit safety action plan.

[14] FHWA Proven Safety Countermeasures website: www.safety.fhwa.dot.gov/ped_bike/tools_solve/ped_tctpepc/.

Table 9. Safety Criterion for TIP and Plan Candidate Projects

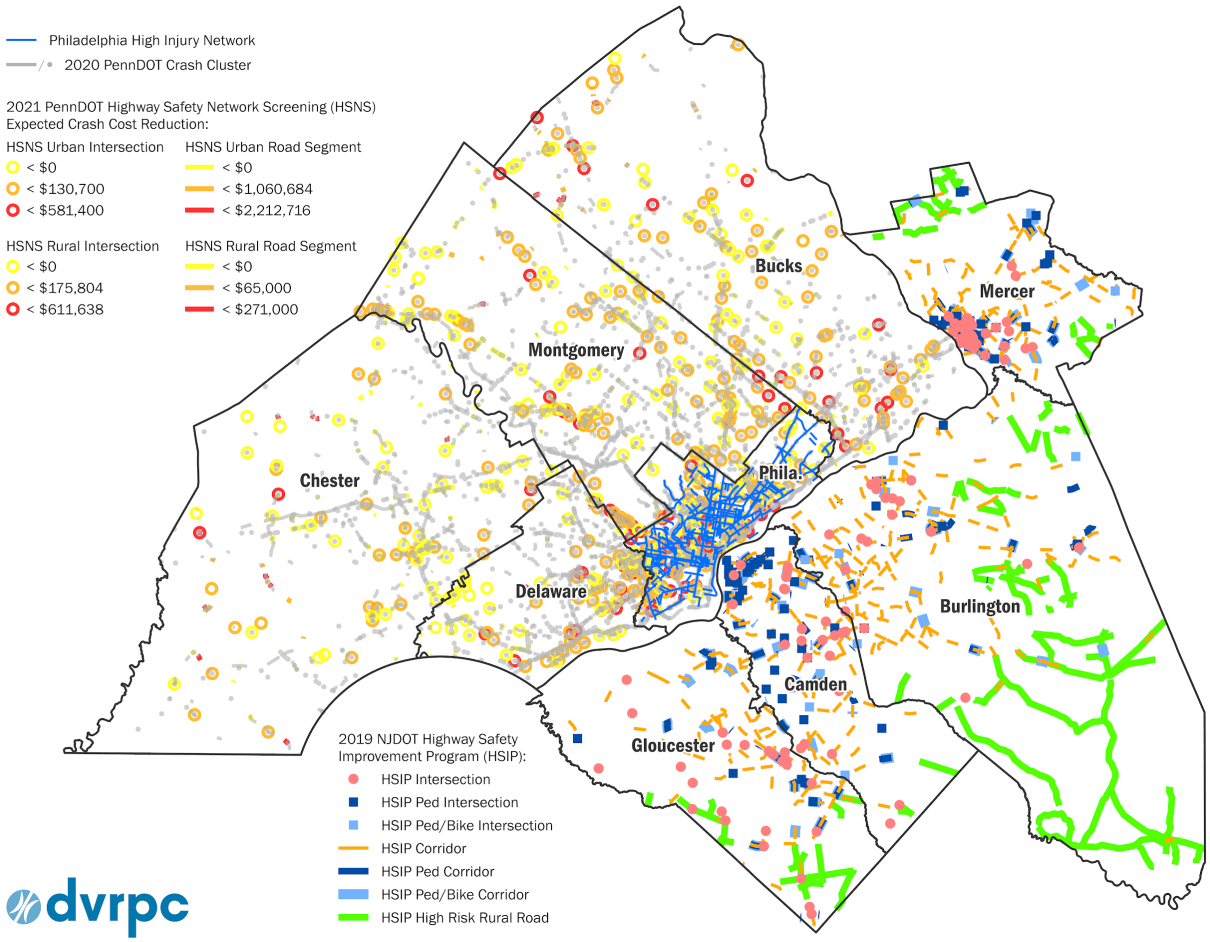
Safety Rating Scale	Data Source
Roadway Safety Strategy effectiveness – up to 0.6 points for single highest 'scoring' strategy ● **CRF > 50 = 0.6 points:** roundabouts; variable speed limits; speed safety cameras (fixed and point-to-point); medians and pedestrian refuge islands in urban and suburban areas; pedestrian hybrid beacons; walkways; sequential dynamic chevrons for horizontal curves; centerline rumble strips; pavement friction management at ramps and horizontal curves; install median cable barriers on rural four-lane (or more) freeways; or reduce or decrease lane width; ● **CRF > 25 = 0.4 points**: corridor access management; dedicated left-turn lanes at intersections; bicycle lanes; high-visibility crosswalks; intersection lighting; advance yield or stop markings and signs; rectangular rapid flashing beacons (RRFB); road diets; in-lane warning pavement markings for horizontal curves; shoulder rumble strips; wider edge lines; systemic application of multiple low-cost countermeasures at stop controlled intersections in rural locations; install a traffic signal or convert to all-way stop control; install a "Vehicles Entering When Flashing" system; install intersection conflict warning system; reduce posted speed limit or mean speed; or traffic calming with vertical deflection strategies (including speed humps, raised pedestrian crosswalks, or similar); or ● **CRF > 10 = 0.2 points**: Dedicated right-turn lanes at intersections; speed safety cameras (mobile unit); leading pedestrian interval; chevron signs and curve signs; safety edge; backplates with retroreflective borders; systemic application of multiple low cost countermeasures at stop controlled intersections in suburban and urban locations; pavement friction management at intersections; extend yellow change intervals; traffic calming (general, if specific details are not known); or install red-light indicator lights. Roadway Safety Location – up to 0.4 points TIP: Only scores if points awarded for strategy score (strategy score > 0). MRP: Scores whether or not points are awarded for strategy. Very High Criticality = 0.4 Points ● Project comes from a Road Safety Audit, is located in census tracts identified through DVRPC's *Crashes in Communities of Concern* analysis; is on a city, county, or regional high-injury network; or meets the following state safety analysis: ○ Pennsylvania Roads: Project is located on a Highway Safety Network Screening segment or intersection with the highest level of expected crash cost (XCC) reduction: ■ urban segments > $2,212,716; ■ rural segments > $271,000; ■ urban Intersections > $581,400; and ■ rural Intersections > $611,638. ○ New Jersey Roads = Project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less, or a county rating of 20 or less. High Criticality = 0.2 points ● Pennsylvania Roads: Project is located on a Highway Safety Network Screening segment or intersection with a medium XCC reduction rating: ○ urban segments > $1,060,684; ○ rural segments > $65,000;	Project Scope and location relative to regional high injury network(s), Pennsylvania Department of Transportation Crash Cluster analysis, PennDOT Highway Safety Screening tool, and New Jersey Department of Transportation Highway Safety Program layers, Transit Safety Management Plans.

Safety Rating Scale	Data Source
○ urban Intersections > $130,700; ○ rural Intersections > $175,804; or ○ project is located on and clearly responds to a DOT-identified high-crash location issue ● New Jersey Roads: Project is located on a New Jersey HSIP Eligible State or Local Road. Moderate Criticality = 0.1 points ● Pennsylvania Roads: Project is located on a Highway Safety Network Screening segment or intersection with an XCC reduction rating greater than 0, or project is located on a DOT-identified high-crash location. <u>Transit</u> ● 0.4 points for greater safety benefit when compared to vehicle travel on roads; ● 0.7 points for projects that enhance safety beyond regulatory requirements (substantive safety); or ● 1.0 points for projects that mitigate a documented high-priority safety issue (substantive safety at documented safety concern location) and/or address pedestrian safety or safe access to transit on or beyond transit property.	

Source: DVRPC, 2023.

TIP projects must score based on safety strategy benefit in order to score location points. Since most MRPs are earlier in their project development, they will score for location even if they do not currently have an identified strategy. It is expected that safety issues within the limits of candidate MRPs will be addressed during the design phases, which generally occur after project selection.

Figure 12. Roadway Safety Problem Locations



Source: NJDOT, 2019 and PennDOT, 2021.

Facility / Asset Condition

This criterion relates to the Plan's goal to rebuild and modernize the region's transportation assets. It also aligns with national TPM goals to improve the condition of national highway system (NHS) bridges and pavement, as well as transit assets. The TPM pavement and bridge targets further set a maximum value of no more than 5 percent of Interstate lane miles and 10 percent of NHS bridge deck area in poor condition. This criterion considers roadway pavement, roadway bridges, and improvements to the two highest-cost transit asset classes.

Roadway candidate projects score in this category by being consistent with state DOT pavement and bridge asset management model recommendations based on an LLCA approach, which aims to identify the right project at the right time, or by improving the state-of-repair for transit assets. The scoring prioritizes preservation projects that keep facilities in fair or better condition (see Table 10). State DOT asset management models recommend treatments at specific times in order to achieve LLCA, recognizing that meeting cyclical repair schedules is essential to asset maintenance.

PennDOT has developed a set of bridge and pavement asset management tools—BridgeCare and RoadCare—that project future conditions based on deterioration rates and the estimated cost and effectiveness of various interventions, which are applied based on available budgets identified in the model. PennDOT aims to add any local bridges that are not included in BridgeCare into the model before undergoing project evaluation.[15]

Table 10. Facility / Asset Condition Criterion for TIP and Plan Candidate Projects

Facility / Asset Condition Rating Scale	Data Source
State-Maintained Bridges *Bridge Improvement Score (BIS) [Sum for all bridges in project]* *= 1.0 × Deck Area with same Bridge Model[a] scope and recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.7 × Deck Area with same Bridge Model[a] scope and recommendation year[b] ≤ timing ≤ recommendation year + 5[c] or Deck area with rehabilitation / replacement on bridge with lowest condition rating ≤ 3)* *+ 0.5 × Deck Area with Bridge Model[a] recommendation year[b] ≤ timing ≤ recommendation year + 2[b]* *+ 0.3 × Deck Area Bridge Model[a] recommendation year[b] ≤ timing ≤ recommendation year + 5[c]* Locally Maintained Bridges *BIS [Sum for all bridges in project]* *= 1.0 × Deck area with preservation project on bridge with lowest condition rating for deck, superstructure, or substructure from 6 to 7* *+ 0.7 × Deck area with rehabilitation / replacement project on bridge with lowest condition rating of 3* *+ 0.3 × Deck area with preservation project on bridge with lowest condition rating of 5 or rehabilitation / replacement of bridge with lowest condition rating of 4* → Max BIS = 1 point; for all other projects: BIS ÷ Max BIS	PennDOT BridgeCare, NJ DOT Bridge Asset Management System
State-Maintained Pavement *Pennsylvania (State-Maintained): Pavement Improvement Score (PAVIS)* *= 1 × lane miles with same RoadCare scope and recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.7 × lane miles with same RoadCare scope and recommendation year[b] ≤ timing ≤ recommendation year + 5[c] or lane miles of rehabilitation or reconstruction with PCI ≤ 2.0)* *+ 0.5 × lane miles with RoadCare recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.3 × lane miles with RoadCare recommendation year[b] ≤ timing ≤ recommendation year + 5[c]* *New Jersey: PAVIS* *= 1 × Lane miles of pavement preservation with Surface Distress Index (SDI) ≥ 3.5 and ≤ 4.5* *+ 0.7 × Lane miles of pavement resurfacing, rehabilitation, or reconstruction with SDI < 2.4* *+ 0.3 × Lane miles of pavement preservation with SDI ≥ 2.4 and < 3.5* Locally Maintained Pavement	PennDOT RoadCare, and NJDOT Pavement Asset Management System

[15] To add a local bridge to PennDOT's bridge asset management system (BAMS), the project sponsor will need to provide, at a minimum, the bridge's length and width, and either a recent bridge inspection report or the year the bridge was built. DVRPC can work with project sponsors to add bridges to BAMS.

Facility / Asset Condition Rating Scale	Data Source
PAVIS *= 1 × Lane miles of pavement preservation on facility last resurfaced between 3 and 8 years ago or pavement with "Good" Visual Rating*[d] *+ 0.7 × Lane miles of pavement resurfacing, rehabilitation, reconstruction on facility last resurfaced more than 12 years ago, or a "Poor" or "Very Poor: Visual Rating*[d] *+ 0.3 × Lane miles of pavement preservation on facility between 9 and 12 years ago, or "Fair" Visual Rating*[d] For All Projects → Max PAVIS = 1 point; for all other projects: PAVIS ÷ Max PAVIS.	
<u>Transit</u> Score for two highest-cost asset classes in project scope, substituting for roadway pavement and bridge criteria. ● Transit Stations: ○ 1.0 points for a project that improves a transit station with a Transit Economic Requirements Model (TERM) rating of 2.0 or less for the entire facility; ○ 0.8 points for a project that improves a transit station with a TERM rating of 3.0 for the entire facility; or ○ 0.5 points for a project that improves one or more components of a transit station with a TERM rating of 3.0 or less. ● Transit vehicles, rail track, and all other infrastructure: If *Age ÷ Useful Life Benchmark < 0.75*, 0 points; if *Age ÷ Useful Life Benchmark ≥ 1.5*, 1 point; for all other projects: *Age ÷ Useful Life Benchmark − 0.5*.	Transit Asset Management Systems, National Transit Database

[a] Bridge model refers to BridgeCare in Pennsylvania and the AASHTOWare Bridge Model 6.0 (BrM6) in New Jersey.

[b] Recommendation year comes from the bridge or pavement model for when the candidate should be programmed in the Plan or TIP. Timing is when the project is proposed to be funded in the Plan or the TIP. For major regional projects in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the 10-year program in New Jersey, target date is within the same funding period.

[c] Recommendation year comes from the bridge or pavement model and is compared to the timing of where the candidate is proposed to be programmed in the TIP or Plan. For MRPs in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the 10-year program in New Jersey, target date is within plus or minus one funding period.

[d] See Table 13 for Visual Rating description.

Source: DVRPC, 2023.

The bridge model recommendation year represents the opening of a window of time in which the project can be completed, following the LLCA approach. This window will close if too much time passes without completing the project. Scope alignment is based on maintenance, preservation, or rehabilitation categories, and not the specific project type. The model's scope recommendation will be compared with the candidate project scope for matching project category. Table 11 details specific bridge project types included in each category. Although bridge maintenance projects are not typically included in the TIP, they are occasionally funded in it using capital funds. Pavement maintenance projects, shown in Table 12, almost never show up in the TIP.

Table 11. Bridge Project Categories and Detailed Project Types

Bridge Category	Bridge Project Type
Emergency Repairs	Resulting from severe deck spalls, over-height trucks hitting the girders, or severe scour or undermining.
Preventative Maintenance[a]	Cleaning, deck seal cracks, joint repair / replacement, reseal base plates, concrete repair, lubricate bearings, seal concrete, or repair erosion / scour.
Preservation	Epoxy overlay, structural overlay, bituminous overlay, or steel superstructure painting (full or spot/zone/joint).
Rehabilitation	Partial or complete deck replacement, superstructure rehabilitation, culvert rehabilitation, superstructure replacement, and superstructure strengthening.
Replacement	Full bridge replacement.

[a] *Movable bridges have additional preventative maintenance needs, which are not shown here.*

Source: NJDOT 2019.

Table 12. Pavement Project Categories and Project Types

Pavement Category	Pavement Project Type
Maintenance	Crack sealing, pothole repair, manual patch, mechanized patch, mill manual patch, spray patch, skin patch, mill and mechanized patch, base repair and manual patch, or base repair and mechanized patch.
Preservation	Seal coat, level and seal coat, scratch level and seal coat, widening and seal coat, micro-surfacing, or chip or slurry seal.
Minor Rehabilitation	Thin asphalt overlay or level and resurface.
Resurfacing / Rehabilitation / Reconstruction	Mill, concrete patch, level, and resurface; concrete slab repair; level, resurface, and base repair; mill, level, and resurface; mill, base repair, level, and resurface; construct paved shoulder; or removal of pavement and replacement along with new drainage systems.

Source: NJDOT 2019.

The following methodology is used to forecast SDI pavement declines in New Jersey in order to determine project timing appropriateness:

- SDI condition rating greater than 4.75: annual decrease of 0.125;
- SDI condition rating less than or equal to 4.75 and greater than 2.5: 0.25 annual decrease; and
- SDI condition less than or equal to 2.5: annual decrease of 0.125.

Pavement preservation projects are generally only applied to pavement in fair condition within the DOT asset management systems. NJDOT will not program resurfacing, rehabilitation, or reconstruction for pavement with an SDI above 2.5. The department aims for preservation to occur when pavement has an SDI rating between 3.5 and 4.5.

Table 13 shows different options for rating local pavement conditions where more precise pavement data is not available. It includes the City of Philadelphia's Pavement Condition Index (PCI) and estimated International Roughness Index (IRI) that aligns with the visual description.

Table 13. Pavement Visual Description Rating for Local Roads

Rating	IRI[a]	Phila PCI[b]	Visual Description
Excellent	0–52	85–100	Only new (or nearly new) pavements are likely to be smooth enough and sufficiently free of cracks and patches to qualify for this category. All pavements constructed or resurfaced during the data year would normally be rated excellent.
Good	53–119	55–85	Pavements are not quite as smooth as those in excellent condition, but give a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.
Fair	120–213	40–55	The riding qualities of pavements in this category are noticeably inferior to those of new pavements and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking, and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and cracking, and some pumping.
Poor	214–374	25–40	Pavement has deteriorated to where free-flow traffic speed is affected. Flexible pavement may have large potholes and deep cracks. Distress includes raveling, cracking, and rutting that occurs over more than 50 percent of the surface. Rigid pavement distress includes joint spalling, faulting, patching, cracking, and scaling; and may include pumping and faulting.
Very Poor	375+	0–25	Pavement is in extremely deteriorated condition. The facility is passable only at reduced speeds and with considerable ride discomfort. Large potholes and deep cracks exist. Distress occurs over 75 percent or more of the surface.

[a] IRI = International Roughness Index.

[b] PCI = Pavement Condition Index.

Source: Highway Economic Requirements System, 2004.

Table 14 shows the types of preservation projects associated with different types of transit assets.

Table 14. Transit Asset Classes and Example Preservation Projects

Asset Class	Project Examples
Rail Infrastructure	Track rehabilitation, resurfacing, or replacement; catenary rehabilitation or replacement; signal replacement; rail bridge rehabilitation or replacement; substation improvements.
Vehicle Rehabilitation / Replacement	New or overhauled buses, paratransit, commuter rail, light rail, or heavy rail vehicles; maintenance and storage facilities rehabilitation; vehicle maintenance equipment.
Station Preservation	Station rehabilitation and improvements; roof replacement; elevator or escalator replacement; parking facility maintenance

Source: DVRPC, 2023.

Economic Criteria

Economic criteria include Connectivity, Congestion Management, Reliability, and Truck Volumes.

Connectivity

Connectivity considers how the project benefits the overall transportation network, including making connections between modes (multimodalism) and/or facilities to increase access to different areas of the region. It supports the Plan's multimodal transportation network vision. It further aligns with the national TPM goals to increase non-SOV commute modeshare in UZAs, to increase person-miles traveled with reliable travel times, to limit peak-hour excessive delay, and improve truck-travel time reliability.

Projects score by enhancing existing connections or making new connections in the TIP analysis (see Table 15). For MRPs in the Plan, the travel demand model is used to analyze a candidate's potential to increase job accessibility.

TIP projects score based on the category that best describes the overall project. Improving multimodal transfers suggests making upgrades to existing connections. This could mean adding bike racks at a transit station or stop or on a new transit vehicle; improved real-time information at a transit station or stop; or provision of new shelters at a bus or trolley stop. Projects with a larger scope that must make ADA improvements to meet legal requirements will not score for making a difficult-to-achieve connection, but could score for other enhancements in this category if it meets them.

Table 15. Connectivity Criterion for TIP and Plan Candidate Projects

Connectivity Rating Scale	Data Source
TIP: Projects score by category, as shown below. Points Project Categories 0.0 Project reduces connectivity by decreasing intersection density,[a] restricting movements, or eliminating multimodal options. 0.4 No change in connectivity. Intersection density and modal options remain the same.[a] 0.7 Project enhances network connectivity by increasing traveler information, such as through Intelligent Transportation Systems (ITS); repairing a bridge at risk of closing (one or more components—deck, superstructure, substructure, or culvert—with a rating of 3 or less); enables new transit system movements (such as a new interlocking); prevents or removes a transit rail slowdown or outage; implements transit signal priority; or improves multimodal transfers. 1.0 Project makes a difficult-to-achieve connection—for example, completes missing movement(s) at an interchange; increases the road network's intersection density;[a] makes a new connection to a transit station; increases transit coverage area or service frequency; connects two or more islands of sidewalks or low-stress bike networks; connects two or more Circuit Trail segments or makes a new connection between another mode and a Circuit Trail; creates an intermodal freight connection; or has ADA access improvement as its primary purpose.	Project Scope
Plan: Job accessibility index calculated as the sum of the jobs in each traffic analysis zone (TAZ) that can be reached by all other TAZs in 45 minutes or less of travel time by transit or roadway network during the AM peak period in the Plan's horizon year. For analyzing preservation projects, no-build assumes the facility will not exist in future. Change in Job Accessibility = Job Accessibility $\text{Index}_{\text{Build}}$ − Job Accessibility $\text{Index}_{\text{NoBuild}}$ Max Change in Job Accessibility = 1 Point; if Change in Job Accessibility < 0, 0 points; for all other projects: Rating = Change in Job Accessibility ÷ Max Change in Job Accessibility	Travel Demand Model

[a] Intersection density is defined as the number of intersections per acre where two or more road segments come together in a node, regardless of how many legs or connections there are (so a T-intersection would count the same as a five-point intersection), so long as movements can be made between the segments.

Source: DVRPC, 2023.

Reliability

Reliability focuses on operational, safety, and other approaches to respond to non-recurring congestion. The Reliability criterion aligns with Plan goals to increase reliability and mobility, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. The Planning Time Index (PTI) uses proprietary data purchased from INRIX. It is defined as the 95th percentile travel time divided by free-flow travel time, where free-flow travel time (or reference speed) is the 66th percentile travel time for all time periods. A PTI value of 1.5 suggests that a traveler should budget 30 minutes to complete a trip that normally takes 20 minutes in order to arrive on time 95 percent of the

time. Free-flow traffic is not the goal, but the measure, based on available datasets, used for comparison. It is normal and appropriate for PTI to increase during peak hours.

Projects score by:

- being located on a road with a high PTI for existing facilities; on-road transit projects will score based on the PTI within their route or project limits;
- being surrounded by high PTI roads for new facilities or off-road trails; or
- improving a transit route on a dedicated right-of-way with a low on-time performance using data published by the transit agency operating the line.

The PTI value used in the analysis will be the highest hourly average weekday value regardless of which time period it occurs: morning peak (6:00 am to 10:00 am), mid-day (10:00 am to 3:00 pm), evening peak (3:00 pm to 7:00 pm), or overnight (7:00 pm to 6:00 am) using the annual average for the most recent year available, see Figure 13. PTI data is not available for some local roads. Roadway, trail, and other projects without a PTI score will average the PTI for all roadway facilities within a one-quarter mile buffer of the project's limits, see Table 16.

Table 16. Reliability Project Criterion for TIP and Plan Candidate Projects

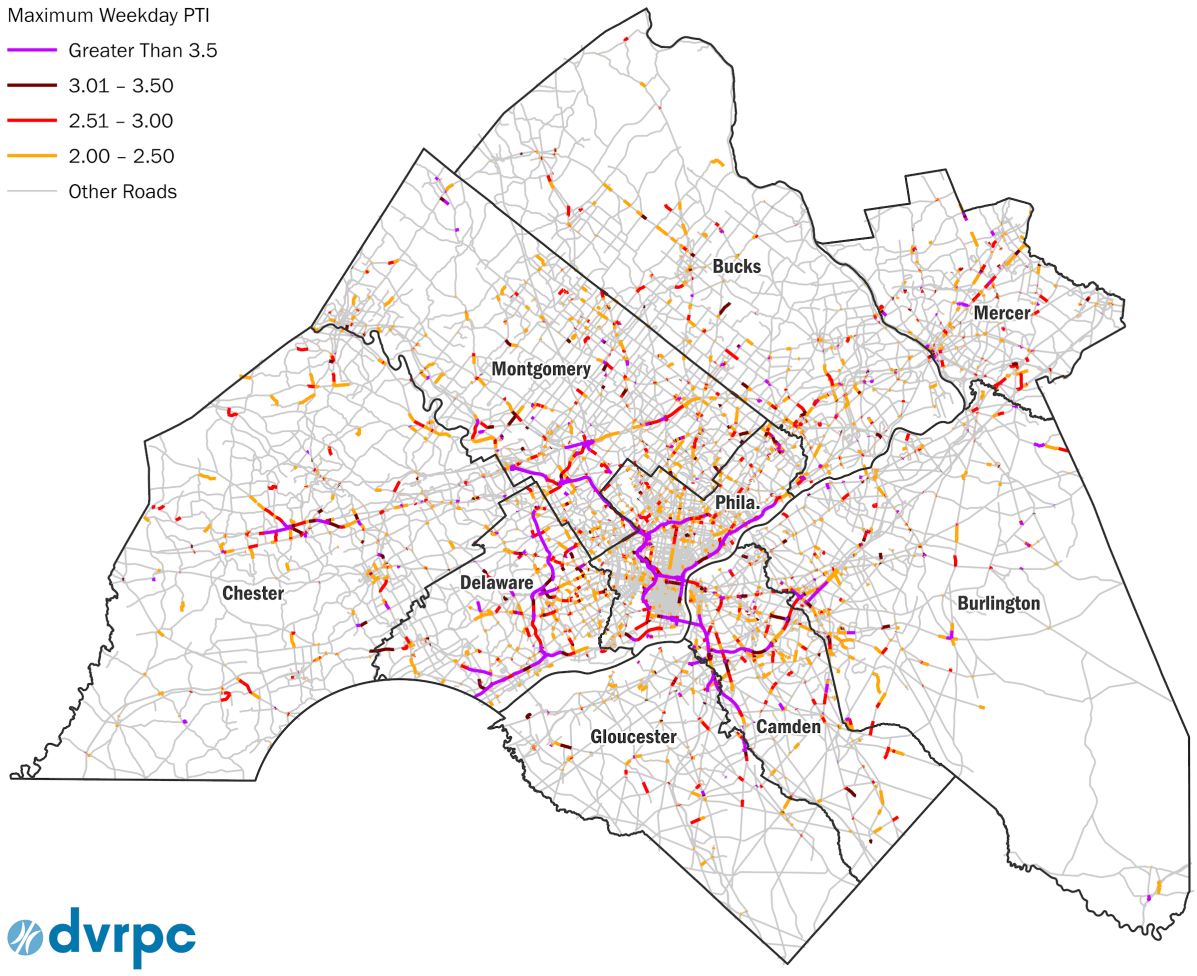
Reliability Rating Scale	Data Source
Roads and Surface Transit: Use highest hourly average annual Planning Time Index (PTI) value.[a] If PTI >3.5, 1 Point; PTI <1.5, 0 points; for all other projects: Rating = (PTI – 1.5) ÷ 2.[b] Transit Routes with dedicated right-of-way (ROW): On-Time Performance (OTP) averaged over the past 12 months. ● Heavy Rail and Commuter Rail (NJT): If OTP ≥ 95%, 0 points, if OTP ≤ 75%, 1 point; for all other projects: 5 × (0.95 – OTP); and ● Regional Rail (SEPTA): If OTP ≥ 90%, 0 points, if OTP ≤ 70%, 1 point; else 5 × (0.9 – OTP).	INRIX data accessed through the PDA Suite; Southeastern Pennsylvania Transit Authority (SEPTA) Ridership statistics

[a] PTI = 95% travel time ÷ Free-Flow Travel Time. The 95th percentile refers to the 95th percent longest travel time on the segment for all time periods. Free-flow travel time is based on 66th percentile of all travel times. Data comes from INRIX.

[b] Roadway, trail, and other projects without a PTI score will average the PTI for all roadway facilities within a one-quarter mile buffer of the project's limits.

Source: DVRPC, 2023.

Figure 13. Planning Time Index



Source: INRIX, 2021.

Congestion Management

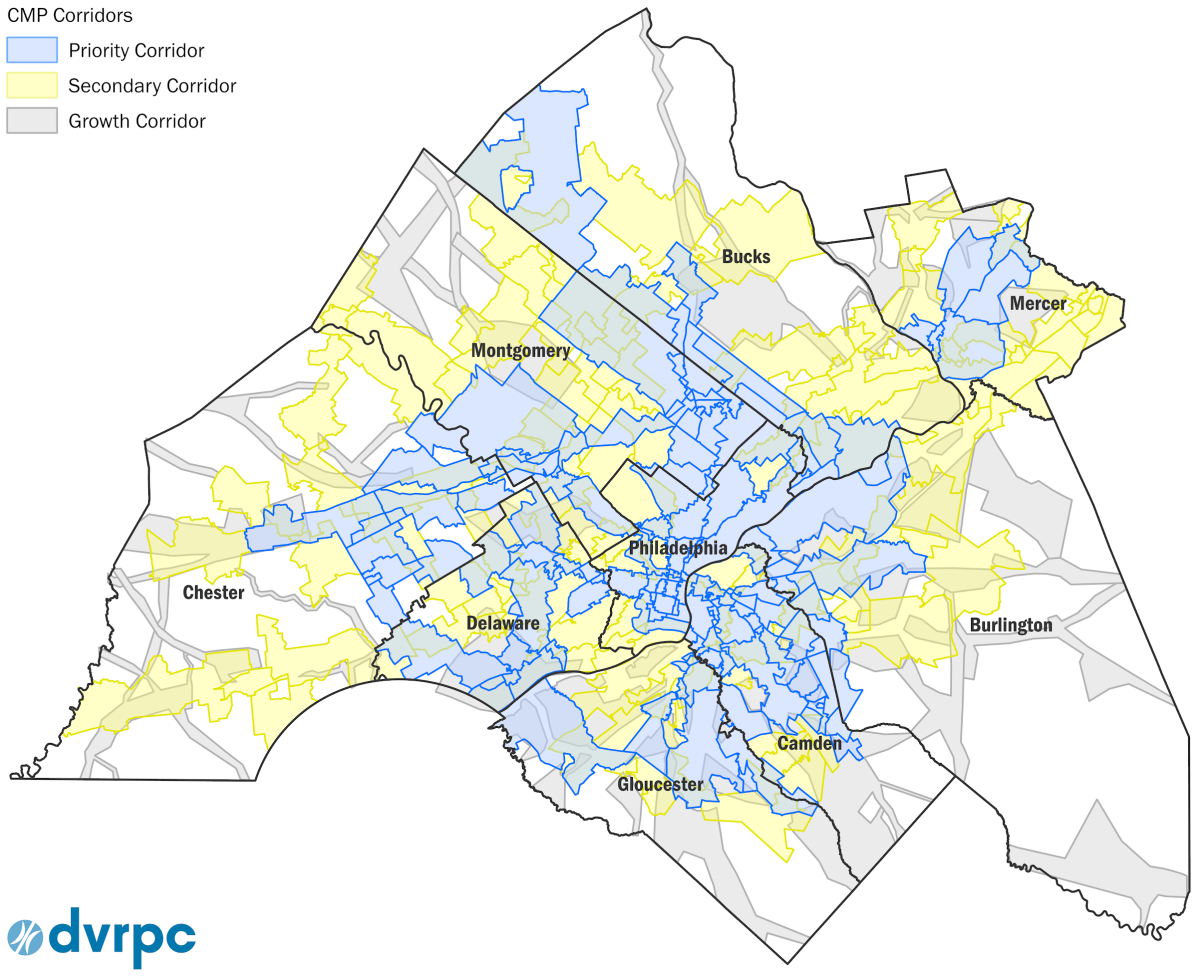
The Congestion Management criterion aligns with the Plan's goals to increase reliability, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. Projects score based on location in a CMP congested subcorridor, or implementing a CMP strategy appropriate for that subcorridor, see Table 17. Figure 14 shows different congested subcorridors: priority, secondary, and growth, in order from more congested to less congested.

Table 17. Congestion Management Criterion for TIP and Plan Candidate Projects

Congestion Management Rating Scale	Data Source
Strategy based on the primary subcorridor the project is located in (the largest percentage of total project length and/or the most appropriate subcorridor for the specific location): CMP Strategy (Single Highest-Scoring Strategy in Project Scope) 0.5 Points: Project implements a Very Appropriate Strategy for Primary Subcorridor. 0.3 Points: Project implements a Secondary Strategy for Primary Subcorridor 0.1 Points: Project implements an Appropriate Everywhere Strategy CMP Corridor, scores only if CMP Strategy Score is >0. = 0.5 × Percentage of project length in Priority Subcorridor + 0.3 × Percentage of project length in Secondary Subcorridor + 0.1 × Percent of project length in Growth Corridor. *Congestion Management Score = CMP Strategy + CMP Corridor*	CMP and Project Scope

Source: DVRPC, 2023.

Figure 14. DVRPC CMP Priority and Secondary Corridors, and Growth Subcorridors



Source: DVRPC, 2023.

Truck Volumes

The Truck Volumes criterion relates to the Plan's goal to improve global connections by facilitating goods movement, aviation, and intercity connections. It also relates to the national TPM goal to increase truck-travel time reliability. This criterion scores projects based on the number of trucks using the facility each day (see Table 18). Figure 15 maps truck volumes on the region's roadway network using data from the Highway Performance Monitoring System (HPMS) for the ease of mapping. NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria will use DVRPC traffic count data to rate this criterion, which may lead to slightly different scoring than is shown in Figure 15. DVRPC will use the estimated truck percent by functional class in Table 19 to convert average annual daily traffic (AADT) to truck volumes on non-NHS New Jersey roads.

To ensure projects are benefitting goods movement, candidates will not score any Truck Volumes points if there are "freight burdens"—where truck movements are inhibited on a roadway appropriate for heavy duty truck use or trucks are using a facility deemed inappropriate for heavy duty vehicle use.

Table 18. Truck Volumes Criterion for TIP and Plan Candidate Projects

Truck Volumes Rating Scale	Data Source
Daily Trucks > 8,000 = 1 point; for all other projects: $\sqrt[3]{Daily\ Trucks} \div 20$ New Facilities: Use 2050 AM peak truck volumes from the travel demand model links. The following multipliers will be used to convert AM peak to daily volumes: ● Limited Access Facilities: 5.3; ● Major Arterial: 4.7; ● Minor Arterial: 4.2; and ● Collector and Local: 3.9. These values are based on the percentage AM peak out of daily truck traffic from the 2021 Pennsylvania Traffic Report. Since similar data is not available in New Jersey, the same multipliers will be used on both sides of the river. Freight Burdens: Projects that could negatively impact goods movement or local communities will be flagged. DVRPC subject matter experts and sponsors will discuss if flagged projects could have negative freight outcomes. Those determined to have negative freight outcomes will have the Truck Volume score zeroed out. Examples of projects that may have negative impacts include: ● Highway to boulevard conversions; or ● Traffic calming on facilities with more than 5 percent truck volume and at least 100 daily trucks.	PennDOT, NJDOT, and DVRPC truck counts; Travel Demand Model

[a] Daily Trucks in the Roadway Management System (RMS) comes from FHWA's vehicle classifications and includes buses (class 4), single-unit trucks (classes 5 to 7), and combination trucks (classes 8 to 13). More information is available at: www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltpp/13091/002.cfm.

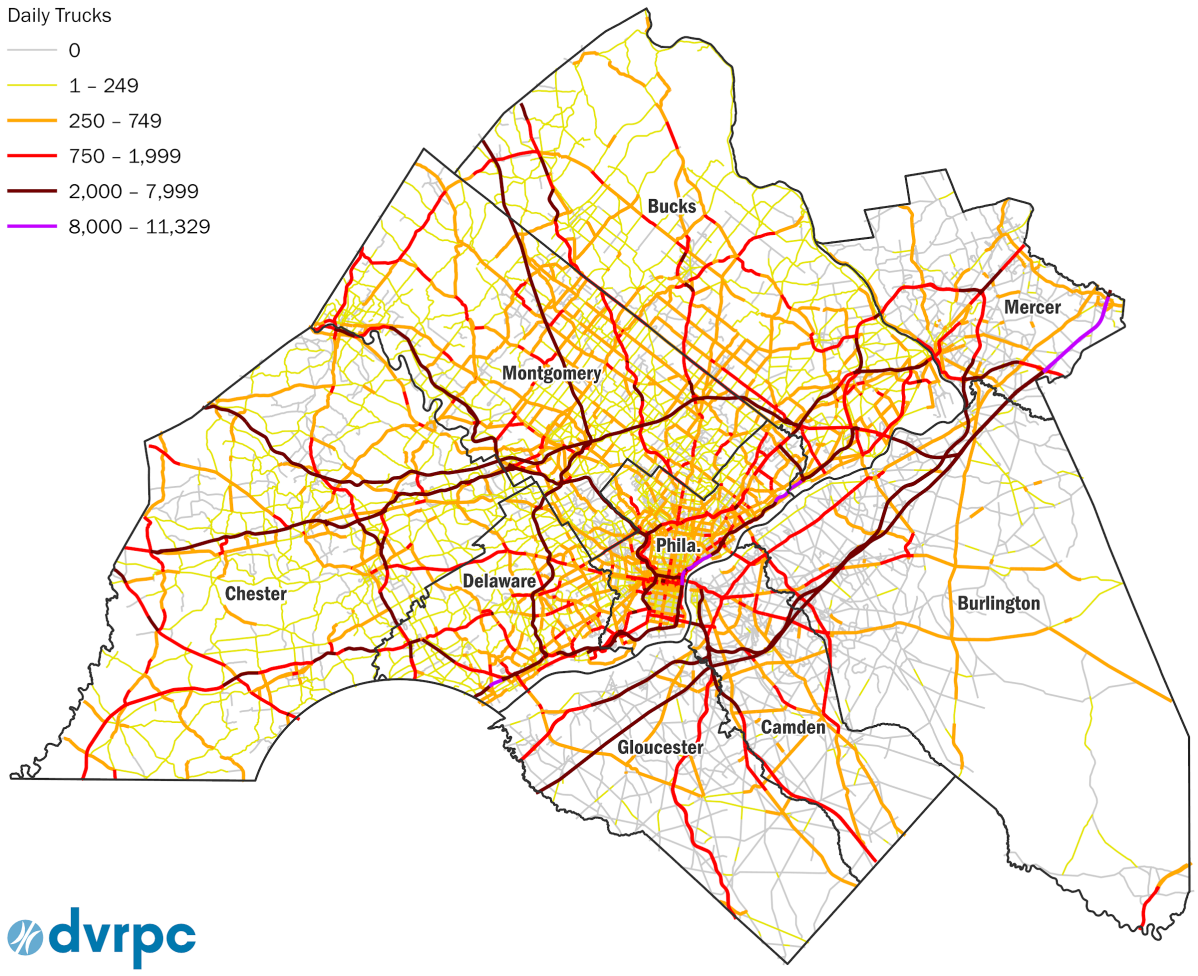
Source: DVRPC, 2023.

Table 19. New Jersey Truck Volumes as a Percent of AADT by Functional Class

Functional Class Category	HPMS Functional Class Code	Truck Traffic Percentage	
		Rural	Urban
Interstate	1	18.93%	9.40%
Other Freeway & Expressway	2	6.41%	6.41%
Other Principal Arterial	3	8.28%	5.25%
Minor Arterial	4	7.24%	4.94%
Major Collector	5	6.80%	4.50%
Minor Collector	6	7.10%	3.83%
Local	7	8.15%	4.72%

The following Vehicle Class Codes were used to compile the percentages shown above: 2D; 3A and 4A; and 2-S2 thru 3-S2-2 from "Travel Activity By Vehicle Type" table from NJDOT's Bureau of Transportation Data and Support, Roadway Systems Section.
Source: NJDOT, 2021.

Figure 15. Regional Truck Volumes



Note: This figure shows truck volumes from the Highway Performance Monitoring System (HPMS) for ease of mapping. NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria will instead use DVRPC traffic count data, which may lead to slightly different scoring than is shown here.

Sources: PennDOT, NJDOT, and the Highway Performance Monitoring System (HPMS).

Ranking Projects

Each candidate project receives a total benefit score equal to the sum of the weight, multiplied by the rating for each criterion. The end product from the project evaluation criteria analysis is a set of ranked project lists scored by:

- total benefit points;
- total benefit points divided by state and federal capital costs;
- total benefit points divided by state and federal capital costs per multimodal user; and
- total benefit points divided by state and federal capital costs plus additional operating and maintenance costs per multimodal user.

Benefit points are the sum of each project's criteria scoring. The first of these simply looks at the total benefit point score. The second compares that score to the project's state and federal formula funding request, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio—such as additional local funding beyond match requirements, non-traditional funding grants, and developer or private contributions—will not count toward a project's cost.

The third option divides federal and state formula funding cost by the number of users, then compares that value to the project's total benefit points. The number of multimodal users is defined as the total number of person trips using the facility(ies) within the project's scope each day.

Total daily person trips = driver trips + passenger trips + transit trips + bike trips + pedestrian trips,

where:

- Driver trips will be determined by multiplying the facility's length by its average annual daily traffic minus truck volumes to get daily VMT, which will then be divided by the average regional light duty vehicle trip length from the current Household Travel Survey. DVRPC's *2012–2013 Household Travel Survey for the Delaware Valley Region* results find an average regional light duty vehicle trip length of 7.6 miles.[16]
- Daily passenger trips are then estimated using average vehicle occupancy from the most recent Household Travel Survey. The *2012–2013 Household Travel Survey* estimates an average of 1.58 occupants per vehicle per trip, including the driver. An average of 0.58 passenger trips are estimated for every driver trip.
- Transit trips are allocated along road segments using transit stop boarding and alighting data. DVRPC's Regional Transit Screening Platform (RTSP) shows this by clicking on Surface Transit Reliability, then Access the Data, then toggling to SEPTA Surface Transit Loads.[17] Projects on roads with NJ Transit or Pottstown Area Rapid Transit (PART) buses will score based on an average ridership per mile multiplied by the project length.

[16] More information about the *2012-2013 Household Travel Survey for the Delaware Valley Region* is available at www.dvrpc.org/products/14033. An updated household travel survey is planned for 2025–2026.
[17] Access the RTSP at www.dvrpc.org/webmaps/rtsp/.

- Bicycle and pedestrian trips come from counts done by DVRPC.[18]

Not all projects have data for the number of multimodal users: for example, new facilities without a modeled projection, or existing facilities with no data available. In these cases, the model fails because the equation leads to a division by zero error. As a result, any candidate project where the baseline number of multimodal users is not known, a minimum threshold of 100 users in total for all modes will be assumed.

A fourth scoring approach will include additional operating costs from new facilities by adding these into the project's estimated capital cost. The comparison will be benefit points per capital plus operating costs per user. Additional operating costs will include all life-cycle operating and maintenance costs that start from initial deployment of the asset. Table 20 details projected operating costs for new facilities or additional transit service frequency. Data comes from DOT and transit agency transportation asset management plans. In Pennsylvania, statewide costs will be increased by 30 percent to reflect higher regional costs and wider roads on average. Differences in operating and maintenance costs between New Jersey and Pennsylvania may reflect the different types of treatments applied along with differences between what is considered a capital expense versus an operating expense. The additional operating cost analysis will use either 50 years or the identified life-cycle for the new asset, whichever is shorter.

A fifth scoring option will take the average rank across all approaches, creating a list of the best to the worst scoring across all four rankings.

The scoring and ranking results are distributed to Financial Planning Subcommittee representatives in advance of any decision making. The highest-scoring projects are the most appropriate for inclusion in either the Plan or TIP, assuming funding is available. The lowest-scoring projects are generally not funded and may consider rescoping for future evaluations. Scoring and ranking inform the subcommittee on which projects to prioritize for available funding, along with a number of other factors, including project readiness, funding eligibility, budgets for project categories, geographic equity, system level EJ analysis, federal TPM targets, regional and local priorities, political support, and ability to leverage other investments. The RTC then makes a recommendation to the DVRPC Board on which projects to include in the Funded Plan and constrained TIP. The Plan may list aspirational projects as part of the Capital Vision, although these projects must pass the screening portion of the evaluation. The Board makes the ultimate decision over which projects receive funding. The results of these analyses will also be published as part of the TIP and Plan documentation.

[18] Bicycle and Pedestrian counts can be found at www.dvrpc.org/webmaps/trafficcounts/.

Table 20. Projected Annual Operating and Maintenance Costs for New Facilities or Increased Transit Service Frequency (in 2021 $s)

Infrastructure	PA Annual Unit Cost[a]	PA Life-cycle[b]	PA Units	NJ Annual Unit Cost	NJ Life-cycle[b]	NJ Units
Bridge	$3,900 + $4.20/sq ft.	85	Square Ft. Deck Area	$103/ sq ft.	N/A	Square Ft. Deck Area
Pavement Maintenance & Preservation	$10,690	65	Segment Miles		N/A	Lane Miles
Non-NHS Facility Resurfacing	$21,060	65	Segment Miles	N/A	N/A	N/A
Bus Route	$93	N/A	Revenue Service Hour	$110	N/A	Revenue Service Hour
Trolley / Light Rail Route	$137	N/A	Revenue Service Hour	$723	N/A	Revenue Service Hour
Regional / Commuter Rail Route	$210	N/A	Revenue Service Hour	$304	N/A	Revenue Service Hour
Heavy Rail Route	$88	N/A	Revenue Service Hour	N/A	N/A	Revenue Service Hour
Traffic Signal	$4,875	20	Signal	5%	20	Capital Cost
ITS Equipment	5%	20	Capital Cost	5%	20	Capital Cost

[a] PennDOT statewide costs are increased by 30 percent to reflect higher costs in the region and wider roads, on average.

[b] The additional operating cost analysis will use the shorter period of either 50 years or the identified life-cycle in Table 20.

Sources: National Transit Database, 2021; PennDOT Transportation Asset Management Plan, 2023; New Jersey DOT Transportation Asset Management Plan, 2022.

Appendix A. Major Regional Project Definitions

The *Connections 2050* Plan defines MRPs as large-scale projects that will have a significant impact on regional travel.[19] Almost all network expansion projects are MRPs, as are large-scale reconstruction projects on the region's freeways and bridges. Major Operational Improvement initiatives, such as SEPTA's Trolley Modernization project, are listed in the Plan, as are large-scale bike and pedestrian initiatives, such as the Circuit Trails network. MRPS are further defined as follows.

Network Expansion

- Roads: Addition of new through lanes by widening, extending, or building new limited access highways of any length; creating a new interchange between highways (HPMS functional classes 1 or 2) and arterials (HPMS functional classes 3 or 4); widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or a project cost greater than $25 million in the Plan's base year dollars. Some projects listed in network expansion also have operational improvement components. These include adding flex lanes or part-time shoulder use lanes to existing facilities, and adding missing movements to existing partial interchanges.
- Transit: New stations on existing lines (including station parking needs), extension of existing lines, or new rail and BRT routes.

Operational Improvement and System Preservation

- Roads: Projects that improve the condition of or reconstruct NHS facilities, or facilities with more than 25,000 vehicles per day, have more than 25,000 square feet of bridge deck area, cover more than 20 lane miles, cost more than $25 million in the Plan's base year dollars, or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.
- Transit: Projects that improve or make major repairs to existing rail lines at a cost greater than $25 million in the Plan's base year dollars; make major improvements to stations (generally aimed at rehabbing/upgrading the full facility; but can include major ADA initiatives to bring a station into compliance or roof replacements greater than 50,000 square feet) with more than 5,000 daily boardings or alightings, or cost greater than $25 million; make procurements that replace five or more vehicles in existing rail fleets; double track or add sidings to existing passenger rail lines; upgrade a traditional bus route with BRT service; or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.

Many MRPs fit into more than one of the above categories. Any project with a network expansion component—no matter the size—will be listed in the network expansion category in the Plan. Any project that makes operational improvements, but does not contain network expansion elements, will be listed in the operational improvements category. System preservation projects that do not make operational or network expansion improvements will be listed in the system preservation category. Only projects that deal exclusively with bike and pedestrian facilities will be listed in this category, although

[19] MRP definitions are shown pages 167–168 in the *Connections 2050 Process & Analysis Manual*. *The next plan* will update these definitions.

nearly all system preservation, operational improvement, and network expansion MRPs include some bike and pedestrian components. Only projects that do not fit into any of these categories will be listed as Other.

Appendix B. Community Engagement and Equity Guidance

For projects that do not pass the initial EJ screening, documented community engagement must be conducted by sponsors that includes participation by "interested parties" who are given a reasonable opportunity to comment on the project.[20] This includes Racial Minority, Ethnic Minority, and Low-Income persons living in the census tracts affected by the proposed investment. Communication of performance-related information for technical and non-technical audiences should be understandable and consider effective ways to engage the community in a discussion about desired system performance outcomes and priorities.

The project development process offers additional outreach opportunities to help identify and mitigate potential EJ burdens. Some best practices in engagement with EJ communities include:

- seeking out and considering the needs of EJ communities;
- adequate public notice of public participation activities and time for public review and comment at key decision points;
- timely notice and reasonable access to information about transportation issues and processes;
- visualization techniques to describe projects or programs;
- making public information (technical information and meeting notices) available in electronically accessible formats;
- holding any public meetings at convenient and accessible locations and times;
- demonstrating explicit consideration and response to public input received during the development of the project;
- providing an additional opportunity for public comment, if the project differs significantly from the version that was made available for public comment initially.

FTA provides further guidance in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*. Planning partners are encouraged to use DVRPC's *Public Participation Plan* to guide their outreach and use and/or adopt DVRPC's *Title VI Plan* to comply with non-discrimination requirements of all projects that use federal funding.

While the project evaluation criteria provides a high-level screening for EJ benefits and burdens, the National Environmental Policy Act (NEPA) conducts a much more in-depth analysis. NEPA analysis occurs after projects are evaluated and selected for inclusion in either the TIP or the Plan. Both PennDOT and NJDOT evaluate potential adverse effects on low-income and minority populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on these populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project-level EJ/Title VI analysis. These include certain pavement and bridge preservation, rehabilitation, and reconstruction projects; non-complex intersection improvements, traffic operations, bicycle and pedestrian, and slope restoration projects; emergency projects; and projects where the Secretary of Transportation has identified a transportation-related hazard in need of immediate action. This process includes evaluation

[20] 36 23 CFR 450.316(a) and 23 CFR 450.210(a)(1)(i).

to ensure that impacts to right-of-way and traffic patterns are minimal and that there are no significant public controversies on Title VI issues pertaining to the project before declaring any specific projects exempt. For more information, see *PennDOT Publication #746*. DVRPC utilizes this document to evaluate projects in both PA and NJ in order to apply a similar, federally approved methodology.

For non-exempt projects (anything not defined as exempt in *PennDOT Publication #746*), information on disadvantaged populations gathered during the planning process is evaluated, and additional information about populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process as requested at the project level.

The NEPA and exempt/non-exempt analyses identify and discuss both direct impacts and indirect, cumulative effects that would result from a given project, then determine if there are potential disproportionately high and adverse effects on EJ populations. If it is determined that there are potential disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project. If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC will be available to assist local, state, and federal planning partners in identifying and documenting strategies that avoid, mitigate, or minimize these impacts, as needed.

In addition to the *Plan–TIP Project Evaluation Criteria*, DVRPC conducts system-level analysis for both the Plan and TIP programs as a whole. For example, bridge and pavement asset condition and safety data are analyzed alongside candidate projects and demographic information, including low-income, racial minority, and ethnic minority populations, in order to facilitate conversations among regional stakeholders about how to maintain and improve the region's transportation network equitably, avoiding disproportionate impacts or levels of investment.

Through its Title VI Compliance Program, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens. DVRPC's analysis of benefits and burdens considers all projects, including those that are typically categorized as exempt, in order to provide a comprehensive, high-level evaluation of the potential impacts of the projects on the TIP and the Plan.

Appendix C. Project Categories

Table C-1 lists the 23 road and 3 transit categories for the update to *Connections 2050*. These categories are used to classify transportation investments, help to better understand how transportation revenues are being allocated, and in some instances they are used in the project evaluation criteria.

Table C-1. Update to *Connections 2050* Project Categories

Cat ID	Category	Description
R1.01	Interstate Pavement Preservation	Projects that improve or reconstruct regional Interstate facilities, including preventive maintenance, resurfacing, reconstruction, and appurtenances. Appurtenances include signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls. Funding for these projects in Pennsylvania come from the Interstate Management Program (IMP).
R1.02	Non-Interstate Pavement Preservation & Modernization	Projects that improve or reconstruct regional national highway system (NHS) facilities, including preventative maintenance, resurfacing, reconstruction, and appurtenances on state-maintained roadway facilities. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls.
R1.03	Local Federal Aid Roads	Preventative maintenance, resurfacing, and reconstruction for local federal aid roads. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls.
R2.01	Interstate Bridge Preservation	Projects that improve or reconstruct regional Interstate bridge facilities, including maintenance, rehabilitation, and replacement of Interstate bridge facilities, as well as dam rehabilitation and reconstruction. Maintenance can include scouring, washing, or replacement of expansion joints, rocker bearings, or underpinnings. Rehabilitation includes 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.
R2.02	Non-Interstate Bridge Preservation	Projects that improve or reconstruct regional NHS bridge facilities, including maintenance, rehabilitation, and replacement following the same schedule as Interstate bridge maintenance, as well as dam rehabilitation and reconstruction. This category includes preservation of existing bike and pedestrian facilities on non-Interstate bridges.
R2.03	Bridge Removal	Removal of bridges that will not be replaced. These are air-quality-significant projects that also carry long-term funding implications, as federal money can never be used to build a bridge at that location again if it has been used to fund the bridge in the past.
R2.04	Local Bridge Preservation	Projects that improve or reconstruct county and local bridge facilities including maintenance, rehabilitation, and replacement, as well as dam rehabilitation & reconstruction. This category includes preservation of existing bike and pedestrian facilities on local federal aid bridges.
R3.01	Substantive Safety	Projects that go beyond adherence to design criteria and safety standards in a way that will improve the safety performance of a roadway and reduce roadway fatalities and serious injuries. Includes 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.
R3.02	Incident Management	Capital and operating funds for safety service patrols, local traffic incident management task forces, emergency communication networks, security, and other tools related to responder safety.

Cat ID	Category	Description
R4.01	Accessibility Improvements	New gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet.
R4.02	Intersection Improvements	Intersection/interchange improvements, roadway realignments, channelization, access management, new turning lanes, and diverging diamond and single-point urban intersection treatments.
R4.03	Transportation System Maintenance and Operations	Capital and operating costs for maintaining and restoring the performance of an existing transportation system before extra capacity is needed. Strategies and investments include traffic signal management and coordination, Intelligent Transportation Systems infrastructure (ITS), active traffic management systems; as well as Integrated Corridor Management (ICM). Funds will support DOT, county, and local operations.
R4.04	Vehicle Technology	Deployment of connected vehicle, automated vehicle, and electric vehicle (EV)-charging infrastructure and establishment of an interconnected network to facilitate data collection, access, and reliability, as well as mobility hubs for intermodal transfers. EV investments include funding from the National Electric Vehicle Infrastructure (NEVI) Formula Program.
R5.01	Major Road Network Expansion	Large-scale projects that will have a significant impact on regional travel. These include addition of new through lanes by widening, extending, or building new limited access highways of any length; creating new interchanges between highways (Highway Performance Monitoring System [HPMS] functional classes 1 or 2) and arterials; widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or adding additional capacity for flex lanes or part-time shoulder use to existing facilities.
R5.02	Minor Road Network Expansion	Network expansion projects that do not rise to the level of Major Regional Project but will have a significant impact on regional travel. These projects are generally less than three lane miles in length on minor arterial, collector, or local roads.
R5.03	Additionally Funded Road Network Expansion	Network expansion projects that are awarded to the region from competitive funding or other non-formula funded sources. These projects are often funded through PennDOT's Multimodal Fund and NJDOT's Local Freight Impact Fund, and are often focused on enhancing goods movement or multimodal improvements. Since these investment decisions are made outside regional control, they are not counted against caps on system expansion investments.
R6.01	Bicycle & Pedestrian Network Expansion	Bicycle lanes, protected bicycle lanes, sidepaths, trails, sidewalks, bicycle and pedestrian bridges, overpasses or tunnels, project engineering, curb ramps and other ADA improvements. Includes new bike/ped facilities built as part of Complete Streets projects. Bike and pedestrian facilities are listed as FHWA Proven Safety Countermeasures, but are listed here to highlight expansion needs and investments. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1, R2, and R3.
R6.02	Off-Road Trail Preservation	Resurfacing and reconstruction of existing trails. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1 and R2.
R6.03	Community Connections	Expressway-to-boulevard conversions, and highway capping that converts airspace into green space or other parcels to reconnect communities.
R6.04	Environmental Mitigation & Resiliency	Streetscaping improvements that include enhancing tree canopy, installing green stormwater infrastructure, landscaping, cooling features, and GHG-emission mitigation strategies; existing fleet diesel retrofits or replacements with electric vehicles, as well as 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 (sometimes included as part of project costs in other funding categories). Specific funding programs include CMAQ project engineering, Air Quality Action Program, CARBON, and PROTECT.

Cat ID	Category	Description
R6.05	Travel Demand Management	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 Capital Vision.
R6.06	Rail Improvements	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.
R6.07	Regional Programs	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.
T1	Transit Preservation & Modernization	Projects that improve or make repairs to existing transit assets; replace or rehabilitate transit vehicles, guideway systems, storage, or maintenance facilities or equipment; or renovate transit stations, including to meet ADA accessibility requirements. Replacement of bridges, as well as set-aside program funding to address future infrastructure and vehicle needs as they arise. This category also includes trackage fees that support state-of-good repair maintenance on Amtrak assets.
T2	Transit Operational Improvements	Projects that advance transit capacity or operational improvements, such as adding guideway or sidings to existing passenger rail lines, or upgrading a traditional bus route with BRT service. This category also includes traffic signal prioritization for transit at roadway intersections, as well as improvements to transit operations centers, facilities, and other assets.
T3	Transit Network Expansion	New stations, parking, or other facilities on existing lines (including station parking needs), extension of existing lines, new rail and BRT routes, or new ferry service.

Source: DVRPC, 2023.

[Inside Back Cover]

[Back Cover]

ACTION ITEM Date Prepared: September 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 10, 2023

Agenda Item:

5. DVRPC FY 2024 Work Program Amendment: Willow Grove Naval Air Station Redevelopment Traffic Study

Background/Analysis/Issues:

The Horsham Land Redevelopment Authority (HLRA) was created by Horsham Township, Montgomery County, to implement the redevelopment plan for the former Willow Grove Naval Air Station-Joint Reserve Base. The Final Preferred Land Use Plan has now been selected and includes a mixture of residential, commercial, recreational, and educational uses totaling 862 acres on the former Naval Air Station site. A Traffic Impact Assessment is underway to evaluate the operational effects on the surrounding arterials and develop improvements to mitigate adverse impacts. DVRPC's travel demand model will be used to forecast 2050 AM and PM peak hour traffic forecasts at approximately 20 intersections surrounding the site.

Cost and Source of Funds:

$52,500 from Horsham Township

Date Action Required:

October 12, 2023

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval to amend the FY2024 Work Program to include the Willow Grove Naval Air Station Redevelopment Traffic Study

Staff Contact:

Matt Gates

Attachments

FY2024 Work Program Description

PROJECT 24-34-XXX: Willow Grove Naval Air Station Redevelopment Traffic Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Brad Lane

Goals:

Prepare traffic forecasts to assess the impacts of the proposed Willow Grove Naval Air Station Redevelopment project.

Description:

The Horsham Land Redevelopment Authority (HLRA) was created by Horsham Township, Montgomery County, to implement the redevelopment plan for the former Willow Grove Naval Air Station-Joint Reserve Base. The Final Preferred Land Use Plan has now been selected and includes a mixture of residential, commercial, recreational, and educational uses totaling 862 acres on the former Naval Air Station site. A Traffic Impact Assessment is underway to evaluate the operational effects on the surrounding arterials and develop improvements to mitigate adverse impacts. DVRPC's travel demand model will be used to forecast future traffic volumes. These traffic forecasts will also support Horsham Township's Route 611 Corridor Improvement Plan, which extends from Blair Mill Road to County Line Road.

This study will provide 2050 AM and PM peak hour traffic forecasts at approximately 20 intersections surrounding the former Naval Air Station site and a growth factor that can be used to estimate traffic volumes for a 2040 analysis year.

Tasks:

1. Coordinate with Horsham Township, HLRA, and their consultant, Michael Baker International (MBI) on traffic data, land use and transportation network details, and traffic forecast needs.
2. Assemble existing daily traffic counts in the study area for model calibration and review and/or balance peak hour intersection turning movement counts provided by MBI.
3. Prepare the TIM 2.5.1 travel demand model for the study area, split traffic analysis zones (TAZs) as needed, and calibrate the model to the base year (2023) conditions.
4. Convert the preferred land use plan to TIM2.5.1 format by TAZ and update DVRPC's 2050 Long Range Plan population and employment forecasts in the study area.
5. Code and run TIM2.5.1 for 2050 with the preferred alternative.
6. Extract AM and PM peak period subnetworks for 2023 and 2050.
7. Calibrate the 2023 subnetworks using the provided turning movement counts and VISUM's "TFlowFuzzy" tool.
8. Factor the calibrated peak hour trip tables to 2050 conditions, add internal circulation roads and other details of the preferred alternative, and assign traffic for AM and PM peak hours.
9. Review, clean, and balance the peak hour traffic forecasts.

10. Prepare maps and/or other figures displaying the results.
11. Using the regional travel demand model, prepare 2040-2050 traffic growth factors in the study area for use by MBI.

Products:

1. 2050 AM and PM peak hour intersection turning movement volumes for a single land use and internal roadway network alternative.
2. Maps and/or other figures displaying the forecast volumes.
3. 2040-2050 traffic growth factors.

Beneficiaries:

Horsham Land Redevelopment Authority, Horsham Township, Montgomery County, PennDOT

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2023					
2024	$52,500				$52,500
2025					
2026					

*Dedicated funds from Horsham Township

Additional alternatives may optionally be requested at $8,000 per alternative.

ACTION ITEM Date Prepared: September 28, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

RTC MEETING October 10, 2023

Agenda Item:

6. DVRPC FY2024 Work Program Amendment: 24-33-230 Regional Clean Energy Activation Hub for Southeast Pennsylvania Metro Region

Background/Analysis/Issues:

Through the U.S. Department of Energy's Clean Energy to Communities program, the National Renewable Energy Laboratory (NREL) offers in-depth partnerships to teams of local governments, CBOs, utilities, and other key stakeholders. These partnerships provide teams with technical expertise and funding to support the development of cross-sectoral clean energy solutions tailored to regional contexts. DVRPC was selected as one of six community teams, and the only metro area in the county, for in-depth partnerships with NREL.

Through this partnership, DVRPC and its regional partners work closely with experts from DOE's national laboratories and receive technical assistance to research, model, and deploy a Regional Clean Energy Activation Hub (Hub) that will help facilitate and streamline implementation for identified clean energy solutions across southeast PA. The Hub will conduct meaningful community engagement to ensure the programs developed are rooted in community needs, and it will collaborate with workforce development partners to help strengthen, prepare, and connect the regional clean energy workforce to clean energy programs, creating local jobs, and community benefits.

DVRPC submitted this application in partnership with Bucks, Chester, Delaware, and Montgomery counties; Green Building United; Energy Coordinating Agency; Smart Energy Initiative of Southeastern Pennsylvania; PECO; Bucks County Opportunity Council; Community Action Agency of Delaware County; and Community Action Development Commission of Montgomery County.

Cost and Source of Funds:

$968,599 from the U.S. Department of Energy over three years.

Date Action Required:

Oct 10, 2023

Recommendations:

Staff — Recommends approval

Action Proposed:

That the RTC recommend to the DVRPC Board to amend the FY 2024 Work Program to include the Regional Clean Energy Activation Hub for Southeast Pennsylvania Metro Region project contingent upon DVRPC signing a cooperative agreement with U.S. DOE.

Attachments:
1) Work Program Write Up- Project 24-33-230 Regional Clean Energy Activation Hub for Southeast Pennsylvania Metro Region

PROJECT 24-33-230: Regional Clean Energy Activation Hub for Southeast Pennsylvania Metro Region

Responsible Agency: **Delaware Valley Regional Planning Commission**
Project Manager: Liz Compitello

Goals:

To research, model, and deploy clean energy solutions that are reliable, affordable, equitable, and reflective of local priorities.

Description:

Through the U.S. Department of Energy's Clean Energy to Communities program, the National Renewable Energy Laboratory (NREL) offers In-Depth partnerships to teams of local governments, CBOs, utilities, and other key stakeholders. These partnerships provide teams with technical expertise and funding to support the development of cross-sectoral clean energy solutions tailored to regional contexts. DVRPC was selected as one of six community teams, and the only metro area in the county, to receive an In-Depth partnership with NREL.

Through this partnership, DVRPC and its regional partners work closely with experts from DOE's national laboratories and receive technical assistance to research, model, and deploy a Regional Clean Energy Activation Hub (Hub) that will help facilitate and streamline implementation for identified clean energy solutions across southeast PA. The Hub will conduct meaningful community engagement to ensure the programs developed are rooted in community needs, and it will collaborate with workforce development partners to help strengthen, prepare, and connect the regional clean energy workforce to clean energy programs, creating local jobs, and community benefits.

DVRPC submitted this application in partnership with Bucks, Chester, Delaware, and Montgomery counties; Green Building United; Energy Coordinating Agency; Smart Energy Initiative of Southeastern Pennsylvania; PECO; Bucks County Opportunity Council; Community Action Agency of Delaware County; and Community Action Development Commission of Montgomery County.

This work may require the hiring of a technical consultant(s).

Tasks:

1. Team engagement plan for the Hub: DVRPC will confirm points of contact and roles of the core members, identify additional partners to be engaged, and develop a work plan and Gantt chart using SMART (smart, measurable, achievable, relevant, time-bound) milestones that clearly identifies all tasks, objectives, outcomes, timelines, and the roles and responsibilities of all core team members and advisor members. In this task, DVRPC will also on-board one or more consultant teams to provide the necessary PA-specific technical, legal, and engagement support needed for this work.

2. Data Collection, Analysis and Cataloging: This task will build a robust set of data that will guide prioritization, enable impactful implementation, and allow for effective tracking of program impact. The Hub will work with NREL to analyze the data so that it can be used to inform the scaling of the project development and implementation process. Expected needed data sources include: detailed granular data on building stock, including energy use, type and cost by sector (residential renter-occupied and owner-occupied single and multifamily; commercial; and industrial); electric distribution capacity/readiness; parcel-level solar readiness; critical community facilities; energy-burdened populations; existing regional workforce capacity and pipelines.
3. Research best practices for scaling and technical assistance: The Hub, its consultants, and NREL will work together to research and compile a compendium of electric grid and building decarbonization opportunities that can be scaled through regional turnkey or facilitated decision-making approaches. Best practices research will include the programs listed above as well as additional program models deemed scalable by the HUB Advisory team and NREL. Research will include a significant evaluation of the project development process for each area of implementation including the third-party service providers and supply chain vendors (manufacturers, distributors, etc.) that are involved in development and implementation.
4. Regional Clean Energy Workforce Development Plan: DVRPC and the Hub's core and advisory members will develop a workforce development plan that will catalog the existing workforce development activities taking place within the region, and provide insight and guidance on best practices for integrating workforce development into the HUBs program development. The Hub will engage with state and local partners to ensure that opportunities for collaboration are identified, and to ensure that relevant workforce training providers/workforce and labor organizations can be engaged during feasibility. Further, the Hub will use its supply chain evaluation to understand capacity in these areas.
5. Community Engagement Plan: DVRPC will work with NREL, and Project Team CBOs to develop an effective Community Engagement Plan. The plan will identify existing efforts underway by CBOs and related organizations that can be utilized to engage the community on the prioritization of and scaling up of regional energy projects, as well as where there are gaps in engagement that can be addressed. The plan will also outline how the Hub team can effectively engage local governments to educate and build consensus around identification and prioritization of regional energy transition projects and programs and the effective inclusion of workforce development into these programs. Lastly, the Community Engagement Plan will assess the ability of the Hub to educate the region's residents, businesses, institutions, and jurisdictions around how they can best advocate for supportive energy policy in Pennsylvania and the PJM interconnection (our regional transmission organization).
6. Feasibility Studies: The Hub project team, its consultant, and NREL will develop feasibility studies to serve as the programmatic blueprint for piloting scaling of each regional-priority energy project identified in the planning phase. These studies will also identify specific roles, funding, governance, and staffing needs for all involved organizations. For each scalable regional priority program or project, the project team will identify: 1) The required centralized procurement, contracting, and project management support needed to provide turnkey implementation. This work will also

evaluate legal and technical questions to identify a scalable project development pathway. 2) An outlining of the supply chain (manufacturers, distributors) and third-party service providers (designers, energy managers, installers) associated with each program, including any gaps identified. 3) A market assessment (quantity and cost of projects) and an impact assessment (kWh saved, jobs created, air quality, GHG reduction, equity/affordability) of each program.

7. Governance, staffing and funding strategy: The Hub will evaluate the roles of each of the members, the funding sources, staffing structure, and how decisions will be made over time. This analysis will identify the needed seed capital to fund the Hub's projects over time and how that funding will be maintained over time (e.g. program fees, local funding, grants, etc.); staffing requirements that will maintain the Hub at DVRPC and each of the Hub's core partners; and the development of a governing body that will direct future project development and investment.

Products:

1. Stakeholder Map outlining relevant organizations outside of the core community team;
2. Work Plan and Gannt chart;
3. RFPs and contracts for technical, legal, and engagement consultants;
4. Robust datasets to inform the planning and implementation work that the Hub undertakes, along with methodologies to maintain datasets overtime;
5. Compendium of best practices;
6. Regional clean energy workforce development plan for southeast PA;
7. Community Engagement Plan;
8. Feasibility study for each program evaluated (7-10 estimated);
9. Documented approach to governance, staffing, and funding.

Beneficiaries:

Public and private entities and individuals in southeast PA

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comp Planning	Other*
2024	$968,598.87				$968,598.87
2025					
2026					
2027					

*FY24 Other: U.S. DOE $968,598.87

ACTION ITEM Date Prepared: September 27, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7a. DVRPC FY 2024 Work Program Amendment - Project 24-23-081: Technical Assistance and Coordination of New Jersey CRRSAA Funds

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rent. According to the guidance, DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's FY23 Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end-date of 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs. This project and scope of work is for the first apportionment of the funding.

This project allocates $110,000 of the $8.9 million to make room for staff capacity from multiple DVRPC offices to conduct outreach and coordination, provide technical assistance, and manage and oversee some of the CRRSAA funds during FY24.

Cost and Source of Funds:

This project allocates $110,000 of the total for FY24 as follows:

- $27,500 out of the $2,102,143 for the Trenton urbanized area
- $82,500 out of the $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project Technical Assistance and Coordination of NJ CRRSAA funds in the amount of $110,000, with $27,500 from the Trenton Urbanized Area portion and $82,500 from the Philadelphia urbanized areas portion to provide a mix of outreach and coordination, technical assistance, and management and oversight of CRRSAA funds appropriated during FY24.

Attachments:

1) Work Program Project write-up: 24-23-081 Technical Assistance and Coordination of NJ CRRSAA Funding

- $82,500 out of the $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

This project is funded out of 2023 CRRSAA Task Order

23-23-081: Technical Assistance and Coordination of New Jersey CRRSAA Funding

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Patricia Elkis

Project Manager

Goals

To ensure timely intergovernmental coordination, project selection and planning on other initiatives and administration of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds obligated for the urbanized areas of Burlington, Camden, Gloucester and Mercer counties.

Description

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated CRRSAA funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Use of the CRRSAA funds is fairly flexible and DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end-date of 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs. This project and scope of work is for the first apportionment of the funding.

This project allocates $110,000 of the $8.9 million to make room for staff capacity from multiple DVRPC offices to conduct outreach and coordination and provide technical assistance and project management of some of the CRRSAA funds during FY24.

Tasks

1. Collaborate with the four New Jersey counties and representatives from Trenton and City of Camden to plan the use and distribution of CRRSAA funds.

2. Respond to member governments' project requests by providing assistance in the development of project scopes of work and budget suitable for the CRRSAA funds.

3. Coordinate and provide technical assistance to New Jersey counties and consultants on competitive solicitation and selection including development of task order deliverables, meeting schedules, deadlines, and other project management requirements.

4. Recruit and manage new DVRPC staff brought on with CRRSAA funds by providing training and oversight of activities prioritized by member governments.

5. Oversee all the projects supported by CRRSAA funding, ensure coordination among DVRPC staff and partners, monitor technical progress, and provide communications to the RTC, Board, and other committees as appropriate.

Products

1. Project development for each of the New Jersey counties.

2. Refined scopes of work and deliverables for projects to be included in Request For Proposals (RFPs), consultant contracts, and other agreements for pass-through funding to member governments, as needed.

3. Local Concept Development reports.

4. Plans, final products and required documents, as per approved scopes of work.

Beneficiaries

County planning departments, municipalities, state DOTs, businesses, and citizens.

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$110,000				$110,000
2025	$80,000				$80,000
2026	$80,000				$80,000
2027	$80,000				$80,000
2028	$80,000				$80,000
2029	$40,000				$40,000

FY2024 Other Funding Details:
$110,000 out of a total of $8,881,374 in CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01. - $27,500 out of the $2,102,143 for the Trenton urbanized area; and - $82,500 out of the $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

ACTION ITEM Date Prepared: August 29, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7b. DVRPC FY 2024 Work Program Amendment - Project 23-23-082: Procurement and Contracts Administration - NJ Programs.

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents. Due to significant increase in New Jersey projects and pass-through programs, DVRPC is in critical need of adding one new staff to the Office of Procurement and Contracts. Currently, the team has three staff and faces many challenges in meeting and keeping up with the service demands.

This project allocates $112,500 for the remainder of FY2024 to hire a new staff person to support internal operations and administrative tasks necessary to sustain service requests, including formal competitive solicitations, contracts, MOUs, and grant administration. DVRPC manages a minimum of ten active NJ Programs as follows:

End to End Programs: providing support and administration services such as conducting formal competitive solicitations, issuing contracts, drafting MOUs, invoicing, reviewing progress reports and finalizing project close out for:
1. NJ Transportation and Community Development Initiative (TCDI)

2. NJ Local Concept Development (LCD)
3. NJ Signal Retiming
4. Camden City Traffic Operations
5. NJ Local Aid projects including preliminary design, final design and preliminary engineering.

Other NJ passthrough programs: providing support and administration services for formal competitive solicitations (when needed), contracts, subrecipient monitoring, invoicing, reviewing progress reports and finalizing project close out for:
1. Travel Options Program (TOP)
2. Geographic Information Systems (GIS)
3. Transit Support Program (TSP)
4. Supportive Regional Highway Planning Program (SRHPP)
5. CRRSAA subgrants and consultants serving the four NJ counties over the next four to five years.

Cost and Source of Funds:

This project allocates $112,500 of the total for FY24 as follows:

- $25,000 out of the $2,102,143 for the Trenton urbanized area
- $87,500 out of the $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

The CRRSAA funds- NJ region was obligated in FY2023 NJDOT Task Order PL-DV-23-01

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project 23-23-082 Procurement and Contracts Administration of NJ Programs in the amount of $112,500, with $25,000 from the Trenton Urbanized Area portion and $87,500 from the Philadelphia urbanized areas.

Attachments:

1) Work Program Project write-up: 23-23-082 Procurement and Contracts Administration_NJ Programs.

23-23-082: Procurement and Contracts Administration - NJ Programs

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Vanessa Doan

Project Manager

Jason Crouch

Goals

To ensure appropriate grant administration and expenditure of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds obligated for the urbanized areas of Burlington, Camden, Gloucester and Mercer counties.

Description

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents. Due to significant increase in New Jersey projects and pass-through programs, DVRPC is in critical need of adding one new staff person to the Office of Procurement and Contracts. Currently, the team has three staff and faces many challenges in meeting and keeping up with the service demands.

This project allocates $125,000 for the remainder of FY2024 to hire a new staff to support internal operations and administrative tasks necessary to sustain service requests, including formal competitive solicitations, contracts, MOUs, and grant administrations.

Tasks

End to End Programs: providing support and administration services such as conducting formal competitive solicitations, issuing contracts, drafting MOUs, invoicing, reviewing progress reports and finalizing project close out for-
1. NJ Transportation and Community Development Initiative (TCDI)
2. NJ Local Concept Development (LCD)
3. NJ Signal retiming
4. Camden City Traffic Operations
5. NJ Local Aid projects including preliminary design, final design and preliminary engineering.

Other NJ passthrough programs: providing support and administration services for formal competitive

solicitations (when needed), contracts, subrecipient monitoring, invoicing, reviewing progress reports and finalizing project close out for-
1. Travel Options Program (TOP)
2. Geographic Information System (GIS)
3. Transit Support Program (TSP)
4. Supportive Regional Highway Planning Program (SRHPP)
5. CRRSAA subgrants and consultants needed to serve the four NJ counties over the next four to five years.

Products

1. Program guidelines and compliance support to member governments
2. Requests for Proposals (RFPs) and applicable evaluation materials
3. Subrecipient monitoring and coordination
4. MOUs and Contracts for member governments and consultants
5. Progress reports, invoices and closing report

Beneficiaries

County planning departments, municipalities, state DOTs, businesses, and citizens.

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$125,000				$125,000
2025	$250,000				$250,000
2026	$250,000				$250,000
2027	$250,000				$250,000
2028	$250,000				$250,000
2029	$125,000				$125,000

FY2024 Other Funding Details:
$125,000 out of a total of $8,881,374 in CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01 - $31,250 out of the $2,102,143 for the Trenton urbanized area; and - $93,750 out of the $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

ACTION ITEM Date Prepared: September 27, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7c. DVRPC FY 2024 Work Program Amendment - 23-23-083 Trenton Area Complete and Safe Streets for All Implementation

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rent. According to the guidance, DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's FY23 Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end-date of 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs. This project and scope of work is for the first apportionment of the funding.

Work under this project will be conducted by a staff person primarily dedicated to advancing and implementing *Trenton250*, the Trenton Complete Streets Design Handbook, the Trenton Vision Zero Plan, and Our Streets: A Trenton Bike Plan for All. This includes supporting the Trenton Safe Streets for All committee, which was created by the Complete and Green Streets Ordinance passed in October 2022. Some

of these actions may require cross-municipal coordination and implementation. Therefore, other activities to support similar goals and actions across the Trenton Urbanized Area will also be undertaken as appropriate and in coordination with Mercer County. The purchase of materials, services, and/or equipment may be required to complete this project.

Cost and Source of Funds:

This project allocates $112,500 out of the Trenton Urbanized Area allocation of $2,102,143 in CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project 23-23-083 Trenton Area Complete and Safe Streets for All Implementation in the amount of $112,500 from the Trenton Urbanized Area portion of CRRSAA funds.

Attachments:

1) Work Program Project write-up: 23-23-083 Trenton Area Complete and Safe Streets for All Implementation

23-23-083: Trenton Area Complete and Safe Streets for All Implementation

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Cassidy Boulan

Project Manager

Goals

Support the City of Trenton to implement the goals and policies of Trenton250, Trenton's adopted comprehensive plan. This will be done by assisting Trenton City to advance the recommendations of recently completed studies designed to promote access, safety, equity, and multi-modalism. Provide assistance and pursue complete and safe streets implementation across the Trenton Urbanized Area to advance a truly multimodal transportation network.

Description

Work under this project will be conducted by a staff person primarily dedicated to advancing and implementing Trenton250, the Trenton Complete Streets Design Handbook, the Trenton Vision Zero Plan, and Our Streets: A Trenton Bike Plan for All. This includes supporting the Trenton Safe Streets for All committee, which was created by the Complete and Green Streets Ordinance passed in October 2022. Some of these actions may require cross-municipal coordination and implementation. Therefore, other activities to support similar goals and actions across the Trenton Urbanized Area will also be undertaken as appropriate and in coordination with Mercer County. The purchase of materials, services, and/or equipment may be required to complete this project.

Tasks

1. Perform technical analyses and/or develop concept design plans necessary for advancing the Trenton Vision Zero plan, bike plan (Our Streets), and Complete Streets implementation, as needed.

2. Support for the Trenton Safe Streets for All Committee. Tasks may include participating in the committee, facilitating the process for identifying department actions, providing training on the role of committee members, how to utilize the Complete Streets Design Handbook, assisting with producing annual reports and other responsibilities as laid out in the Complete and Green Streets ordinance. Assistance may also include setting up systems, processes, and templates that will allow the committee to continue efficiently without support.

3. Coordinate, organize and facilitate Trenton boards and committees in support of Trenton staff, including the Zoning Board, Planning Board and Safe Streets for All Committee, etc.

4. Work with City of Trenton and/or Mercer County staff to prepare applications for funding and/or technical assistance to advance Vision Zero and Complete Streets in the Trenton Urbanized Area.

5. Support ongoing public and community outreach and engagement necessary for the Vision Zero efforts and Our Streets implementation, including coordinating and building partnerships with Trenton community based organizations.

6. Advance the Trenton Trails Plan by coordinating with DVRPC staff working under the DVRPC Regional Trails Program and other activities. Support and coordinate trail work in other parts of the Trenton Urbanized Area, as appropriate.

7. Plan, coordinate and support public outreach and engagement that builds public ownership of and support for the Mercer County-led New Jersey Route 29 project and Systemic Congestion Mitigation project, as appropriate.

8. In an effort to advance Complete Streets across the Trenton Urbanized Area, work with Mercer County to advance their bike plan and Complete Streets implementation by performing technical analyses, municipal and project coordination and developing conceptual designs.

Products

Planning/policy documents, datasets, maps, white papers, training documents and/or presentations, promotional materials, engagement events and/or memorandums with findings and recommendations, as appropriate.

Beneficiaries

City of Trenton, Mercer County, the Trenton Urbanized area, bicyclists, pedestrians, transit users, and the traveling public.

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$112,500				$112,500
2025	$225,000				$225,000
2026	$225,000				$225,000
2027	$225,000				$225,000
2028	$225,000				$225,000
2029	$112,500				$112,500

FY2024 Other Funding Details:
$112,500 in CRRSAA funds Trenton Urbanized Area, funded through the CRRSAA funds- NJ region and obligated in FY2023 NJDOT Task Order PL-DV-23-01.

ACTION ITEM Date Prepared: September 27, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7d. DVRPC FY 2024 Work Program Amendment - Project 23-62-200: New Jersey Local Concept Development: Rancocas Creek Greenway, Route 130 (MP 40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents.

This project uses a portion of the Philadelphia urbanized area allocation to perform a Local Concept Development (LCD) study for a safe bicyclist and pedestrian crossing of the Rancocas Creek and State Route 130 evaluating new construction options and costs. LCD for the project will include evaluating existing public safety, Complete Street deficiencies, proposing options to address those deficiencies, and funding options.

The Rancocas Creek Greenway (RCG) Trail is a designated Circuit Trail, part of the planned 800+ mile Greater Philadelphia region's trail network. The proposed project will evaluate options to extend the RCG, connecting three Burlington County park

properties and adjacent residential neighborhoods, via a safe crossing of State Route 130 and the Rancocas Creek. State Route 130, consistently named the most dangerous roadway to pedestrians in the State of New Jersey, acts as a physical barrier to some of the most densely populated and underserved communities in Burlington County, such as Willingboro Township, from accessing transportation and commercial opportunities on the western side of that highway.

Cost and Source of Funds:

This project allocates $700,000 of the total $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties, over four years. Funding source is CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project 23-62-200: New Jersey Local Concept Development: Rancocas Creek Greenway, Route 130 (MP 40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County.

Attachments:

1) Work Program Project write-up: 23-62-200: New Jersey Local Concept Development: Rancocas Creek Greenway, Route 130 (MP 40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County.

23-62-200: NJ Local Concept Dev: Rancocas Creek Greenway, US130 (MP 40-42)/Rancocas Creek Crossing (4 years)

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Project Manager

John Coscia

Goals

To perform a Local Concept Development (aka: LCD) study for a safe bicyclist and pedestrian crossing of the Rancocas Creek and Route 130 evaluating new construction options and costs. The eligibility to receive Federal funding of these studied options shall be addressed. LCD for the project will also include evaluating existing public safety and Complete Street deficiencies and proposing options to address those deficiencies.

Description

Regional Significance: Route 130 has consistently been named the most dangerous roadway to pedestrians in the State of New Jersey (Source: Tri-State Transportation Campaign). Burlington County proposes construction of bicycle and pedestrian improvements, extending the Circuit designated Rancocas Creek Greenway Trail approximately 2 miles to link three Burlington County parks, plus a crossing of the Rancocas Creek and Route 130 between MP 40 and 42, to reduce the number and severity of crashes involving bicyclists and pedestrians.

The Project: The Rancocas Creek Greenway (RCG) Trail is a designated Circuit Trail, part of the planned 800+ mile Greater Philadelphia region's trail network. The proposed project will evaluate options to extend the RCG, connecting three Burlington County park properties and adjacent residential neighborhoods, via a safe crossing of Route 130 and the Rancocas Creek. Route 130 between MP 40 and 42 is an urban principal arterial (Source NJDOT Straight Line Diagrams). This portion of the trail occurs within land owned by the State of New Jersey as part of the State's right of way. New Jersey Department of Transportation representatives have indicated their support of the trail project (Source: 2016 trail feasibility study) and ongoing cooperation is expected. Within this segment the trail needs to cross Route 130 as well as cross the Rancocas Creek utilizing the existing Route 130 bridge. The existing roadway bridge spans 550 feet total, supported by abutments at either end as well as two bridge piers located within the Rancocas Creek. The current bridge was built in 1985 and is constructed with a concrete decking/road surface over a steel girder and frame structure. In addition to the 6' wide pedestrian sidewalk on the northbound side which is separated by vehicular traffic by a concrete barrier; the bridge carries three lanes of through traffic in each direction as well as a southbound deceleration lane and northbound acceleration lane related to the Delran interchange just south of the Rancocas Creek crossing. There is no sidewalk connection to the north, where the bridge discharges pedestrians onto a narrow lawn area between a steep slope and the roadway shoulder. There is also no pedestrian connection to the bridge along the on-ramp from Bridgeboro Road. There is a sidewalk connection across the top of the northbound on-ramp for those pedestrians traveling north from Delran to Willingboro. However, there are no painted crosswalk markings or signage and the curb ramps are not ADA compliant.

Issues: Route 130, consistently named the most dangerous roadway to pedestrians in the State of New Jersey, acts as a physical barrier to some of the most densely populated and underserved communities in Burlington County, such as Willingboro Township, from accessing transportation and commercial opportunities on the western side of that highway. NJDOT cooperation and partnership in evaluating options for a safe crossing of State Route 130 in/around their right-of-way are critical.

Tasks

1. Select consultant
2. Hold Kickoff meetings
3. Hold Stakeholder meetings
4. Hold Public meetings
5. Perform Data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening: constraint mapping, early coordination with SHPO if appropriate
7. Perform analysis of collected data, review data, prepare diagrams, and other needed engineering analysis
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary PReferred Alternatives (PPA)
10. Confirm the environmental document that will be obtained in PE
11. Develop construction cost estimates of various alternatives
12. Prepare CD Report
13. Perform project management

Products

1. Clearly defined Purpose and Need Statement
2. Concept Development Report

Beneficiaries

Burlington County, Burlington County municipalities, workers, and visitors

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$700,000				$700,000

FY2024 Other Funding Details:
CRRSAA funds Phila Urbanized Area from the CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

ACTION ITEM Date Prepared: September 27, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7e. DVRPC FY 2024 Work Program Amendment - Project: 23-62-300 New Jersey Local Concept Development: Burlington County Bridge D4.56 Church Road (CR 616) over Southwest Branch of Rancocas Creek Medford Township, Burlington County

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents.

This project uses a portion of the Philadelphia urbanized area allocation to perform a Local Concept Development (LCD) study for this bridge that will include evaluating rehabilitation and widening options and costs for the existing bridge versus full replacement options and costs. LCD for the project will include evaluating existing deficiencies (Structurally Deficient, Functionally Obsolete and Scour Critical), proposing options to address those deficiencies, and funding options.

Cost and Source of Funds:

This project allocates $400,000 of the total $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties, over four years. The funding source is CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project 23-62-300: New Jersey Local Concept Development: Burlington County Bridge D4.56 Church Road (CR 616) over Southwest Branch of Rancocas Creek Medford Township, Burlington County .

Attachments:

1) Work Program Project write-up: 23-62-300: New Jersey Local Concept Development: Burlington County Bridge D4.56 Church Road (CR 616) over Southwest Branch of Rancocas Creek Medford Township, Burlington County

23-62-300: NJ Local Con. Dev: Burlington County Bridge D4.56 Church Road over SW Branch Rancocas Crk (4 years)

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Project Manager

John Coscia

Goals

To perform a Local Concept Development (aka: LCD) study for this bridge that will include evaluating rehabilitation and widening options and costs for the existing bridge versus full replacement options and costs. The eligibility to receive Federal funding of both these studied options shall be addressed. LCD for the project will also include evaluating existing deficiencies (Structurally Deficient, Functionally Obsolete and Scour Critical) and proposing options to address those deficiencies.

Description

Regional Significance: County Bridge D4.56 (State Bridge #03D4560) is under the jurisdiction of Burlington County and is located on Church Road (C.R. 616) over Southwest Branch of Rancocas Creek between the intersection of Medford – Mt. Holly Road and Eayrestown Road. The bridge is located in Medford Township.

Church Road (CR 616) is classified as an urban major collector (source: NJDOT Straight Line Diagrams) and 2021 ADT is approximately 5013 vehicles/day (source: SI&A data). The structure was built in 1908 and was rehab in 1973. The bridge is located adjacent to Kirby's Mill, a historic site listed in the National Register of Historic Places.

The Bridge: County Bridge D4.56 is a single span, simply supported prestressed concrete adjacent box beams bridge (approximately 24 feet wide). The bridge has a concrete spread footing found on soil of unknown type and footing elevations are not known. Timber sheeting is installed in front of the footing with the depth being unknown. The bridge superstructure was replaced with a prestressed concrete adjacent box beam in 1973. The bridge has a clear span of approximately 64 feet and a clear roadway width on the bridge of 22.3 feet. The bridge carries two (2) lanes of traffic (one lane in each direction). It has a bituminous asphalt riding surface on top of the prestressed concrete adjacent box beams. Overhead utilities exist on the south side of the bridge and a dam is found 50' downstream of the bridge. There are no utilities attached to the bridge. The bridge does not have a posted weight limit and is able to carry all legal vehicle loads.

The County has the following plans:
- 1 sheet dated January 1942, plan of deck replacement on old truss
- 2 sheets dated August 1972, for the replacement of the superstructure
- 1 sheet dated March 1942, for bulkhead repairs.

The County does not have any plans for the original structure built in 1908 or its foundation plan

The bridge is considered to be in poor condition due to the condition of the superstructure. (source: 20th Cycle Bridge Inspection Report - 2021). The deck is in poor condition due to the condition of the superstructure. The superstructure is in poor condition due to the spalls with wide cracks at the south end of the west abutment, moderate to severe scaling along and below the waterline, separation between the southeast wingwall and west abutment and severely deteriorated and leaning southwest timber retaining wall.

Issues: The Bridge has a sufficiency rating of 46.3 as per the latest SI&A data and a scour sufficiency rating of 33.8 per the 2002 NJDOT Structural Evaluation In-Depth Scour Evaluation Stage II – Phase 3. The bridge is functionally obsolete due to inadequate deck geometry. The bridge is classified as Scour Critical. The bridge has unknown substructures and foundations due to the lack of plans for the foundation of the bridge (1908).

Tasks

1. Select consultant
2. Hold Kickoff meetings
3. Hold Stakeholder meetings
4. Hold Public meetings
5. Perform Data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening: constraint mapping, early coordination with SHPO if appropriate
7. Perform analysis of collected data, review data, prepare diagrams, and other needed engineering analysis
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary PReferred Alternatives (PPA)
10. Confirm the environmental document that will be obtained in PE
11. Develop construction cost estimates of various alternatives
12. Prepare CD Report
13. Perform project management

Products

1. Clearly defined Purpose and Need Statement
2. Concept Development Report

Beneficiaries

Burlington County, Burlington County municipalities, workers, and visitors

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$400,000				$400,000

FY2024 Other Funding Details:
CRRSAA funds Phila Urbanized Area from the CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01

ACTION ITEM Date Prepared: September 27, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 10, 2023

Agenda Item:

7f. DVRPC FY 2024 Work Program Amendment - Project 23-64-100: Traffic Signal Document Control Software for Burlington County

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents.

This project uses a portion of the Philadelphia urbanized area allocation to review and update critical plans and documents for traffic signals that are owned and maintained by Burlington County, and enable on-boarding to the Lightflow Software.

Burlington County has over 300 traffic control devices. The devices range from standard traffic signals to school flashers, pedestrian flashers, driver feedback signs, and roundabouts. All these devices have documents related to them, which include electrical/signal plans, timing sequence, and other legal documents. Copies of these documents are stored in two locations at the Burlington County Engineer's Office and within the traffic signal cabinet.

Not all of the documents have been digitized or organized on a program for inspectors or maintenance contractors to remotely access. Because copies of the documents are stored in multiple locations, multiple versions of the documents could be present.

Traffic signal documentation, when anchored in a proper and centralized database, becomes an essential tool for managing our facilities. This unified approach allows various entities to use, share, and standardize information on traffic signals. It creates a streamlined system that enhances safety, efficiency, and legal compliance in traffic management. The proper documentation also ensures proper safety by guaranteeing engineers and technicians accurately understand the signals they are working on.

The Lightflow Software allows for this database for Burlington County's traffic signal documentation to be centralized and in a good working order. Engineers and technicians can remotely access the current plans and other documents. Also, other entities, such as first responders and utilities, can access source documents. The software also creates a stream-lined document retention, which aids the OPRA request process.

Cost and Source of Funds:

This project allocates $500,000 of the total $6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties, over three years. Funding source is CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

October 10, 2023

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 UPWP to add the project 23-64-100: Traffic Signal Document Control Software for Burlington County

Attachments:

1) Work Program Project write-up: 23-64-100: Traffic Signal Document Control Software for Burlington County

23-64-100: Traffic Signal Document Control Software for Burlington County (3 years)

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Project Manager

Christopher King

Goals

To review and update critical plans and documents for traffic signals that are owned and maintained by Burlington County. Enable on-boarding to the Lightflow Software.

Description

Burlington County has over 300 traffic control devices. The devices range from standard traffic signals to school flashers, pedestrian flashers, driver feedback signs, and roundabouts. All these devices have documents related to it, which include electrical/signal plans, timing sequence, and other legal documents. Copies of these documents are stored in two locations at the Burlington County Engineer's Office and within the traffic signal cabinet.

Not all of the documents have been digitized or organized on a program for inspectors or maintenance contractors to remotely access. Because copies of the documents are stored in multiple locations, multiple versions of the documents could be present.

Traffic signal documentation, when anchored in a proper and centralized database, becomes an essential tool for managing our facilities. This unified approach allows various entities to use, share, and standardize information on traffic signals. It creates a streamlined system that enhances safety, efficiency, and legal compliance in traffic management. The proper documentation also ensures proper safety by guaranteeing engineers and technicians accurately understand the signals they are working on.

The Lightflow Software allows for this database for Burlington County's traffic signal documentation to be centralized and in a good working order. Engineers and technicians can remotely access the current plans and other documents. Also, other entities, such as first responders and utilities, can access source documents. The software also creates a stream-lined document retention, which aids the OPRA request process.

Tasks

1. Initial program on-boarding and software adjustments
2. Review and acceptance

Products

1. Uploaded signal documents
a. Abbreviated drawing
b. Traffic Plans: electrical, pavement markings, regulatory signs, vehicle detection
c. Timing Sequence
d. Legal Documents: resolution, engineer approval, etc.

Beneficiaries

Burlington County, Burlington County Municipalities, residents, workers, and visitors.

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$500,000				$500,000

FY2024 Other Funding Details:
CRRSAA funds Phila Urbanized Area from the CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Proposed RTC Meeting Dates

January 2024 Through November 2024

January 9, 2024

February 6, 2024

March 12, 2024

April 9, 2024

May 7, 2024

June 11, 2024

July 9, 2024

September 10, 2024

October 8, 2024

November 12, 2024

Note: all meetings are tentatively scheduled to begin at 10:00 a.m

Board Highlights

September 28, 2023 | Online Meeting

THE FOLLOWING ACTIONS WERE TAKEN AT THE DVRPC BOARD AND EXECUTIVE COMMITTEE MEETINGS SEPTEMBER 28, 2023.

1. The Board approved the minutes of the July 27, 2023 meeting as distributed.
2. The Board approved the following Transportation Improvement Program (TIP) Actions:
   a. PA23-73: Statewide Multimodal Transportation Fund Projects (various MPMS#s) Various Counties – Accept New Projects into the TIP
   b. PA23-74: Projects PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add New Projects to Program
   c. PA23-75: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Add New Projects to Program
   d. PA23-76: Wyebrook Road over East Brandywine Creek (MPMS #86280), Chester County – Add New Act 13 Bridge Project to the TIP
   e. PA23-77: Lincoln Highway Streetscape Project (MPMS #111761), Chester County – Add New Project to the TIP
   f. PA23-78: St. Peter's Road Retaining Wall Project (MPMS #111572), Chester County – Add New Project to the TIP
   g. PA23-79: Route for Change Short-term MEGA Grant Safety Projects Implementation: Transforming Philadelphia's Roosevelt Boulevard (US 1) (Various MPMS #s), Philadelphia County – Add New Projects to the TIP
3. The Board voted to adopt the Conformity Determination of the Amendments to the Connections 2050 Long-Range Plan and FY 2023 TIP for Pennsylvania and Draft FY2024 TIP for New Jersey.
4. The Board voted to adopt the Draft Amendment 2 to the Connections 2050 Long-Range Plan.
5. The Board voted to adopt the Draft DVRPC FY 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) NJ TIP.

6. The Board voted to amend the DVRPC FY 2024 Work Program to add funding for the I-95 TDM work to project 24-70-300.

7. The Board voted to amend the DVRPC FY 2024 Work Program to include Phase II of Connectivity Options for US202 Section 200.

8. The Board voted to approve of the Adjusted Urban Area for Burlington, Camden, Gloucester, and Mercer Counties.

9. The Board heard a presentation on the Public Participation Task Force FY2025 Work Program Development Considerations.

10. One Minute reports were given by Board members, alternates, and operating agencies.

11. The DVRPC Executive Director provided updates regarding FY2025 Work Program development status update, Long Range Plan outreach, and federal funding and related budget updates.

12. The minutes of the Executive Committee meeting of July 27, 2023, were approved, as distributed.

13. The Board voted to authorize the Executive Director to enter into and execute a contract with ICF Incorporated, LLC, with a not-to-exceed amount of $384,621 for the development of a Climate Action Plan for the Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area ("MSA") (plus Mercer County, New Jersey) that will leverage and build upon the region's existing climate, energy, and sustainability plans. Pursuant to satisfactory performance on the Services, ICF Incorporated, LLC may be retained for additional work on the project, with costs to be determined at that time. Should additional funding become available for related work, DVRPC may negotiate with ICF Incorporated, LLC to perform related work for up to five (5) additional years.

14. The Board voted to authorize the Executive Director to enter into and execute a contract with Michael Baker International, Inc., with a not-to-exceed amount of $225,000, for year one (1) for technical assistance in the form of pre-application planning and engineering support for TASA-eligible projects identified by DVRPC in coordination with DVRPC's member governments in southeastern Pennsylvania. Pursuant to satisfactory performance on the Services, and funding availability, Michael Baker International, Inc. may be retained for additional work on the project, with costs to be determined at that time. Should additional funding become available for related work, DVRPC may negotiate with Michael Baker International, Inc. to perform related work for up to four (4) additional years.

15. The Board voted to authorize the Executive Director to enter into and execute a contract with Taylor Wiseman & Taylor, contingent upon DVRPC's receipt of NJDOT funding authorization, with a not-to-exceed amount of $873,105 for preliminary engineering services. Pursuant to satisfactory performance on the preliminary engineering services, Taylor Wiseman & Taylor may be retained for work on the final engineering design phase of the project with costs to be determined at that time. Should additional funding become available for related work, DVRPC may negotiate

with Taylor Wiseman & Taylor to perform the work for up to four (4) additional years.

*** MEETING REMINDER – NEXT BOARD AND EXECUTIVE MEETINGS WILL BE HELD VIRTUALLY ON OCTOBER 26, 2023**