



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

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Agenda

Tuesday, November 14, 2023 | 10am

ONLINE ONLY meeting:

https://dvrpc.zoom.us/webinar/register/WN_3zQCJZpTS4iWrh7Q3LJ1DA

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 October 10, 2023 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

Alyson Dressman, Capital Program Planner, 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.

PA23-84: ADA Ramps Philadelphia 2024 (MPMS #120702), Philadelphia County – Add New Project to the TIP

3. **William Penn Foundation Grant Award – Regional Hub for Federal Climate Funding**

Karin Morris, Director of Community Planning, will present a work program amendment to use \$1.575M from the William Penn Foundation to support activities under the Regional Hub for Federal Climate Funding project. The project includes three tracks: 1) Leading the clean energy transition; 2) Facilitating climate resilience regionally; and 3) Funding transformational transportation infrastructure projects. The project will facilitate robust engagement, build and strengthen relationships and partner capacity, conduct critical analyses, develop strategic roadmaps, design priority projects, pilot solutions, develop governance structures, and support implementation in these three critical areas. A primary goal is to seize this unique moment to determine the best way to meet the changing needs and growing demands

around climate action and resilience in the region.

4. **FY24 Work Program Amendment: Regional Trails Program Grant from William Penn Foundation**

Shawn Megill Legendre, Manager, Regional Trails Program, will present an amendment to the FY2024 UPWP to solicit and award new grants under the Regional Trails Program supported by the William Penn Foundation. This program renewal will include \$1.935 million for grants and \$215,000 to support program administration and technical assistance in support of planning, design, and construction of Circuit Trails and supportive infrastructure.

5. **DVRPC FY24 Work Program Amendment: Regional Benchmarking and Building Performance Standards (BPS) Program**

Brooke Garcher, Program Analyst, Office of Sustainable Energy will present a work program amendment to use \$423,300 from the U.S. Department of Energy's Resilient and Efficient Codes Implementation Program for the implementation of regional energy benchmarking and building performance standards (BPS) programs in small, resource-constrained, and/or disadvantaged jurisdictions. This program will support the creation of regional cohorts across the country, of which DVRPC will lead the Southeast Pennsylvania cohort for municipalities in the Counties of Bucks, Chester, Delaware, and Montgomery. This work program amendment aligns with and augments the Regional Benchmarking Program Seed Fund supported by funding from the PA Department of Environmental Protection to develop and implement a regional energy benchmarking program.

INFORMATION ITEMS

6. **Finalized Calendar Year 2024 RTC Meeting Dates**

7. **FY25 UPWP Update**

PRESENTATION ITEMS

8. **Spirit of Place: Promoting Cultural Vitality in Philadelphia**

Derek Lombardi, AICP, Senior Planner, will present. This report summarizes research on the strategies, policies, and tools that cities around the country are using to protect the historical, social, and economic value of culturally significant communities and assets. This work was undertaken to assist the City of Philadelphia as it launched its Cultural Resources Survey Plan and Pilot, a multiyear effort designed to celebrate and protect Philadelphia's rich and varied cultural resources and histories. Shannon Garrison from the Philadelphia Historical Commission will join to provide a brief update on the City's Cultural Resource Pilot Project itself—now branded **Treasure Philly!** This pilot project is focusing on the neighborhoods surrounding the Broad, Germantown and Erie intersection.

9. **Impacts of E-Commerce Report**

Dan Farina, Jr. AICP, Senior Freight Transportation Planner, will present. The ongoing growth and evolution of retail trade has been a key trend driving freight transportation and development patterns in recent years. Acceleration of this trend, most notably during the coronavirus pandemic, has emphasized the need to better understand the local impacts of this evolving market. The Freight Program undertook this study to explore trends in e-commerce, the supporting supply chain changes, and local impacts that the region must consider to both support this important economic activity and ensure the efficiency of the

transportation system that will support these new systems. This report explores strategies and considerations for accommodating new forms of distribution activity to assist the region and municipalities as they plan for new patterns of development and accommodate shifts in retail activity.

DISCUSSION ITEMS

10. IIJA Update

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

11. One Minute Reports

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

Old Business and New Business

12. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, January 9, 2024, planned for virtual.

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) 592-1800 or email public_affairs@dvrpc.org.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

October 10, 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 September 12, 2023 RTC Meeting

The highlights from the September 12, 2023 meeting of the RTC were presented for adoption.

Motion: by Matt Lawson seconded by June Morton that the RTC adopt the highlights of the September 12, 2023 RTC meeting.

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

RTC AGENDA ITEMS

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

The RTC 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.

Motion: by *Tom Shaffer*, 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. Transportation Performance Management (TPM) Transit Safety Targets and Update

The RTC recommends:

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..

Motion: by *Kellie Bellina*, seconded by *Louis Millan*, that the RTC recommend the agreement with the Annual Transit Safety targets.

Motion passed. Nick Baker abstained from the motion.

4. Adoption of October 2023 Plan-TIP Project Evaluation Criteria

The RTC recommends:

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

Motion: by *Michael Kolber*, seconded by *Ilene Lampitt*, that the RTC recommend the Board adopt the update.

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

5. DVRPC FY 2024 Work Program Amendment: 24-34-300: Willow Grove Naval Air Station Redevelopment Traffic Study

The RTC recommends:

Board approval to amend the FY2024 Work Program to include the Willow Grove Naval Air Station Redevelopment Traffic Study in the amount of \$52,500.

Motion: by *Matt Edmond*, seconded by *Brian Styche*, that the RTC recommends Board approval to amend the FY2024 Work Program.

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

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

The RTC recommends:

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.

Motion: by *Tom Shaffer*, 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.

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

The RTC recommends:

Board to 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.

Motion: by *Matt Lawson*, seconded by *Ilene Lampitt*, that the RTC recommends Board approval of the amendment.

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

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

The RTC recommends:

Board to 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.

Motion: by *Andrew Clark*, seconded by *Donna Rendeiro*, that the RTC recommends Board approval of the amendment.

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

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

The RTC recommends:

Board to 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.

Motion: by *Donna Rendeiro*, seconded by *June Morton*, that the RTC recommends Board approval of the amendment.

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

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

The RTC recommends:

Board to 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.

Motion: by *Tonyelle Cook-Artis*, seconded by *Matt Lawson*, that the RTC recommends Board approval of the amendment.

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

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

The RTC recommends:

Board to 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.

Motion: by *Matt Lawson*, seconded by *June Morton*, that the RTC recommends Board approval of the amendment.

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

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

The RTC recommends:

Board to amend the FY24 UPWP to add the project 23-64-100: Traffic Signal Document Control Software for Burlington County

Motion: by *Donna Rendeiro*, seconded by *Ilene Lampitt*, that the RTC recommends Board approval of the amendment.

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

8. Proposed Calendar Year 2024 RTC Meeting Dates

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

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

ATTENDANCE

Voting Members

NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Governor's Appointee
NJ Office for Planning Advocacy
PA Department of Community and Economic Development

Representative

Andrew Clark
Ruth Foster
(not represented)
(not represented)
Donna Rendeiro
(not represented)

PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Appointee
PA Governor's Policy Office
Bucks County
Burlington County
Camden County
Chester County
Delaware County
Gloucester County
Mercer County
Montgomery County
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia – OTIS
City of Camden
City of Chester
City of Trenton
Delaware River Port Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Southeastern PA Transportation Authority
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force

Non-Voting Members

Delaware River Joint Toll Bridge Commission
Delaware Valley Goods Movement Task Force
Federal Highway Administration - NJ Division
Federal Highway Administration - PA Division
Federal Transit Administration - Region III
Greater Philadelphia Chamber of Commerce
NJ Turnpike Authority
New Jersey TMAs
Pennsylvania TMAs
Pennsylvania TMAs
Pennsylvania Turnpike Commission
Phila Port
Pottstown Urban Transit
Select Greater Philadelphia
South Jersey Port Corporation
South Jersey Transportation Authority
Transportation Operations Task Force
US EPA - Region II

Sachin Shankar
Jonathan Korus
(not represented)
(not represented)
Christian Regosch
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Tom Shaffer
Jackie Huston
Matthew Lawson
Matt Edmond
David Kanthor
Nick Baker
Meryl Klein
June Morton
Peter Rykard
Michael Kolber
Tonyelle Cook-Artis
Blanca Quinde
Rohan Hepkins
Kellie Bellina
Lee Wolfe
Mary Ann Sandone
Bill Matulewicz
Eva Hayes

Representative

(not represented)
(not represented)
Jason Simmons
Gene Porochniak
(not represented)
(not represented)
Rosemary Nivar
Ronda Urkowitz
Tracy Barusevicius
Jackie Baker Rollins
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

US EPA - Region III
US Department of Housing and Urban Development

(not represented)
(not represented)

Other Member Representatives and Guests

National Telecommunications and Information Admin
National Telecommunications and Information Admin
NJ Transit
NJ Transit
SEPTA
SEPTA
City of Philadelphia Planning Commission
Chester County
Delaware County
Gloucester County
City of Philadelphia Planning Commission
Montgomery County
GPI
STV

Brynn Deprey
Nicole Ugarte
Dale Sulpy
Surya Jacob
Dave Fullerton
Gina Savorese
Nathan Grace
Patty Quinn
Mahir Rastogi
Bill Fleming
Mason Austin
Matt Popek
Julia Stepanenko
Sean McCreesh

DVRPC Staff

Patty Elkis
Alyssa Driscoll
Elise Turner
Renee Wise
Travis Spotts
Rick Murphy
Ethan Fogg
Matt Gates
Alison Hastings
Tom Edinger
Glenn McNichol
Sean Greene
Brett Fusco
Van Doan
Shawn Megill Legendre
Greg Krykewycz
Derek Lombardi
Spencer Gober
Christopher Mulroy
Kaylen Phillips
Sean Greene
Russell Livolsi
Brad Lane
Kevin Murphy
Marissa Volk

Amy Bernknopf
Joanna Hecht
Jaclyn Davis
Karen Cilurso

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TIP ACTIONS



RTC | NOVEMBER 2023

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

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TIP Actions for November 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.

2) PA23-84: ADA Ramps Philadelphia 2024 (MPMS #120702), Philadelphia County – Add New Project to the TIP

PLEASE NOTE THAT THERE ARE ALSO PENNDOT 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: October 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 14, 2023

Agenda Item:

2. PA23-84: ADA Ramps Philadelphia 2024 (MPMS #120702), Philadelphia County – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, ADA Ramps Philadelphia 2024 (MPMS #120702) in the amount of \$2,750,000 programmed as follows: \$250,000 State 581 funds for the Preliminary Engineering (PE) Phase in FY24 and \$2,500,000 for the Construction (CON) Phase in FY24 (\$2,000,000 STP/Toll Credit and \$500,000 STU/Toll Credit).

The Philadelphia ADA Ramps project will improve approximately 295 ADA ramps across the county to provide greater accessibility and further connect the pedestrian network. Recommended changes include upgrading outdated ramps, providing ADA-accessible crossings adjacent to bus stops, and connecting existing pedestrian facilities with new ADA ramps where ramps do not currently exist. Recommended improvements vary by intersection and existing conditions. The roadways identified as receiving these improvements include:

- Levick Street
- Linden Avenue
- Knights Road
- Academy Road
- Torresdale Avenue

Prioritizing accessibility improvements to pedestrian facilities near transit stops, which are present along many of these roadways, is a key strategy identified in DVRPC's Equity Through Access Plan.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint charts provided by PennDOT show all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$2,750,000 (\$250,000 State 581/\$2,000,000 STP/\$500,000 STU/Toll Credit)

Date Action Required:

November 14, 2023

Recommendations:

RTC – Will make recommendations at the November 14, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-83, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, ADA Ramps Philadelphia 2024 (MPMS #120702) in the amount of \$2,750,000 programmed as follows: \$250,000 State 581 funds for the Preliminary Engineering (PE) Phase in FY24 and \$2,500,000 for the Construction (CON) Phase in FY24 (\$2,000,000 STP/Toll Credit and \$500,000 STU/Toll Credit).

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #098

DVRPC FY2023-2026 TIP for PA Pennsylvania - Highway and Transit Program

Action: PA23-84

Philadelphia

MPMS# 120702 ADA Ramps Philadelphia 2024

AQ Code A2

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Bicycle/Pedestrian Improvement

PROJ MANG:

The Philadelphia ADA Ramps project will improve approximately 295 ADA ramps across the county to provide greater accessibility and further connect the pedestrian network. Recommended changes include upgrading outdated ramps, providing ADA-accessible crossings adjacent to bus stops, and connecting existing pedestrian facilities with new ADA ramps where ramps do not currently exist. Recommended improvements vary by intersection and existing conditions. The roadways identified as receiving these improvements include:

- Levick Street
- Linden Avenue
- Knights Road
- Academy Road
- Torresdale Avenue

Prioritizing accessibility improvements to pedestrian facilities near transit stops, which are present along many of these roadways, is a key strategy identified in DVRPC's Equity Through Access Plan.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, ADA Ramps Philadelphia 2024 (MPMS #120702) in the amount of \$2,750,000 programmed as follows: \$250,000 State 581 funds for the Preliminary Engineering (PE) Phase in FY24 and \$2,500,000 for the Construction (CON) Phase in FY24 (\$2,000,000 STP/Toll Credit and \$500,000 STU/Toll Credit).

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	
PE	581		250											
CON	STU		500											
CON	TOLL													
CON	STP		2,000											
		0	2,750	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,750	Total FY2027-2030				0	Total FY2031-2034			0

Project G - Philadelphia County
2023 ADA Scoping Project

INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
1	PHILADELPHIA	TORRESDALE AV/ KENSINGTON AV	1004	0080	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED **TORRESDALE AVENUE DID HAVE ANOTHER PROJECT COME THROUGH AND UPDATE RAMPS. VERIFY IF PEDESTRIAN STUDIES ALREADY EXIST FOR THAT SECTION**
2	PHILADELPHIA	TORRESDALE AV/ HUNTING PARK AV	1004	0080	0868	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
3	PHILADELPHIA	TORRESDALE AV/ FRANKFORD AV/ VANDIKE ST	1004	0090	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
4	PHILADELPHIA	TORRESDALE AV/ WORRELL ST	1004	0090	0358	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' W; SIDEWALK PROJECTIONS
5	PHILADELPHIA	TORRESDALE AV/ SALEM ST	1004	0090	0544	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 80' E; SIDEWALK PROJECTIONS
6	PHILADELPHIA	TORRESDALE AV/ PAUL ST	1004	0090	0613	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
7	PHILADELPHIA	TORRESDALE AV/ ORCHARD ST	1004	0090	0912	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSING 190' E; SIDEWALK PROJECTIONS
8	PHILADELPHIA	TORRESDALE AV/ ADAMS ST	1004	0090	1049	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED; 2 NO PED SIGNS FOR NE LEG
9	PHILADELPHIA	TORRESDALE AV/ WOMRATH ST	1004	0090	1495	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
10	PHILADELPHIA	TORRESDALE AV/ AUTH ST	1004	0090	1671	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 170' SW; SIDEWALK PROJECTIONS
11	PHILADELPHIA	TORRESDALE AV/ BRIGGS ST	1004	0090	1822	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 190' NE; SIDEWALK PROJECTIONS
12	PHILADELPHIA	TORRESDALE AV/ RUAN ST	1004	0090	2019	PHILADELPHIA COUNTY	3	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
13	PHILADELPHIA	TORRESDALE AV/ BERKSHIRE ST	1004	0090	2216	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSING 250' NE; SIDEWALK PROJECTIONS
14	PHILADELPHIA	TORRESDALE AV/ CHURCH ST	1004	0090	2472	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
15	PHILADELPHIA	TORRESDALE AV/ KINSEY ST	1004	0100	0000	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
16	PHILADELPHIA	TORRESDALE AV/ GILLINGHAM ST	1004	0100	0528	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
17	PHILADELPHIA	TORRESDALE AV/ ORTHODOX ST	1004	0100	0915	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
18	PHILADELPHIA	TORRESDALE AV/ PLUM ST	1004	0100	1156	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 240' SW; SIDEWALK PROJECTIONS
19	PHILADELPHIA	TORRESDALE AV/ WILMOT ST	1004	0100	1227	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' SW; SIDEWALK PROJECTIONS
20	PHILADELPHIA	TORRESDALE AV/ MARGARET ST	1004	0100	1624	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
21	PHILADELPHIA	TORRESDALE AV/ HERBERT ST	1004	0100	1890	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' SW; SIDEWALK PROJECTIONS
22	PHILADELPHIA	TORRESDALE AV/ WAKELING ST	1004	0110	0000	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
23	PHILADELPHIA	TORRESDALE AV/ HAWORTH ST	1004	0110	0196	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' W; SIDEWALK PROJECTIONS
24	PHILADELPHIA	TORRESDALE AV/ PRATT ST	1004	0110	0422	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
25	PHILADELPHIA	TORRESDALE AV/ GRANITE ST	1004	0110	0645	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSING 190' E; SIDEWALK PROJECTIONS
26	PHILADELPHIA	TORRESDALE AV/ BRIDGE ST	1004	0110	0840	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED; BUS STOP AT INTERSECTION
27	PHILADELPHIA	TORRESDALE AV/ SCATTERGOOD ST	1004	0110	1046	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' W; SIDEWALK PROJECTIONS
28	PHILADELPHIA	TORRESDALE AV/ BRILL ST	1004	0110	1216	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 120' E; SIDEWALK PROJECTIONS
29	PHILADELPHIA	TORRESDALE AV/ HARBISON AV	1004	0120	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
30	PHILADELPHIA	TORRESDALE AV/ BETTS ST	1004	0120	0041	PHILADELPHIA COUNTY	0	N	N	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
31	PHILADELPHIA	TORRESDALE AV/ KENNEDY ST	1004	0120	0222	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 160' SE; SIDEWALK PROJECTIONS

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Project G - Philadelphia County
2023 ADA Scoping Project

INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
32	PHILADELPHIA	TORRESDALE AV/ LARUE ST	1004	0120	0413	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 170' NE; SIDEWALK PROJECTIONS
33	PHILADELPHIA	TORRESDALE AV/ SIMON ST	1004	0120	0591	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
34	PHILADELPHIA	TORRESDALE AV/ FRALEY ST	1004	0120	0780	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 190' W; SIDEWALK PROJECTIONS
35	PHILADELPHIA	TORRESDALE AV/ SHALLCROSS ST	1004	0120	0906	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK; 190' E; SIDEWALK PROJECTIONS
36	PHILADELPHIA	TORRESDALE AV/ SANGER ST	1004	0120	1093	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
37	PHILADELPHIA	TORRESDALE AV/ CARVER ST	1004	0120	1283	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' SW; SIDEWALK PROJECTIONS
38	PHILADELPHIA	TORRESDALE AV/ ANCHOR ST	1004	0120	1456	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' NE; SIDEWALK PROJECTIONS
39	PHILADELPHIA	TORRESDALE AV/ CHELTENHAM AV	1004	0120	1645	PHILADELPHIA COUNTY	0	N	Y	RAMPS ALREADY UPGRADED; EXISTING CROSSWALK WITH PUSH BUTTONS; BUS STOP AT INTERSECTION
40	PHILADELPHIA	TORRESDALE AV/ VAN KIRK ST	1004	0120	2163	PHILADELPHIA COUNTY	0	N	Y	RAMPS ALREADY UPGRADED; EXISTING CROSSWALK WITH PUSH BUTTONS
41	PHILADELPHIA	TORRESDALE AV/ HOWELL ST	1004	0130	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
42	PHILADELPHIA	TORRESDALE AV/ COMLY ST	1004	0130	0462	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
43	PHILADELPHIA	TORRESDALE AV/ HIGBEE ST	1004	0130	0743	PHILADELPHIA COUNTY	0	1	N	EXISTING CROSSWALK 270' NE; SIDEWALK PROJECTIONS
44	PHILADELPHIA	TORRESDALE AV/ BENNER ST	1004	0130	1024	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
45	PHILADELPHIA	TORRESDALE AV/ DEVEREAUX AV	1004	0130	1682	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE
46	PHILADELPHIA	TORRESDALE AV/ ROBBINS ST	1004	0140	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
47	PHILADELPHIA	TORRESDALE AV/ LEVICK ST	1004	0140	0660	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
48	PHILADELPHIA	TORRESDALE AV/ HELLERMAN ST	1004	0140	1252	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
49	PHILADELPHIA	TORRESDALE AV/ MAGEE AV	1004	0140	1810	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
50	PHILADELPHIA	TORRESDALE AV/ UNRUH AV	1004	0150	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
51	PHILADELPHIA	TORRESDALE AV/ KNORR ST	1004	0150	0616	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
52	PHILADELPHIA	TORRESDALE AV/ LONGSHORE AV	1004	0150	1114	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
53	PHILADELPHIA	TORRESDALE AV/ DISSTON ST	1004	0150	1481	PHILADELPHIA COUNTY	0	N	N	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
54	PHILADELPHIA	TORRESDALE AV/ TYSON AV	1004	0150	1846	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
55	PHILADELPHIA	TORRESDALE AV/ PRINCETON AV	1004	0160	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
56	PHILADELPHIA	TORRESDALE AV/ FRIENDSHIP ST	1004	0160	0368	PHILADELPHIA COUNTY	0	N	N	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
57	PHILADELPHIA	TORRESDALE AV/ WELLINGTON ST	1004	0160	0738	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
58	PHILADELPHIA	TORRESDALE AV/ COTTMAN AV	1004	0170	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
59	PHILADELPHIA	TORRESDALE AV/ ALDINE ST	1004	0170	0530	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTIONS TO PARK
60	PHILADELPHIA	TORRESDALE AV/ TUDOR ST	1004	0170	0713	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' NE; SIDEWALK PROJECTIONS
61	PHILADELPHIA	TORRESDALE AV/ BLEIGH AV	1004	0170	0909	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE
62	PHILADELPHIA	TORRESDALE AV/ LORING ST	1004	0170	1090	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 180' SW; SIDEWALK PROJECTIONS
63	PHILADELPHIA	TORRESDALE AV/ VISTA ST	1004	0180	0000	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' NE; SIDEWALK PROJECTIONS
64	PHILADELPHIA	TORRESDALE AV/ SHELMIRE AV	1004	0180	0184	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE

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Project G - Philadelphia County
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INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
65	PHILADELPHIA	TORRESDALE AV/ OAKMONT ST	1004	0180	0394	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' SW; SIDEWALK PROJECTIONS
66	PHILADELPHIA	TORRESDALE AV/ MARPLE ST	1004	0180	0576	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' NE; SIDEWALK PROJECTIONS
67	PHILADELPHIA	TORRESDALE AV/ SHEFFIELD AV	1004	0180	0785	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
68	PHILADELPHIA	TORRESDALE AV/ MERIDIAN ST	1004	0180	0991	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' SW; SIDEWALK PROJECTIONS
69	PHILADELPHIA	TORRESDALE AV/ LANSING ST	1004	0180	1170	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 200' NE; SIDEWALK PROJECTIONS
70	PHILADELPHIA	TORRESDALE AV/ HARTEL ST	1004	0180	1370	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; 8 RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
71	PHILADELPHIA	TORRESDALE AV/ ASHVILLE ST	1004	0180	1565	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' SW; SIDEWALK PROJECTIONS
72	PHILADELPHIA	TORRESDALE AV/ DECATUR ST	1004	0180	1747	PHILADELPHIA COUNTY	4	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
73	PHILADELPHIA	TORRESDALE AV/ RHAWN ST	1004	0180	2120	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; BUS STOP AT INTERSECTION
74	PHILADELPHIA	TORRESDALE AV/ PENNYPACK TRAIL	1004	0190	1080	PHILADELPHIA COUNTY	0	N	N	RAMPS ALREADY UPGRADED
75	PHILADELPHIA	TORRESDALE AV/ ENFIELD AV	1004	0190	1050	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTION
76	PHILADELPHIA	TORRESDALE AV/ KRAYDOR ST	1004	0190	1274	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTION
77	PHILADELPHIA	TORRESDALE AV/ WILBROCK ST	1004	0190	1472	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTION
78	PHILADELPHIA	TORRESDALE AV/ SOLLY AV	1004	0190	1673	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTION TO AREA W/O SIDEWALK
79	PHILADELPHIA	TORRESDALE AV/ EMERSON ST	1004	0190	1946	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTION TO AREA W/O SIDEWALK
80	PHILADELPHIA	TORRESDALE AV/ WINGATE ST	1004	0190	2221	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 260' NE; SIDEWALK PROJECTION
81	PHILADELPHIA	TORRESDALE AV/ ASHBURNER ST	1004	0200	0000	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
82	PHILADELPHIA	TORRESDALE AV/ MILLETT ST	1004	0200	0337	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTIONS IN RESIDENTIAL AREA
83	PHILADELPHIA	TORRESDALE AV/ BLAKISTON ST	1004	0200	0740	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; 2 RAMPS UPGRADED; RAMPS REQUIRE UPGRADE
84	PHILADELPHIA	TORRESDALE AV/ BENSON ST	1004	0200	1187	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSWALK 250' NE; SIDEWALK PROJECTIONS
85	PHILADELPHIA	TORRESDALE AV/ STRAHLE AV	1004	0200	1427	PHILADELPHIA COUNTY	2	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS; 1 RAMP ALREADY UPGRADED TO CROSS SR
86	PHILADELPHIA	TORRESDALE AV/ KENDRICK ST	1004	0200	1760	PHILADELPHIA COUNTY	0	1	N	SIDEWALK PROJECTIONS TO INDUSTRIAL AREA
87	PHILADELPHIA	TORRESDALE AV/ PENNYPACK ST	1004	0200	2097	PHILADELPHIA COUNTY	4	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
88	PHILADELPHIA	TORRESDALE AV/ BERGEN ST	1004	0210	0000	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 300' SW; SIDEWALK PROJECTION
89	PHILADELPHIA	TORRESDALE AV/ MEGARGEE ST	1004	0210	0331	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE
90	PHILADELPHIA	TORRESDALE AV/ TOLBUT ST	1004	0220	0000	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
91	PHILADELPHIA	TORRESDALE AV/ RAMP J RD	1004	0220	0883	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
92	PHILADELPHIA	TORRESDALE AV/ LINDEN AV	1004	0220	1807	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE BUT RESURFACING STOP AT LINDEN AVE CURBLINE; BUS STOP AT INTERSECTION
93	PHILADELPHIA	LEVICK ST/ STATE RD	1008	0010	0000	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
94	PHILADELPHIA	LEVICK ST/ NEW STATE RD	1008	0010	0128	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
95	PHILADELPHIA	LEVICK ST/ KEYSTONE ST	1008	0010	0698	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' NW; SIDEWALK PROJECTIONS
96	PHILADELPHIA	LEVICK ST/ TULIP ST	1008	0010	0956	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS UPGRADED
97	PHILADELPHIA	LEVICK ST/ EDMUND ST	1008	0010	1182	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 220' SE; SIDEWALK PROJECTIONS
98	PHILADELPHIA	LEVICK ST/ HEGERMAN ST	1008	0010	1406	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTIONS IN RESIDENTIAL AREA
99	PHILADELPHIA	LEVICK ST/ VANDIKE ST	1008	0010	1616	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 220' NW; SIDEWALK PROJECTIONS
100	PHILADELPHIA	LEVICK ST/ TORRESDALE AV	1008	0010	1844	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
101	PHILADELPHIA	LEVICK ST/ MARSDEN ST	1008	0010	2084	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' SE; SIDEWALK PROJECTIONS

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INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
102	PHILADELPHIA	LEVICK ST/ DITMAN ST	1008	0010	2310	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
103	PHILADELPHIA	LEVICK ST/ GLENLOCH ST	1008	0010	2533	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 210' SE; SIDEWALK PROJECTIONS
104	PHILADELPHIA	LEVICK ST/ JACKSON ST	1008	0020	0000	PHILADELPHIA COUNTY	4	N	N	BAN CROSSING; SIDEWALK PROJECTION IN RESIDENTIAL AREA
105	PHILADELPHIA	LEVICK ST/ GILLESPIE ST	1008	0020	0225	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 240' NW; SIDEWALK PROJECTIONS
106	PHILADELPHIA	LEVICK ST/ COTTAGE ST	1008	0020	0451	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
107	PHILADELPHIA	LEVICK ST/ ALGARD ST	1008	0020	0682	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 210' NW; SIDEWALK PROJECTION
108	PHILADELPHIA	LEVICK ST/ WALKER ST	1008	0020	0903	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
109	PHILADELPHIA	LEVICK ST/ ERDRICK ST	1008	0020	1354	PHILADELPHIA COUNTY	4	N	N	PROPOSE CROSSING; SIDEWALK PROJECTIONS IN RESIDENTIAL AREA
110	PHILADELPHIA	LEVICK ST/ TACKAWANNA ST	1008	0020	1629	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 260' SE; SIDEWALK PROJECTIONS
111	PHILADELPHIA	LEVICK ST/ CHARLES ST	1008	0020	1904	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
112	PHILADELPHIA	LEVICK ST/ FRANKFORD AV	1008	0020	2151	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
		LEVICK ST IS SR 13 BETWEEN FRANKFORD AV & ROOSEVELT BLVD								
113	PHILADELPHIA	LEVICK ST/ ROOSEVELT BL	1008	0030	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK ON SE LEG OF INTERSECTION; RAMPS ALREADY UPGRADED
114	PHILADELPHIA	LEVICK ST/ BUSTLETON AV	1008	0030	0115	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
115	PHILADELPHIA	LEVICK ST/ AKRON ST	1008	0030	0345	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSING 200' SE; SIDEWALK PROJECTION
116	PHILADELPHIA	LEVICK ST/ EASTWOOD ST	1008	0030	0553	PHILADELPHIA COUNTY	2	N	N	PROPOSE CROSSING; SIDEWALK PROJECTIONS IN RESIDENTIAL AREA; NEARBY SCHOOL NEW RAMPS TO CROSS LOCAL ROAD, CHECK WITH MUNICIPALITY
117	PHILADELPHIA	LEVICK ST/ OAKLAND ST	1008	0030	0756	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; PROPOSED CROSSING 210' SE; SIDEWALK PROJECTIONS
118	PHILADELPHIA	LEVICK ST/ SYLVESTER ST	1008	0030	0964	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' NW; SIDEWALK PROJECTIONS
119	PHILADELPHIA	LEVICK ST/ HORROCKS ST	1008	0030	1171	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
120	PHILADELPHIA	LEVICK ST/ EVERETT AV	1008	0030	1480	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
121	PHILADELPHIA	LEVICK ST/ LARGE ST	1008	0030	1789	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
122	PHILADELPHIA	LEVICK ST/ CASTOR AV	1008	0041/0040	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
123	PHILADELPHIA	LEVICK ST/ LORETTO AV	1008	0041/0040	0522/0523	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
124	PHILADELPHIA	LEVICK ST/ CRANFORD AV/ FRONTENAE ST	1008	0051/0050	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
125	PHILADELPHIA	LEVICK ST/ SUMMERDALE AV	1008	0051/0050	0616	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
126	PHILADELPHIA	LEVICK ST/ TROTTER ST	1008	0051	0817	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 180' SE; SIDEWALK PROJECTION
127	PHILADELPHIA	LEVICK ST/ LANGDON ST	1008	0051/0050	1034	PHILADELPHIA COUNTY	2	N	N	PROPOSE CROSSING; SIDEWALK PROJECTION IN RESIDENTIAL AREA NEW RAMPS TO CROSS LOCAL ROAD, CHECK WITH MUNICIPALITY
128	PHILADELPHIA	LEVICK ST/ ELMHURST ST	1008	0051	1250	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 190' NW; SIDEWALK PROJECTIONS
129	PHILADELPHIA	LEVICK ST/ ALGON AV	1008	0060	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
130	PHILADELPHIA	LEVICK ST/ DORCAS ST	1008	0060	0233	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 210' SE; SIDEWALK PROJECTIONS
131	PHILADELPHIA	LEVICK ST/ SHOP RITE DR	1008	0060	0692	PHILADELPHIA COUNTY	2	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; 2 NO PED SIGNS FOR NW LEG

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Project G - Philadelphia County
2023 ADA Scoping Project

INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
132	PHILADELPHIA	LEVICK ST/ OXFORD AV	1008	0060	1118	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
133	PHILADELPHIA	LEVICK ST/ MONTOUR ST	1008	0060	1725	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' NW; SIDEWALK PROJECTIONS
134	PHILADELPHIA	LEVICK ST/ MARTINS MILL RD	1008	0060	2074	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
135	PHILADELPHIA	LEVICK ST/ TABOR AV	1008	0070	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
136	PHILADELPHIA	LEVICK ST/ LAWNSDALE ST	1008	0070	0334	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' NW; SIDEWALK PROJECTIONS
137	PHILADELPHIA	LEVICK ST/ BINGHAM ST	1008	0070	0620	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED
138	PHILADELPHIA	LEVICK ST/ PALMETTO ST	1008	0070	0962	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' NW; SIDEWALK PROJECTIONS
139	PHILADELPHIA	LEVICK ST/ RISING SUN AV	1008	0070	1292	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
140	PHILADELPHIA	ACADEMY RD/ RAMP EX23	1013	0010	0615	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
141	PHILADELPHIA	ACADEMY RD/ RAMP 95 S	1013	0011	0759	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
142	PHILADELPHIA	ACADEMY RD/ RAMP RD	1013	0020	0363	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
143	PHILADELPHIA	ACADEMY RD/ FRANKFORD AV	1013	0031/0 030	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS UPGRADED; BUS STOP AT INTERSECTION
144	PHILADELPHIA	ACADEMY RD/ WILLITS RD	1013	0031/0 030	0514/0 468	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
145	PHILADELPHIA	ACADEMY RD/ LINDEN AV / HOLME AVE	1013	0031/0 030	2060/2 042	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE ON THE CORNERS; BUS STOP AT INTERSECTION
146	PHILADELPHIA	ACADEMY RD/ FORDHAM RD	1013	0041/0 040	0000	PHILADELPHIA COUNTY	0	1	N	EXISTING CROSSWALK 300' S; SIDEWALK PROJECTIONS
147	PHILADELPHIA	ACADEMY RD/ OUTLOOK AV	1013	0041/0 040	0433/0 434	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
148	PHILADELPHIA	ACADEMY RD/ CONVENT AV	1013	0041/0 040	1441/1 436	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
149	PHILADELPHIA	ACADEMY RD/ CAMPUS LN	1013	0041/0 040	1776/1 774	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALKS 300' S; SIDEWALK PROJECTIONS IN RESIDENTIAL AREA
150	PHILADELPHIA	ACADEMY RD/ EDEN ST	1013	0041/0 040	2297/2 299	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION (CAN BUS COMPANY BE CONTACTED TO RELOCATE STOPS?); SIDEWALK PROJECTIONS
151	PHILADELPHIA	ACADEMY RD/ HOLYOKE RD	1013	0051/0 050	0000	PHILADELPHIA COUNTY	4	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
152	PHILADELPHIA	ACADEMY RD/ PRIMROSE RD	1013	0051/0 050	0502/0 490	PHILADELPHIA COUNTY	0	1	N	LIMIT CROSSING WITH SIDEWALK PROJECTIONS; MEDIANS IN ROAD; TURNING LANE
153	PHILADELPHIA	ACADEMY RD/ GRANT AV	1013	0051/0 050	0846/0 835	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALKS WITH PUSH BUTTONS; RAMPS UPGRADED; BUS STOP AT INTERSECTION
154	PHILADELPHIA	ACADEMY RD/ NE AIRPORT	1013	0051/0 050	1667/1 649	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS
155	PHILADELPHIA	ACADEMY RD/ GLENN ST	1013	0061/0 060	0000	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<300' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
156	PHILADELPHIA	ACADEMY RD/ PRESIDENT ST	1013	0061/0 060	0303/0 300	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS; RAMPS REQUIRE UPGRADE
157	PHILADELPHIA	ACADEMY RD/ AVALON ST	1013	0061/0 060	0601/0 598	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<300' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
158	PHILADELPHIA	ACADEMY RD/ MORRELL AV	1013	0061/0 060	1837/1 842	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS UPGRADED; BUS STOP AT INTERSECTION
159	PHILADELPHIA	ACADEMY RD/ RED LION RD	1013	0071/0 070	0000	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
160	PHILADELPHIA	ACADEMY RD/ CROMWELL RD	1013	0071/0 070	0501/0 499	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<500' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS

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Project G - Philadelphia County
2023 ADA Scoping Project

INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
161	PHILADELPHIA	ACADEMY RD/ RED LION RD	1013	0071/0 070	1008/1 003	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
162	PHILADELPHIA	ACADEMY RD/ AMINTY RD	1013	0071/0 070	1952/1 945	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<500' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
163	PHILADELPHIA	ACADEMY RD/ CHALFONT DR	1013	0081/0 080	0000	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
164	PHILADELPHIA	ACADEMY RD/ RYAN DR SOUTH	1013	0081/0 080	0624/0 630	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
165	PHILADELPHIA	ACADEMY RD/ RYAN DR NORTH	1013	0081/0 080	1306/1 315	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
166	PHILADELPHIA	ACADEMY RD/ COMLY RD	1013	0091/0 090	0346	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; 4 RAMPS UPGRADED; BUS STOP AT INTERSECTION
167	PHILADELPHIA	ACADEMY RD/ ACADEMY PL	1013	0091	0902	PHILADELPHIA COUNTY	0	1	N	MEDIAN LIMITING CROSSING; SIDEWALK PROJECTIONS
168	PHILADELPHIA	ACADEMY RD/ BRANDON RD	1013	0091/0 090	1183/1 170	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS; EXISTING CROSSING 200' NE
169	PHILADELPHIA	ACADEMY RD/ NEWBERRY RD	1013	0091/0 090	1408/1 395	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; 6 RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
170	PHILADELPHIA	ACADEMY RD/ WOODHAVEN RD (WESTERN)	1013	0091/0 090	2097/2 086	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION; 2 NO PED SIGNS ON NE LEG
171	PHILADELPHIA	ACADEMY RD/ WOODHAVEN RD (EASTERN)	1013	0091/0 090	2287/2 272	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION; 2 NO PED SIGNS ON NE LEG
172	PHILADELPHIA	ACADEMY RD/ FAIRDALE RD	1013	0101/0 100	0000	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
173	PHILADELPHIA	ACADEMY RD/ MORNING GLORY RD	1013	0101/0 100	0282	PHILADELPHIA COUNTY	0	1	N	EXISTING CROSSWALK 260' NE; SIDEWALK PROJECTIONS
174	PHILADELPHIA	ACADEMY RD/ BYBERRY RD	1013	0101/0 100	0554/0 542	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS; 8 RAMPS ALREADY UPGRADED
175	PHILADELPHIA	ACADEMY RD/ MEDFORD RD	1013	0101/0 100	0875/0 868	PHILADELPHIA COUNTY	2	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; BUS STOP AT INTERSECTION; 4 RAMPS ALREADY UPGRADED; RAMPS REQUIRE UPGRADE
176	PHILADELPHIA	ACADEMY RD/ TORREY RD	1013	0111/0 110	0000	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK; BUS STOP AT INTERSECTION; RAMPS REQUIRE UPGRADE
177	PHILADELPHIA	ACADEMY RD/ NANTON DR	1013	0111/0 110	0883/0 874	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; BUS STOP AT INTERSECTION; RAMPS REQUIRE UPGRADE
178	PHILADELPHIA	ACADEMY RD/ BANDON DR	1013	0111/0 110	1462/1 452	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<525' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
179	PHILADELPHIA	ACADEMY RD/ BISCAYNE DR	1013	0111/0 110	2034/2 026	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<300' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
180	PHILADELPHIA	ACADEMY RD/ KNIGHTS RD	1013	0111/0 110	2330/2 326	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE BUT RESURFACING STOP AT KNIGHTS ROAD CURBLINE; BUS STOP AT INTERSECTION
181	PHILADELPHIA	KNIGHTS RD/ FRANKFORD AV/ BRISTOL PIKE	1015	0011/0 010	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
182	PHILADELPHIA	KNIGHTS RD/ CLARENDON AV	1015	0011/0 010	0643/0 619	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<600' TO CONTROLLED CROSSING); SIDEWALK PROJECTION TO AREA W/O SIDEWALK
183	PHILADELPHIA	KNIGHTS RD/ ELLICOTT RD	1015	0011/0 010	1790/1 778	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE
184	PHILADELPHIA	KNIGHTS RD/ RED LION RD	1015	0011/0 010	2673/2 657	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK; RAMPS ALREADY UPGRADED; BUS STOP AT INTERSECTION
185	PHILADELPHIA	KNIGHTS RD/ ORCHARD LN	1015	0021/0 020	0000	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS TO CROSS SR

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Project G - Philadelphia County
2023 ADA Scoping Project

INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
186	PHILADELPHIA	KNIGHTS RD/ KANE RD	1015	0021/0 020	0529/0 528	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (615' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
187	PHILADELPHIA	KNIGHTS RD/ ELLICOTT RD	1015	0021/0 020	0939/0 920	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<400' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
188	PHILADELPHIA	KNIGHTS RD/ DUNDEE AV	1015	0021/0 020	1335	PHILADELPHIA COUNTY	6	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
189	PHILADELPHIA	KNIGHTS RD/ DORCHESTER RD	1015	0021/0 020	1757/1 756	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (<400' TO CONTROLLED CROSSING); BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
190	PHILADELPHIA	KNIGHTS RD/ CHALFONT DR	1015	0031/0 030	0000	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
191	PHILADELPHIA	KNIGHTS RD/ PATRICIAN DR	1015	0031/0 030	0442/0 439	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE INCLUDING DRIVEWAY DWS'S; BUS STOP AT INTERSECTION
192	PHILADELPHIA	KNIGHTS RD/ LANCELOT PL	1015	0031/0 030	0759/0 763	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING (EXISTING CROSSWALK 300' SW); SIDEWALK PROJECTIONS
193	PHILADELPHIA	KNIGHTS RD/ FAIRDALE RD	1015	0031/0 030	1768/1 773	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
194	PHILADELPHIA	KNIGHTS RD/ WOODHAVEN RD (WESTERN)	1015	0031/0 030	2770/2 756	PHILADELPHIA COUNTY	2	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE, SOME RAMPS ALREADY UPGRADED; BUS STOP AT INTERSECTION; NO PED SIGNS FOR NE LEG
195	PHILADELPHIA	KNIGHTS RD/ WOODHAVEN RD (EASTERN)	1015	0041/0 040	0000	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; 2 NO PED SIGNS FOR SW LEG; RAMPS ALREADY UPGRADED
196	PHILADELPHIA	KNIGHTS RD/ LIBERTY BELL BL	1015	0041/0 040	0678/0 672	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADES; 2 NO PED SIGNS FOR SW LEG
197	PHILADELPHIA	KNIGHTS RD/ NANTON DR	1015	0041	1241	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; MEDIAN LIMITING CROSSING; SIDEWALK PROJECTIONS; BUS STOP AT INTERSECTION
198	PHILADELPHIA	KNIGHTS RD/ KNIGHTS TE (WESTERN)	1015	0041	1747	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; MEDIAN LIMITING CROSSING; SIDEWALK PROJECTIONS
199	PHILADELPHIA	KNIGHTS RD/ KNIGHTS TE (EASTERN)	1015	0041/0 040	1852/1 867	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' NE; MEDIAN LIMITING CROSSING; SIDEWALK PROJECTIONS
200	PHILADELPHIA	KNIGHTS RD/ ACADEMY RD	1015	0051/0 050	0000	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS REQUIRE UPGRADE (4 DONE WITH RESURFACING ALONG ACADEMY RD INTERSECTION 133 ABOVE); BUS STOP AT INTERSECTION
201	PHILADELPHIA	KNIGHTS RD/ KNIGHTS PL	1015	0051/0 050	0475/0 477	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; BUS STOP NEARBY; SIDEWALK PROJECTIONS
202	PHILADELPHIA	KNIGHTS RD/ MECHANICSVILLE RD	1015	0051/0 050	1549/1 563	PHILADELPHIA COUNTY	8	N	Y	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION
203	PHILADELPHIA	KNIGHTS RD/ CLIFFE DR	1015	0051	1965	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS TO CROSS SR
204	PHILADELPHIA	KNIGHTS RD/ MCCARTHY CR	1015	0051/0 050	2197/2 204	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS TO CROSS SR; EXISTING CROSSWALK 250' NE; BUS STOP AT INTERSECTION
205	PHILADELPHIA	KNIGHTS RD/ FRANKLIN MILLS CR	1015	0051/0 050	2747/2 788	PHILADELPHIA COUNTY	3	N	Y	EXISTING CROSSWALK; BUS STOP AT INTERSECTION; 2 NO PED SIGNS ON NE LEG
206	PHILADELPHIA	LINDEN AV/ ACADEMY RD	1016	0060	0000	PHILADELPHIA COUNTY	1	N	N	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMP REQUIRES UPGRADE; 1 RAMP UPGRADED
207	PHILADELPHIA	LINDEN AV/ CRISPIN ST	1016	0060	0315	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 300' N; SIDEWALK PROJECTIONS
208	PHILADELPHIA	LINDEN AV/ FRANKFORD AV	1016	0060	1602	PHILADELPHIA COUNTY	0	N	Y	EXISTING CROSSWALK WITH PUSH BUTTONS; RAMPS ALREADY UPGRADED
209	PHILADELPHIA	LINDEN AV/ WALKER ST	1016	0060	1865	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' NW; SIDEWALK PROJECTIONS
210	PHILADELPHIA	LINDEN AV/ COTTAGE ST	1016	0060	2127	PHILADELPHIA COUNTY	3	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS

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Project G - Philadelphia County
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INTERSECTION NUMBER	COUNTY	INTERSECTION	SR	SEG	OFF	MUNICIPALITY	# OF RAMPS	PED STUDY?	SIGNALIZED INTERSECTION?	NOTES
211	PHILADELPHIA	LINDEN AV/ GILLESPIE ST	1016	0070	0000	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 270' SE; SIDEWALK PROJECTIONS
212	PHILADELPHIA	LINDEN AV/ JACKSON ST	1016	0070	0258	PHILADELPHIA COUNTY	6	N	N	EXISTING CROSSWALK; RAMPS REQUIRE UPGRADE
213	PHILADELPHIA	LINDEN AV/ GLENLOCH ST	1016	0070	0520	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' NW; SIDEWALK PROJECTIONS
214	PHILADELPHIA	LINDEN AV/ DITMAN ST	1016	0070	0782	PHILADELPHIA COUNTY	3	N	N	PROPOSE CROSSING; BUS STOP AT INTERSECTION; SIDEWALK PROJECTIONS
215	PHILADELPHIA	LINDEN AV/ MARSDEN ST	1016	0070	1041	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; EXISTING CROSSWALK 250' SE; SIDEWALK PROJECTIONS
216	PHILADELPHIA	LINDEN AV/ TORRESDALE AV	1016	0070	1312	PHILADELPHIA COUNTY	4	N	Y	EXISTING CROSSWALK; 8 RAMPS REQUIRE UPGRADE; BUS STOP AT INTERSECTION; (4 DONE WITH RESURFACING ALONG TORRESDALE AVE INTERSECTION 92 ABOVE)
217	PHILADELPHIA	LINDEN AV/ VANDIKE ST	1016	0070	1583	PHILADELPHIA COUNTY	0	1	N	EXISTING CROSSWALK 280' NW; SIDEWALK PROJECTIONS
218	PHILADELPHIA	LINDEN AV/ HEGERMAN ST	1016	0070	1846	PHILADELPHIA COUNTY	0	1	N	BAN CROSSING; SIDEWALK PROJECTIONS TO GUIDE RAIL
219	PHILADELPHIA	LINDEN AV/ RAMP TO SR95 NB	1016	0070	2261	PHILADELPHIA COUNTY	0	N	N	NO PEDESTRIAN ACCOMMODATIONS

TOTAL: 295 92

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***PennDOT's Fiscal Constraint Charts
(November 2023)***

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

MA ID #s 132659, 132664

TIP MODIFICATIONS FOR SEPTEMBER 2023

Chart #94

Chart: 094

* 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 YRS			TOTAL	Remarks						
Project Title	MPMS	Pts	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								
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	255,000	16,892	232,318	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,365,887	LINE ITEM			
			Adjust	STU	581	0	1,000,000	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	0	0	0	2,000,000				
			After	STU	581	0	1,000,000	255,000	16,892	1,232,318	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		283,000	0	0
HSIP SUPPORTIVE LINE ITEM MONTGOMERY	118036	CON	Before		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	LINE ITEM			
			Adjust		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(2,000,000)		
			After		581	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	0	0		0	0	0
US 1: PA 896 - PA 41 CHESTER SR,0001,200	14581	FD	Before		581	0	1,125,000	0	0	1,125,000	0	0	1,000,000	0	0	1,175,000	0	0	0	1,825,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,250,000	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED.			
			Adjust		581	0	(1,000,000)	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
			After		581	0	125,000	0	0	125,000	0	0	1,000,000	0	0	1,175,000	0	0	0	3,825,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	6,250,000
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	1,000,000	255,000	16,892	1,232,318	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	7,365,887	LINE ITEM		
			Adjust	STU	581	0	(1,000,000)	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	0	0	0	0	0		(2,000,000)	
			After	STU	581	0	0	255,000	16,892	232,318	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		283,000	0
63RD ST SAFETY IMPROVEMENTS PHILADELPHIA SR,3015,SIP	115435	PE	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	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
			Adjust		581	0	1,000,000	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	0	0	0	0	0		2,000,000	
			After		581	0	1,000,000	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	0	0	0	0	0		0	2,000,000
Before FFY Totals						0	2,125,000	510,000	33,784	2,589,636	0	2,385,354	1,024,000	500,000	3,536,000	2,345,000	1,542,000	0	3,825,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	566,000	0	0	20,981,774		
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	0	0	0	0	0		
After FFY Totals						0	2,125,000	510,000	33,784	2,589,636	0	2,385,354	1,024,000	500,000	3,536,000	2,345,000	1,542,000	0	3,825,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	566,000	0	0	20,981,774	

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA ID#s:

TIP MODIFICATIONS FOR OCTOBER 2023
Chart #95

Chart: 095

* 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 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	TOTAL	Remarks		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	6,556,000	639,000	0	20,556,000	1,392,000	0	28,980,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58,124,000	LINE ITEM		
			Adjust	NHPP	581	0	0	0	(3,284,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,284,000)		
			After	NHPP	581	0	0	0	3,272,000	639,000	0	20,556,000	1,392,000	0	28,980,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54,840,000	
KEIM ST & PA 724 INTERCHANGE CHESTER SR_0422_M03	64220	FD	Before	NHPP	TC	0	0	0	2,581,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,581,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
			Adjust	NHPP	TC	0	0	0	3,284,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,284,000		
			After	NHPP	TC	0	0	0	5,865,000	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	5,865,000	
KEIM ST & PA 724 INTERCHANGE CHESTER SR_0422_M03	64220	FD	Before	STU	TC	0	0	0	1,135,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,135,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	STU	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	0	0	
			After	STU	TC	0	0	0	1,135,000	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	1,135,000	
Before FFY Totals						0	0	0	10,272,000	639,000	0	20,556,000	1,392,000	0	28,980,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61,840,000		
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	0	0	
After FFY Totals						0	0	0	10,272,000	639,000	0	20,556,000	1,392,000	0	28,980,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61,840,000	

Chart: 096

* Positive number denotes a surplus/Negative denotes a deficit

Table with columns for agency, project ID, status, and various financial metrics. Includes rows for Delaware (SR,3046,HBP), Montgomery (SMITHBRIDGE RD O/ WEBB CR(C), US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)), and STU LINE ITEMS (BUCKS). Rows are grouped by project and status (Before, Adjust, After).

Chart: 096

* Positive number denotes a surplus/Negative denotes a deficit

SR,9102,MGN		After	STU		0	0	0	(27,255)	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	(27,255)	
AMERICAN CITIES EARMARK(C)		Before	STU		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	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$280,761.36 FPN ZZ3E-X065-38E.
PHILADELPHIA	74828	CON	Adjust	STU	0	0	0	(280,761)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(280,761)		
SR,----,---		After	STU		0	0	0	(280,761)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(280,761)		
EXPRESSWAY PATROL 13-16 SUBURB		Before	STU	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$2,442,140.03 FPN Y230-T064-104.
MONTGOMERY	74828	CON	Adjust	STU	TC	0	0	0	(2,442,140)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,442,140)		
SR,----,TOW		After	STU	TC	0	0	0	(2,442,140)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,442,140)		
CITYWIDE 3R 110(C)		Before	STU	LOC	6,594,000	0	488,000	1,952,000	0	1,160,000	2,025,000	0	506,000	0	0	0	0	31,534,000	0	8,088,000	608,000	0	152,000	0	0	0	0	0	0	0	0	0	0	53,107,000	CORRECTING LOCAL MATCH IN FFY 2023, AND ADJUSTING FUNDING IN FFY 2028 & 2028 TO ACCOUNT FOR LOW BID COST SAVINGS.
PHILADELPHIA	112500	CON	Adjust	STU	LOC	0	0	1,161,000	0	0	0	0	0	0	0	0	0	(14,492,000)	0	(3,623,000)	(608,000)	0	(152,000)	0	0	0	0	0	0	0	0	0	(17,114,000)		
SR,----,110		After	STU	LOC	6,594,000	0	1,649,000	1,952,000	0	1,160,000	2,025,000	0	506,000	0	0	0	0	17,042,000	0	4,465,000	0	0	0	0	0	0	0	0	0	0	0	0	35,393,000		
CITYWIDE 3R 110(C)		Before	STP	LOC	0	0	0	2,690,000	0	0	0	0	0	878,000	0	1,285,000	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,672,000	CORRECTING LOCAL MATCH IN FFY 2026	
PHILADELPHIA	112500	CON	Adjust	STP	LOC	0	0	0	0	0	0	0	0	0	0	(1,065,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,065,000)		
SR,----,110		After	STP	LOC	0	0	0	2,690,000	0	0	0	0	0	878,000	0	220,000	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,607,000		
Before FFY Totals					12,533,451	502,526	670,835	39,405,602	3,951,411	1,199,896	38,811,845	3,859,000	275,000	79,869,306	5,234,399	2,253,000	50,436,000	3,570,000	900,000	46,152,000	1,591,000	807,000	44,400,000	1,443,000	896,000	63,254,000	5,232,000	807,000	218,375,890	66,148,849	318,970	692,897,980			
FFY Adjustment Totals					0	0	906,000	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	906,000	TOTAL ADJUST IS DUE TO LOCAL FUNDS ADJUSTMENT.	
After FFY Totals					19,127,451	502,526	2,064,835	44,047,602	3,951,411	2,359,896	40,836,845	3,859,000	781,000	80,747,306	5,234,399	3,538,000	82,789,000	3,570,000	8,988,000	46,760,000	1,591,000	959,000	44,400,000	1,443,000	896,000	63,254,000	5,232,000	807,000	218,375,890	66,148,849	318,970	752,582,980			

Chart: 097

* Positive number denotes a surplus/Negative denotes a deficit

S T P LINE ITEM	79927	CON	Before	STP	581	0	0	327,000	1,122,131	0	0	1,000,000	0	0	305,000	0	0	3,600,000	0	900,000	2,011,000	176,000	807,000	3,600,000	194,000	896,000	3,816,000	194,000	807,000	710,890	334,000	318,970	21,118,991	LINE ITEM	
			BUCKS	Adjust	STP	581	0	0	0	(1,122,131)	0	0	(89,869)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(1,212,000)
			After	STP	581	0	0	327,000	0	0	910,131	0	0	305,000	0	0	3,600,000	0	900,000	2,011,000	176,000	807,000	3,600,000	194,000	896,000	3,816,000	194,000	807,000	710,890	334,000	318,970	19,906,991			
BRIDGE RESERVE LINE ITEM	79929	CON	Before	BOF	185	0	0	88,835	1,682,210	473,093	456,896	69,000	769,526	29,000	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	143,377,414	LINE ITEM	
BUCKS			Adjust	BOF	185	0	0	0	0	(432,533)	(38,000)	0	(262,467)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	267,000	
			After	BOF	185	0	0	88,835	1,682,210	40,560	418,896	69,000	507,059	29,000	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	66,814,849	0	143,644,414		
VALLEY PARK RD O/ ANDERSON BRK	117327	CON	Before		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000	ADVANCING FUNDS FOR DECEMBER 2023 LETTING.		
CHESTER			Adjust		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)	0	(1,000,000)			
SR,1036,IDA			After		185	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	
VALLEY PARK RD O/ ANDERSON BRK	117327	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	ADVANCING FUNDS AND ALSO INCREASING PROGRAMMED AMOUNT TO MATCH LATEST CON ESTIMATE.	
CHESTER			Adjust	STP	185	0	0	0	1,122,131	280,533	0	89,869	22,467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,515,000		
SR,1036,IDA			After	STP	185	0	0	0	1,122,131	280,533	0	89,869	22,467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,515,000	
HEADQUARTERS RD O/ TINICUM CR	13716	FD	Before		185	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 ENCUMBERED ADDING FUNDS DUE TO THE TIME THAT HAS PASSED SINCE THE ORIGINAL BID TO UPDATE THE PROJECT PLANS, SPECIFICATIONS, ESTIMATE, AND ENVIRONMENTAL CLEARANCE.	
BUCKS			Adjust		185	0	0	0	0	0	0	0	240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240,000	0	240,000	
SR,1012,BRC			After		185	0	0	0	0	0	0	0	240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240,000	0	240,000
STROCK'S GROVE RD O/ BEAVER CR(C)	98221	CON	Before		183	0	920,000	230,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,150,000	ADDING FUNDS TO ACCOUNT FOR LOW BID COST INCREASE.	
BUCKS			Adjust		183	0	0	0	0	152,000	38,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000			
SR,7009,333			After		183	0	920,000	230,000	0	152,000	38,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,340,000			
S T U LINE ITEM	79980	CON	Before	STU	581	0	0	0	6,580,621	232,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	48,224,784	LINE ITEM	
BUCKS			Adjust	STU	581	0	0	0	(320,000)	(80,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(400,000)			
			After	STU	581	0	0	0	6,260,621	152,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	47,824,784		
SR 322 IDA SLOPE FAILURE	119160	CON	Before	FFL	581	700,000	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	700,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
CHESTER			Adjust	FFL	581	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	
SR,0322,IDA			After	FFL	581	700,000	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	700,000		
SR 322 IDA SLOPE FAILURE	119160	CON	Before	STU	581	500,000	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
CHESTER			Adjust	STU	581	0	0	0	320,000	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000			
SR,0322,IDA			After	STU	581	500,000	300,000	0	320,000	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000			
Before FFY Totals						6,364,000	1,220,000	1,061,670	26,925,565	2,133,504	1,012,792	41,914,845	2,943,052	308,000	44,970,000	623,010	2,818,000	39,295,000	178,000	5,423,000	13,068,000	682,000	1,766,000	16,184,000	388,000	1,792,000	20,497,000	1,421,000	1,614,000	171,538,780	133,297,698	637,940	540,076,856		
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	0	
After FFY Totals						6,364,000	1,220,000	1,061,670	26,925,565	2,133,504	1,012,792	41,914,845	2,943,052	308,000	44,970,000	623,010	2,818,000	39,295,000	178,000	5,423,000	13,068,000	682,000	1,766,000	16,184,000	388,000	1,792,000	20,497,000	1,421,000	1,614,000	171,538,780	133,297,698	637,940	540,076,856		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #98

Chart: 098

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT			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	Pts	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			
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	6,260,621	152,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	47,824,784	LINE ITEM	
			Adjust	STU	581	0	0	0	(500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(500,000)		
			After	STU	581	0	0	0	5,760,621	152,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	47,324,784		
ADA RAMPS DISTRICT WIDE	83743	CON	Before	STP	581	0	0	0	2,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	LINE ITEM	
			Adjust	STP	581	0	0	0	(2,000,000)	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,250,000)		
			After	STP	581	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	0	0	250,000		
ADA RAMPS PHILADELPHIA 2024 PHILADELPHIA SR,1004,A11	120702	PE	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	ADDDING PE PHASE TO THIS NEW ADA PROJECT
			Adjust		581	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	0	0	250,000		
			After		581	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	0	0	250,000		
ADA RAMPS PHILADELPHIA 2024 PHILADELPHIA SR,1004,A11	120702	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	0	ADDDING CON PHASE TO THIS NEW ADA PROJECT
			Adjust	STP	TC	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
			After	STP	TC	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
ADA RAMPS PHILADELPHIA 2024 PHILADELPHIA SR,1004,A11	120702	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	0	ADDDING CON PHASE TO THIS NEW ADA PROJECT
			Adjust	STU	TC	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000			
			After	STU	TC	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000			
Before FFY Totals						0	0	0	8,260,621	652,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	50,324,784		
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	0	
After FFY Totals						0	0	0	8,260,621	652,318	0	7,838,845	12,000	250,000	6,942,000	585,000	1,836,000	14,492,000	0	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	50,324,784		

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132244) 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	25,373,214	762,576		30,013,041	2,853		16,767,569	1,125,508		21,859,637				Interstate Contingency LI used as a funding 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					(6,251,345)										
			Adjust	BRIP	185															
			After	NHPP	581	25,373,214	762,576			23,761,696	2,853			16,767,569	1,125,508		21,859,637			
Central Office			After	BRIP	185	1,035,675	1,697,852							1,124,239			5,531,600			
			Before																	
I-95 Bridge Repairs 95/MB4 Philadelphia	107709	CON	Before																Increasing CON phase to cover additional bridge work.	
			Adjust	NHPP	185				6,251,345	694,595										
			After	NHPP	185				6,251,345	694,595										
Before Totals						\$26,408,889	\$2,460,428	\$0	\$30,013,041	\$10,923,641	\$0	\$16,767,569	\$2,249,747	\$0	\$21,859,637	\$5,531,600	\$0			
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
After Totals						\$26,408,889	\$2,460,428	\$0	\$30,013,041	\$10,923,641	\$0	\$16,767,569	\$2,249,747	\$0	\$21,859,637	\$5,531,600	\$0			

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132246) District 6-0 Interstate TIP				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks							
Project Title	MPMS	Phase	Amts	Fed	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth								
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	25,373,214	762,576				19,206,949	2,853		16,767,569	1,125,508					21,859,637			21,494,519	392,259		54,098,852	7,199,519		Interstate Contingency LI used as a funding source to maintain fiscal constraint.			
			Before	BRIP	185	1,035,675	1,697,852					10,226,193			1,124,239						5,531,600			28,105,000	3,738,830		29,547,850	14,337,024				
			Adjust	NHPP	581																											
			Adjust	BRIP	185																											
			After	NHPP	581	25,373,214	762,576						19,206,949	2,853		16,767,569	1,125,508						21,859,637			21,494,519	392,259			54,098,852	7,199,519	
			After	BRIP	185	1,035,675	1,697,852						10,226,193			1,124,239							5,531,600			28,105,000	3,738,830			29,547,850	14,337,024	
I-95 Bridge Improvements 95/MB5 Philadelphia	116391	CON	Before		185																								Increasing CON phase to cover additional bridge work.			
			Adjust		185																											
			After		185																											
Before Totals					\$26,408,889	\$2,460,428	\$0	\$19,206,949	\$10,229,046	\$0	\$16,767,569	\$2,249,747	\$0	\$21,859,637	\$20,531,600	\$0	\$49,599,519	\$21,131,089	\$0	\$83,646,702	\$21,536,543	\$0										
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	Actions do not affect air quality conformity.			
After Totals					\$26,408,889	\$2,460,428	\$0	\$19,206,949	\$10,229,046	\$0	\$16,767,569	\$2,249,747	\$0	\$21,859,637	\$20,531,600	\$0	\$49,599,519	\$21,131,089	\$0	\$83,646,702	\$21,536,543	\$0										

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132303) STWD - DVRPC				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		
TAP Reserve / Central Office	60560	CON	Before	TAP		868,904			320,080			6,161,810			29,104,000			Funding source	
			Adjust	TAP		(753,904)													
			After	TAP		115,000			320,080			6,161,810			29,104,000				
Philadelphia SRS(C) / Philadelphia	87107	CON	Before	TAP														Increase to match low-bid plus inspection	
			Adjust	TAP		753,904													
			After	TAP		753,904													
Philadelphia SRS(C) / Philadelphia	87107	CON	Before	SRTSF		615,000			385,000									Actions do not affect air quality conformity.	
			Adjust	SRTSF															
			After	SRTSF		615,000			385,000										
Before Totals						\$1,483,904	\$0	\$0	\$705,080	\$0	\$0	\$6,161,810	\$0	\$0	\$29,104,000	\$0	\$0		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$1,483,904	\$0	\$0	\$705,080	\$0	\$0	\$6,161,810	\$0	\$0	\$29,104,000	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132399) STWD Items 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		
PA FLAP DOT WANA(1) 420/0 Delaware	112052	CON	Before	FLAP														Add FLAP Funds	
			Adjust	FLAP					677,840										
			After	FLAP					677,840										
PA FLAP DOT WANA(1) 420/0 Delaware	112052	CON	Before	FLTP														Add FLTP (OTH-F) Funds	
			Adjust	FLTP					89,760										
			After	FLTP					89,760										
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	\$767,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$767,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0			

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132483) STWD - DVRPC				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		
TAP Reserve / Central Office	60560	CON	Before	TAP		115,000			320,080			6,161,810			29,104,000			Funding source	
			Adjust	TAP		(115,000)													
			After	TAP					320,080			6,161,810			29,104,000				
Philadelphia SRS(C) / Philadelphia	87107	CON	Before	TAP		753,904												Increase for 2nd bidder (low-bid rejected due to DBE requirements)	
			Before	SRTSF		615,000			385,000										
			Adjust	TAP		115,000													
			Adjust	SRTSF															
			After	TAP		868,904													
			After	SRTSF		615,000			385,000										
Before Totals						\$1,483,904	\$0	\$0	\$705,080	\$0	\$0	\$6,161,810	\$0	\$0	\$29,104,000	\$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						\$1,483,904	\$0	\$0	\$705,080	\$0	\$0	\$6,161,810	\$0	\$0	\$29,104,000	\$0	\$0		

NOTES

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

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PROJECT PHASES OF WORK (Continued)

<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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.

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HIGHWAY PROJECT FUNDING SOURCES

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
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 21 st 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.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)		
<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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.

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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)			
<i>Acronym</i>	<i>Definition</i>	<i>Description</i>	
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.

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
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.

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TRANSIT PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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)

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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.

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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

<i>Acronym</i>	<i>Definition</i>
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



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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.

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 14, 2023

Agenda Item:

3. DVRPC FY24 Work Program Amendment: Project 24-33-240: Regional Hub for Federal Climate Funding

Background/Analysis/Issues:

There is currently a unique opportunity to position Greater Philadelphia to optimize the immense opportunities within the Inflation Reduction Act, the single largest federal investment in climate action in U.S. history. This project will do so through three tracks: 1) leading the clean energy transition, 2) facilitating climate resilience regionally, and 3) funding transformational infrastructure projects. Taken as a whole, the project will build and strengthen relationships and partner capacity, facilitate robust engagement, conduct critical analyses, design priority projects, pilot solutions, develop governance structures, and support implementation in these three critical areas. A primary goal is to seize this unique moment to determine the best way to meet the changing needs and growing demands around climate action and resilience in the region.

Leading the Clean Energy Transition - DVRPC will use this funding to support the development of a Regional Clean Energy Activation Hub, to holistically evaluate and activate scalable clean energy programs for significant and equitable decarbonization in Southeast PA. The Hub will gather data, research, evaluate, develop, and implement blueprints for regional building and electricity decarbonization efforts while integrating energy justice and workforce development into the work of the Hub.

Facilitating Climate Resilience Regionally - DVRPC will facilitate greater climate resilience regionally by building on our and others' resilience planning, our relationships, and our role as a regional convener, to better understand the needs of our partners, CBOs, and residents. The project will also identify and/or develop tools to address these needs. The expected outcome will be a work plan for DVRPC to

enhance our ability to promote regional climate resilience, especially for disadvantaged communities, and support implementation. This will result in a set of priorities for action across the region to implement and scale impact, the identification of institutional capacity to sustain support, and secure and leverage existing and emerging federal climate resilience funding.

Pursuing Funding and Financing for Opportunities for Transformational Projects - DVRPC will build off of recent efforts to explore traditional and non-traditional approaches to fund and finance transformational regional transportation projects, centered on transportation projects that create a more equitable, resilient, and sustainable region. The region has several unfunded, transformative infrastructure projects, including improving existing or building new transit (e.g., transit on Roosevelt Boulevard, Reimagining Regional Rail), building waterfront green infrastructure to protect communities and critical transportation systems (e.g., Lower South in Philadelphia), expansion of bike sharing and bundling of trail projects (e.g., larger Circuit Trail projects), or capping highways to mitigate their impact on communities (e.g., the Chinatown Stitch, whose planning is underway through an IJJA Reconnecting Communities grant). With this grant award, DVRPC will continue to explore non-traditional funding and financing strategies to implement transformational regional infrastructure projects, identify potential candidate projects for these funding opportunities, and support our member governments in pursuing them. We will also study peer best practices for assessing equity, resiliency, climate action, and other sustainability impacts to support our ability to identify, measure, and prioritize projects to realize our Long-Range Plan, Connections 2050, vision and goals.

Cost and Source of Funds:

\$1,575,000 from a William Penn Foundation grant

Date Action Required:

November 14, 2023

Recommendations:

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend to the DVRPC Board that they amend the FY2024 Work Program to include the Regional Hub for Federal Climate Funding.

Attachments:

Project Write Up: Project 24-33-240: Regional HUB for Federal Climate Funding
Years)

PROJECT 24-33-240: Regional Hub for Federal Climate Funding

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karin Morris

Project Coordinator: Liz Compitello, Chris Linn, Mike Boyer

Goals:

Position Greater Philadelphia as a leader in climate resilience and the clean energy economy transition, by leveraging the single largest federal investment in climate in U.S. history.

Description:

DVRPC seeks funding to position Greater Philadelphia to optimize the immense opportunities within the Inflation Reduction Act, the single largest federal investment in climate action in U.S. history. There is an urgent need to capitalize on this opportunity to scale climate action across the region. This project will do so through three tracks: 1) leading the clean energy transition, 2) facilitating climate resilience regionally, and 3) funding transformational infrastructure projects. Taken as a whole, the project will build and strengthen relationships and partner capacity, facilitate robust engagement, conduct critical analyses, design priority projects, pilot solutions, develop governance structures, and support implementation in these three critical areas. A primary goal is to seize this unique moment to determine the best way to meet the changing needs and growing demands around climate action and resilience in the region.

Leading the Clean Energy Transition

DVRPC will use this funding to support the development of a Regional Clean Energy Activation Hub, to holistically evaluate and activate scalable clean energy programs for significant and equitable decarbonization in Southeast PA. The Hub will gather data, research, evaluate, develop, and implement blueprints for regional building and electricity decarbonization efforts while integrating energy justice and workforce development into the work of the Hub.

Facilitating Climate Resilience Regionally

DVRPC will facilitate greater climate resilience regionally by building on our and others' resilience planning, our relationships, and our role as a regional convener, to better understand the needs of our partners, CBOs, and residents. The project will also identify and/or develop tools to address these needs. The expected outcome will be a work plan for DVRPC to enhance our ability to promote regional climate resilience, especially for disadvantaged communities, and support implementation. This will result in a set of priorities for action across the region to implement and scale impact, the identification of institutional capacity to sustain support, and securing and leveraging existing and emerging federal climate resilience funding.

Funding Transformational Projects

DVRPC will build off of recent efforts to explore traditional and non-traditional approaches to fund transformational regional transportation projects, centered on transportation projects that create a more equitable, resilient, and sustainable region. The region has several unfunded, transformative infrastructure projects, including improving existing or building new transit (e.g., transit on Roosevelt Boulevard, Reimagining Regional Rail), building waterfront green infrastructure to protect communities and critical transportation systems (e.g., Lower South in Philadelphia), expansion of bike sharing and bundling of trail projects (e.g., larger Circuit Trail projects), or capping highways to mitigate their impact on communities (e.g., the Chinatown Stitch, whose planning is underway through an IJJA Reconnecting Communities grant). This project will identify the most appropriate funding and financing strategies, building on the work of the prior regional efforts.

Completion of some tasks in this work program description will require the hiring of one or more consultants.

Tasks:

1. *Leading the Clean Energy Transition*

- a. Develop a work plan that identifies all tasks, objectives, outcomes, timelines, and roles and responsibilities of core team and advisory members.
- b. Build a robust data set to guide prioritization, enable implementation, and allow for effective tracking of program impact.
- c. Research and compile a directory of electric grid and building decarbonization programs and projects that can be scaled regionally through turnkey or facilitated decision-making.
- d. Develop a workforce development analysis to catalog existing workforce development activities and best practices for integrating workforce development into the Hub's programs.
- e. Develop a Community and Stakeholder Engagement Plan aligned with the Climate Pollution Reduction Grant plan to engage the community and local governments on the clean energy transition and the Hub's projects and programs.
- f. Develop feasibility studies to serve as the programmatic blueprint for piloting and scaling each regional-priority energy project identified in this first Phase (e.g., creating a regional solarize program).
- g. Assess options on how decisions will be made over time; what resources are necessary for support and what revenue sources can cover those needs; and other related governance, staffing, and funding questions.
- h. Implement and/or pilot priority clean energy programs.

2. Facilitating Climate Resilience Regionally:

- a. Conduct a landscape assessment of available resources and assess their strengths, weaknesses, opportunities and threats
- b. Engage in discussions with existing and new partners to understand their intersectional challenges and needs
- c. Develop a needs assessment based on these previous tasks
- d. Assess the appropriate role for DVRPC and identify additional institutional needs
- e. Develop a work program and begin to implement priority tasks

3. Funding Transformational Projects:

- a. Develop a study to identify the most appropriate funding and financing strategies, to move transformational infrastructure projects forward, centering on transportation projects that create a more equitable, resilient, and sustainable region.

Products:

- 1. Work plan identifying tasks, objectives, outcomes, timelines, and roles and responsibilities of core team and advisory energy HUB members.
- 2. Directory of electric grid and building decarbonization programs and projects
- 3. Listing of existing workforce development activities and best practices for integrating workforce development into the Hub’s programs.
- 4. Feasibility studies to serve as the programmatic blueprint for piloting and scaling each regional-priority energy project.
- 5. Needs assessment for regional resilience activities and objectives.
- 6. Work program for implementing priority regional resilience tasks.
- 7. Regional funding and financing study for transformational projects.

Beneficiaries:

Counties and municipalities, state and federal agencies, community-based organizations, nonprofits with the mission of promoting equitable decarbonization and building resilient communities, transit-agencies in the DVRPC region, and residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2024	1,575,000				\$1,575,000
2025					
202X					
202X					

*William Penn Foundation

ACTION ITEM

Date Prepared: October 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 14, 2023

Agenda Item:

**4. FY2024 Unified Planning Work Program Amendment – Project #: 24-33-250
Regional Trails Program Re-Grants**

Background/Analysis/Issues:

In July 2023 DVRPC applied for and was recently awarded a three-year \$2.15 million grant from the William Penn Foundation for planning, design and construction of multi-use trails comprising the Circuit Trails as well as for planning, design, and construction of supportive infrastructure, such as trailheads. The grant emphasizes increasing access to trails in underserved and environmental justice communities.

Of the \$2.15 million, \$1.935 million will be re-granted to plan, design, or construct Circuit Trails and supportive infrastructure and \$215,000 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to municipalities, counties, and other trail developers. Implementation of the Circuit Trails are identified as a regional priority in *Connections 2050: Plan for Greater Philadelphia*.

The period of performance will be January 1, 2024 through December 31, 2026.

Cost and Source of Funds:

\$2,150,000 from the William Penn Foundation

Date Action Required:

November 14, 2023

Recommendations:

RTC – Will make recommendations at the November 14, 2023 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the DVRPC FY2024 Unified Planning Work Program to include the Regional Trails Program Re-Grants program in the amount of \$2,150,000.

Staff Contact:

Shawn Megill Legendre

Attachments:

Project Write Up: Project # 24-33-250 *Regional Trails Program Re-Grants*

PROJECT 24-33-250: Regional Trails Program Re-Grants

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Shawn Megill Legendre

Project Team: Chris Linn, Shawn Megill Legendre, Emily Goldstein

Goals:

To continue a grant program to support implementation of the Circuit Trails, Greater Philadelphia's regional multi-use trails network. The program will make grants to plan, design, and construct multi-use trails to close gaps in and provide community connections to the network.

Description:

DVRPC applied for and was recently awarded a three-year \$2.15 million grant from the William Penn Foundation to assist with the planning, design and construction of multi-use trails comprising the Circuit Trails as well as with the planning, design, and construction of supportive infrastructure, such as trailheads. The grant emphasizes increasing access to trails in underserved and environmental justice communities.

Of the \$2.15 million, \$1.935 million will be re-granted to plan, design, or construct Circuit Trails and supportive infrastructure and \$215,000 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to municipalities, counties, and other trail developers. Implementation of the Circuit Trails are identified as a regional priority in *Connections 2050: Plan for Greater Philadelphia*.

Tasks:

1. Develop and issue a funding opportunity announcement, including the determination of selection criteria with planning partners.
2. Release and publicize funding opportunity announcement.
3. Receive and process applications for funding.
4. Conduct field views to review proposed projects as needed.
5. Establish and facilitate a selection committee.
6. Present selection committee recommendations to the DVRPC Regional Technical Committee and Board for approval.
7. Issue contracts for approved projects.
8. Manage awarded projects.
9. Provide technical assistance to local governmental and non-profit partners in development of Circuit Trails and supportive connecting infrastructure.

Products:

1. Grants for planning, design, and construction of multi-use trails and supportive connecting infrastructure in underserved communities.
2. Contracts with project sponsors.

3. Management of awarded projects to assure timely delivery of project deliverables.
4. Technical assistance local governmental and non-profit partners.

Beneficiaries:

Counties, state DOTs, municipalities, PA DCNR, NJDEP, bicyclists, pedestrians, and the commuting public.

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2024	\$2,150,000				\$2,150,000
2025					
2026					

*William Penn Foundation

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 14, 2023

Agenda Item:

- 5. DVRPC FY24 Work Program Amendment: Project 24-33-230: Regional Benchmarking and Building Performance Standards (BPS) Program- (3 Years)**

Background/Analysis/Issues:

DVRPC, Green Building United, and a coalition of municipal and county governments in Southeast PA are developing a regional program to help municipalities establish and run energy benchmarking programs in their communities. Energy benchmarking programs require or incentivize buildings over a certain size within an opt-in jurisdiction to measure their building's energy use and publicly disclose the building's utility usage data. As such programs are typically time- and resource-prohibitive for smaller local governments, this program will provide centralized data management tools, technical assistance, and reporting and data analysis to enable municipalities to participate without committing substantial resources.

The Regional Benchmarking and Building Performance Standards (BPS) Program is a related program to the DVRPC FY24 Work Program Amendment 24-33-220 Regional Energy Benchmarking Program Seed Fund to establish a multi-municipal, opt-in energy benchmarking program in Bucks, Chester, Delaware, and Montgomery Counties. This funding will sustain the development and implementation of DVRPC's Regional Energy Benchmarking Program established through DVRPC FY24 Work Program Amendment 24-33-220 for the second and third years of operation, with the aligned goal to increase adoption, implementation, and ongoing support for building performance standard (BPS) and energy benchmarking programs in communities defined as small, rural, and/or Justice40. This program, funded by the U.S. Department of Energy, creates several regional cohorts to support jurisdictions in developing BPS programs. DVRPC will lead the Southeast Pennsylvania cohort and deploy the Regional Benchmarking Program for municipalities in the counties of

Bucks, Chester, Delaware, and Montgomery while developing a framework for a regional BPS program. This cohort model will provide DVRPC and Southeast Pennsylvania communities with additional resources and technical assistance to implement energy benchmarking and BPS programs and create a replicable program model for other regions to adopt.

Cost and Source of Funds:

\$423,300 from ClearlyEnergy (U.S. Department of Energy grant)

Date Action Required:

November 14, 2023

Recommendations:

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend to the DVRPC Board to amend the FY2024 Work Program to include the Regional Benchmarking and Building Performance Standards (BPS) Program, contingent on approval of the funding from ClearlyEnergy and the U.S. DOE.

Attachments:

Project Write Up: Project 24-33-230: Regional Benchmarking and Building Performance Standards (BPS) Program- (3 Years)

PROJECT 24-33-230: Regional Benchmarking and Building Performance Standards (BPS) Program (3 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Brooke Garcher

Goals:

Increase adoption, implementation, and ongoing support for building performance standards and energy benchmarking programs in communities in Southeast Pennsylvania.

Description:

DVRPC, Green Building United, and a coalition of municipal and county governments in Southeast PA are developing a regional program to help municipalities establish and run energy benchmarking programs in their communities. Energy benchmarking is the process of actively measuring a building's energy use and comparing it to other buildings and is a common strategy to reduce energy consumption in buildings across a jurisdiction. Typically, energy benchmarking policies include public disclosure clauses that make the building utility usage and data available to the public for analysis and transparency. This allows for buildings to compare energy performance with one another and discloses trends and historical data on energy/water consumption and building performance metrics. Energy benchmarking programs are typically time- and resource-prohibitive for smaller local governments to implement on their own.

DVRPC and Green Building United partnered with Clearly Energy, Inc. and received funding from the U.S. Department of Energy to establish one of several regional building performance standards (BPS) cohorts for advancing building energy efficiency programs starting with energy benchmarking in small, disadvantaged, and/or resource-constrained jurisdictions. This funding aligns with DVRPC FY24 Work Program Amendment 24-33-220 Regional Energy Benchmarking Program Seed Fund to establish a multi-municipal, opt-in energy benchmarking program in Bucks, Chester, Delaware, and Montgomery Counties. This funding will sustain the development and implementation of DVRPC's Regional Energy Benchmarking Program established through DVRPC FY24 Work Program Amendment 24-33-220 for the second and third years of operation. DVRPC will be leading the Southeast Pennsylvania BPS cohort by supporting municipalities in adopting energy benchmarking programs through a regional and centralized approach. This cohort model will also provide DVRPC and Southeast Pennsylvania municipalities with additional resources and support in developing and adopting BPS programs, as well as collaboration opportunities with other regions to share best practices.

Tasks:

1. Sustain the development and implementation of DVRPC's Regional Benchmarking program established through DVRPC FY24 Work Program Amendment 24-33-220 Regional Energy Benchmarking Program Seed Fund.

- a. Educate, recruit, and onboard municipalities to participate in Southeast Pennsylvania benchmarking and BPS cohort by opting into the regional energy benchmarking program.
- b. Collaborate with other benchmarking and BPS cohorts, exchange knowledge and best practices, and develop a replicable model for regional approach to energy benchmarking and BPS programs.
- c. Develop a regional framework for municipalities to expand the energy benchmarking program to include building performance standards.
- d. Engage with workforce development organizations such as trade unions, industry partnerships, and workforce development boards to support workforce development and help prepare for building efficiency and retrofitting demand.
- e. Engage with building owners for complying with benchmarking and BPS policies and connecting them with existing tools and incentives.
- f. Set up and manage building energy benchmarking and BPS data through centralized data management technology (BEAM).
- g. Engage with utilities (PECO) to work towards long-term funding sustainability for cohort support, technical and legal assistance, overcoming barriers to benchmarking and BPS adoption in smaller jurisdictions, and workforce growth.
- h. Identify legal and technical barriers to program implementation for Southeast Pennsylvania jurisdictions and collaboratively identify solutions to overcome them.

Products:

1. Regional, centrally managed, energy benchmarking program that municipalities in Bucks, Chester, Delaware, and Montgomery Counties can opt-in to participate.
2. Regional framework for municipalities to expand energy benchmarking programs to include building performance standards through a similar opt-in, centrally-managed program.
3. Regional energy benchmarking program web page that provides program information, data, reports, templates, and resources to program participants, including building owners and municipalities.
4. Annual reports analyzing building energy data for each year of the program's launch.

Beneficiaries:

Municipalities, communities, and building owners in Bucks, Chester, Delaware, and Montgomery Counties.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2024	423,300				\$423,300
2025					
202X					
202X					

*ClearlyEnergy, Inc. (U.S. Department of Energy grant)



Finalized 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