



RTC

REGIONAL TECHNICAL COMMITTEE

COMMONWEALTH OF PENNSYLVANIA:

BUCKS COUNTY | CHESTER COUNTY | DELAWARE COUNTY | MONTGOMERY COUNTY |
CITY of PHILADELPHIA | CITY of CHESTER

STATE OF NEW JERSEY:

BURLINGTON COUNTY | CAMDEN COUNTY | GLOUCESTER COUNTY | MERCER COUNTY |
CITY of CAMDEN | CITY of TRENTON

Connect with @DVRPC!  |  |  |  | 

Agenda

Tuesday, January 9, 2024 | 10am

ONLINE ONLY meeting:

https://dvrpc.zoom.us/webinar/register/WN_XLuLHKoCTYGqU5lqIvNxBg

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 November 14, 2023 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

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

- a. NJ24-002: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Remove Project from the TIP
- b. NJ24-003: Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701), Mercer County – Add Project Back Into the TIP
- c. NJ24-004: CR 581 (Commissioners Road), Bridge over Oldman's Creek (DB #D1906), Gloucester County – Add Project Back Into the TIP
- d. NJ24-005: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914), Camden County – Move Project into HSIP Line Item
- e. NJ24-006: Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913), Camden County – Move Project into HSIP Line Item
- f. NJ24-007: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910), Mercer County – Move Project into HSIP Line Item

- g. NJ24-008: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County – Add Project Back into the TIP
- h. NJ24-009: ADA Improvements, Contract 1 (DB #D1505A), Camden County – Add Project Back into the TIP
- i. NJ24-010: County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206), Burlington County – Add Project Back into the TIP
- j. PA23-87: Transit and Regional Rail Station Program (MPMS #77183), SEPTA – Add New Project to the Program
- k. PA23-88: Vehicle Overhaul Program (MPMS #60582), SEPTA – Add New Project to the Program
- l. PA23-89: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program

3. DVRPC's Title VI Program

Shoshana Akins, Manager, Public Participation Planning, will present. Recipients of FTA financial assistance are instructed to develop a Title VI Program to carry out and document compliance with USDOT's Title VI regulations, as well as environmental justice and nondiscrimination mandates. DVRPC's Plan follows FTA's Title VI Circular to outline how Title VI and environmental justice considerations are reflected in the Commission's Work Program, publications, communications, public involvement efforts, and the Commission's general way of doing business. This document must be submitted to USDOT every three years and should be regularly reviewed by the DVRPC Board.

4. PA Transportation Alternatives Set-Aside Program (TASA) Regionally Selected & Statewide Recommended Projects

Joe Natale, Senior Project Implementation Engineer, will present. The PA Transportation Alternatives Set-Aside Program (TASA) is a competitive federal program established for projects that contribute to alternative transportation projects, including on- and off-road pedestrian and bicycle facilities. The two-year Pennsylvania TASA program provided approximately \$15.5 million TASA funds for projects in the DVRPC region and at least \$28+ million statewide. These are the regional selections and statewide recommendations of that program.

5. FY24 Work Program Amendment - Technical Assistance and Coordination of New Jersey CRRSAA Funding

Patty Elkis, Deputy Executive Director, will present. The project 23-23-081 is being amended by adding \$700,000 to the budget from the total \$8,881,374 in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds that were added to DVRPC's FY23 UPWP in June 2023. This additional funding will cover costs associated with hiring and managing consultants to support Burlington, Camden, Gloucester and Mercer counties' capacity to conduct planning initiatives over four years.

6. Adoption of DVRPC Fiscal Year 2025 Unified Planning Work Program and TIP Amendments

Patty Elkis, Deputy Director, will present. At their December 6, 2023 meeting, the DVRPC Board authorized release of the Draft DVRPC FY25 Unified Planning Work Program (UPWP) for distribution and public comment and review through January 8, 2024. DVRPC staff are in the process of receiving and responding to comments and resolving any open issues. There are a variety of funding sources that support the work program, including the TIP. The RTC will be asked to recommend that the Board adopt the Final DVRPC FY25 UPWP, pending the resolution of any outstanding comments and issues, and to recommend Board approval for

several PA and NJ TIP actions to support certain projects in the FY25 UPWP.

PRESENTATION ITEMS

7. Improving Access to Downtown Areas in Burlington County

Tom Stanuikynas, Supervising Planner at Burlington County, will introduce the project and describe the need for the plan. Mark Morley and Kendra Nelson, Transportation Planners from DVRPC's Office of Mobility Analysis and Design, will present the planning process and recommendations on the recent Downtown Access study, which focuses on improving safety and connectivity for people who walk and bike in Evesham, Mansfield, and Maple Shade, New Jersey.

DISCUSSION ITEMS

8. IIJA Update

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

9. One Minute Reports

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

Old Business and New Business

10. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, February 6, 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

November 14, 2023 Meeting Highlights

This Meeting was Virtual

Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

RTC AGENDA ITEMS

1. Highlights of the October 10, 2023 RTC Meeting

The highlights from the October 10, 2023 meeting of the RTC were presented for adoption.

Motion: by David Kanthor seconded by Nick Cressman that the RTC adopt the highlights of the October 10, 2023 RTC meeting.

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

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

The RTC 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).

Motion: by Jonathan Korus, seconded by Tonyelle Cook-Artis that the RTC recommend the Board approve the TIP action.

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

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

The RTC recommends:

Board amend the FY2024 Work Program to include the Regional Hub for Federal Climate Funding.

Motion: by *Matt Edmond*, seconded by *Nick Cressman*, that the RTC recommend Board approval to amend the FY2024 Work Program.

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

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

The RTC recommends:

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..

Motion: by *David Kanthor*, seconded by *Brian Styche*, that the RTC recommend Board approval to amend the FY2024 Work Program.

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

5. DVRPC FY24 Work Program Amendment: Project 24-33-260: Regional Benchmarking and Building Performance Standards (BPS) Program- (3 Years)

The RTC recommends:

Board approval 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.

Motion: by *Nick Cressman*, seconded by *Peter Rykard*, that the RTC recommends Board approval to amend the FY2024 Work Program.

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

6. Finalized Calendar Year 2024 RTC Meeting Dates

7. FY25 UPWP Update

8. Spirit of Place: Promoting Cultural Vitality in Philadelphia

9. Impacts of E-Commerce Report

The next scheduled meeting of the RTC is **Tuesday, January 9, 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
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

Non-Voting Members

Delaware River Joint Toll Bridge Commission
Delaware Valley Goods Movement Task Force

Representative

Andrew Clark
(not represented)
Keith Henderson
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
Jonathan Korus
(not represented)
(not represented)
Richard Brahler
Tom Stanuikynas
(not represented)
Brian Styche
Cathy Spahr
Nick Cressman
Matthew Zochowski
Matt Edmond
David Kanthor
Nick Baker
Kelley Yemen
June Morton
Peter Rykard
Michael Kolber
Tonyelle Cook-Artis
Louis Millan
(not represented)
Kellie Bellina
Lee Wolfe
Bonita Cummings
Representative
(not represented)
Kelvin MacKavanaugh

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

Jason Simmons
(not represented)
(not represented)
Renee Androckitis
Rosemary Nivar
Ronda Urkowitz
Tracy Barusevicius
Jacqui Baxter – Rollins
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Other Member Representatives and Guests

Philadelphia Historical Commission
NJ Transit
Chester County
City of Philadelphia Planning Commission
City of Philadelphia
City of Philadelphia
Montgomery County
Gloucester County

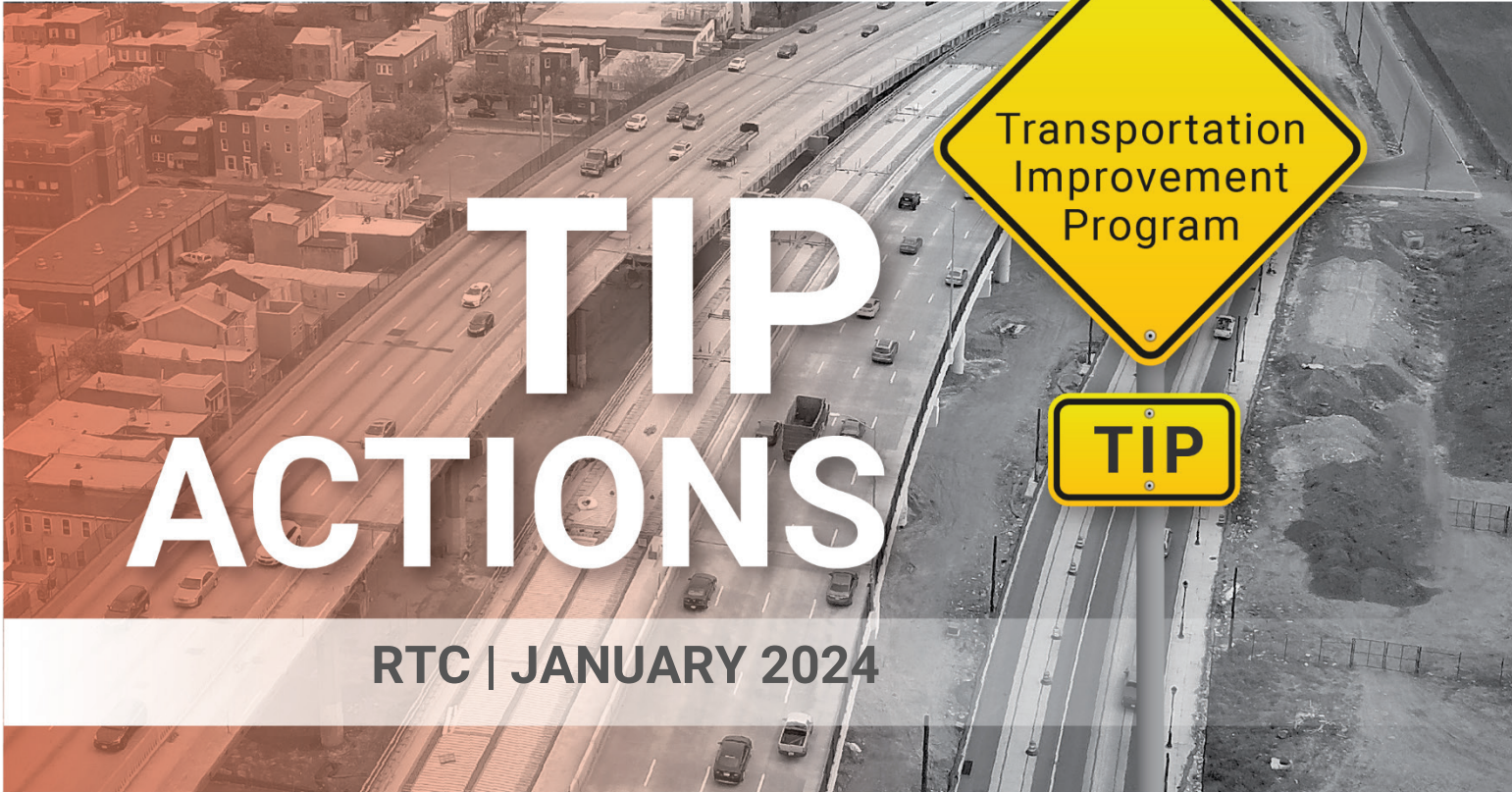
Shannon Garrison
Surya Jacob
Patty Quinn
Mason Austin
Meryl Klein
Daniel Sommerville
Matt Popek
Bill Fleming
Alexandra Barnes
Hallal Vogel
Isabella Pittman
Judith Fagen
Molly Pollack

DVRPC Staff

Patty Elkis
Ariella Maron
Alyssa Driscoll
Elise Turner
Renee Wise
Wideline Desir
Alison Hastings
Shoshana Akins
Najah Jackson
Shawn Megil Legendre

Derek Lombardi
Travis Spotts
Alyson Dressman
Elizabeth Compitello
Dan Farina
Jesse Buerk
Brooke Garcher
Ethan Fogg
Karin Morris
Mike Boyer
Sean Greene
Matt Gates
Brett Fusco
Karen Cilurso
Betsy Mastaglio
Jonathan Alexander
Andrew Svekla
Mike Ruane
Glenn McNichol
Christopher Mulroy
Greg Krykewycz
Vanessa Doan
Sidney Jefferies

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



TIP ACTIONS

RTC | JANUARY 2024

190 N Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

215.592.1800

www.dvrpc.org/TIP

Connect With Us!     



TIP Actions for January 2024

The following projects require formal TIP modification or amendment this month for the FY2023 TIP for Pennsylvania and/or the FY2024 TIP for New Jersey. 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 is any additional supporting documentation as needed, such as request letters, financial constraint charts, maps, and any other information that may be helpful to you as you review this package.

- a) NJ24-002: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Remove Project from the TIP
- b) NJ24-003: Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701), Mercer County – Add Project Back Into the TIP
- c) NJ24-004: CR 581 (Commissioners Road), Bridge over Oldman's Creek (DB #D1906), Gloucester County – Add Project Back Into the TIP
- d) NJ24-005: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914), Camden County – Move Project into HSIP Line Item
- e) NJ24-006: Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913), Camden County – Move Project into HSIP Line Item
- f) NJ24-007: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910), Mercer County – Move Project into HSIP Line Item
- g) NJ24-008: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County – Add Project Back into the TIP
- h) NJ24-009: ADA Improvements, Contract 1 (DB #D1505A), Camden County – Add Project Back into the TIP
- i) NJ24-010: County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206), Burlington County – Add Project Back into the TIP
- j) PA23-87: Transit and Regional Rail Station Program (MPMS #77183), SEPTA – Add New Project to the Program
- k) PA23-88: Vehicle Overhaul Program (MPMS #60582), SEPTA – Add New Project to the Program

I) PA23-89: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, SEPTA AND DVRPC 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: December 18, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2a. NJ24-002: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Remove Project from the TIP

Background/Analysis/Issues:

Gloucester County has requested that DVRPC amend the FY2024 TIP for New Jersey by removing the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project from the TIP in amount of \$3.9 M STATE-DVRPC (\$0.400 M 17-STATE-DVRPC FY24 Preliminary Engineering (PE) Phase/\$0.500 M (\$0.196 M 17-STATE-DVRPC/\$0.304 M 18-STATE-DVRPC) FY25 Final Design (FD) Phase/\$3 M 18-STATE-DVRPC FY26 Construction (CON) Phase).

This project has been authorized and it can now be removed from the TIP. The project will address the deficiencies of the existing bridge structure and dam at the Porchtown Road (County Route 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4). The project will also eliminate or reduce the severity of flooding that occurs, and it will incorporate operational, safety, and pedestrian access improvements to the bridge. The Preferred Alternative proposes a complete replacement of the bridge along its existing horizontal alignment to extend the life of the bridge, correct deficiencies, and meet current design requirements.

The Porchtown Road (County Route 613) Bridge is located on Still Run at Iona Lake (Bridge 10-K-4), a tributary to the Maurice River. The bridge is located on Porchtown Road (County Route 613) (aka Bridgeton Road) between Taylor Road and Williamstown Road (County Route 612), in the Township of Franklin, Gloucester County. The bridge spans Still Run where the upstream portion of the structure also has an attached spillway which creates Iona Lake.

The bridge is a 27' long simply supported reinforced concrete slab with an 11' x 26' three-sided reinforced concrete drop box spillway attached to the face of the culvert. The new primary bridge will consist of a 40' span by 8' high concrete arch culvert and the auxiliary precast box culvert will match the existing 5' span x 3' high. The new

spillway will be approximately 200 feet long with a configuration to be determined in preliminary design.

Financial Constraint:

Financial constraint will be maintained as STATE-DVRPC funds were previously appropriated by the State Legislature and assigned by DVRPC for this project.

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:

Remove \$3.9 M STATE-DVRPC (\$0.596 M 17-STATE-DVRPC/\$3.304 M 18-STATE-DVRPC)

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-002, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by removing the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project from the TIP in amount of \$3.9 M STATE-DVRPC (\$0.400 M 17-STATE-DVRPC FY24 Preliminary Engineering (PE) Phase/\$0.500 M (\$0.196 M 17-STATE-DVRPC/\$0.304 M 18-STATE-DVRPC) FY25 Final Design (FD) Phase/\$3 M 18-STATE-DVRPC FY26 Construction (CON) Phase).

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #3

DVRPC FY2024 TIP for New Jersey

Action: NJ24-002

Highway/Transit/Statewide Program

Gloucester

DB# D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake

A/Q Code S19

This project will address the deficiencies of the existing bridge structure and dam at the Porchtown Road (County Route 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4). The project will also eliminate or reduce the severity of flooding that occurs; incorporate operational, safety, and pedestrian access improvements to the bridge.

Prog Mgr: Berryman, Tom Franklin Township

Summary of Action:

Action to amend the TIP by removing the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project from the TIP in amount of \$3.9 M STATE-DVRPC (\$0.400 M 17-STATE-DVRPC FY24 Preliminary Engineering (PE) Phase/\$0.500 M (\$0.196 M 17-STATE-DVRPC/\$0.304 M 18-STATE-DVRPC) FY25 Final Design (FD) Phase/\$3 M 18-STATE-DVRPC FY26 Construction (CON) Phase).

Mapped: Y

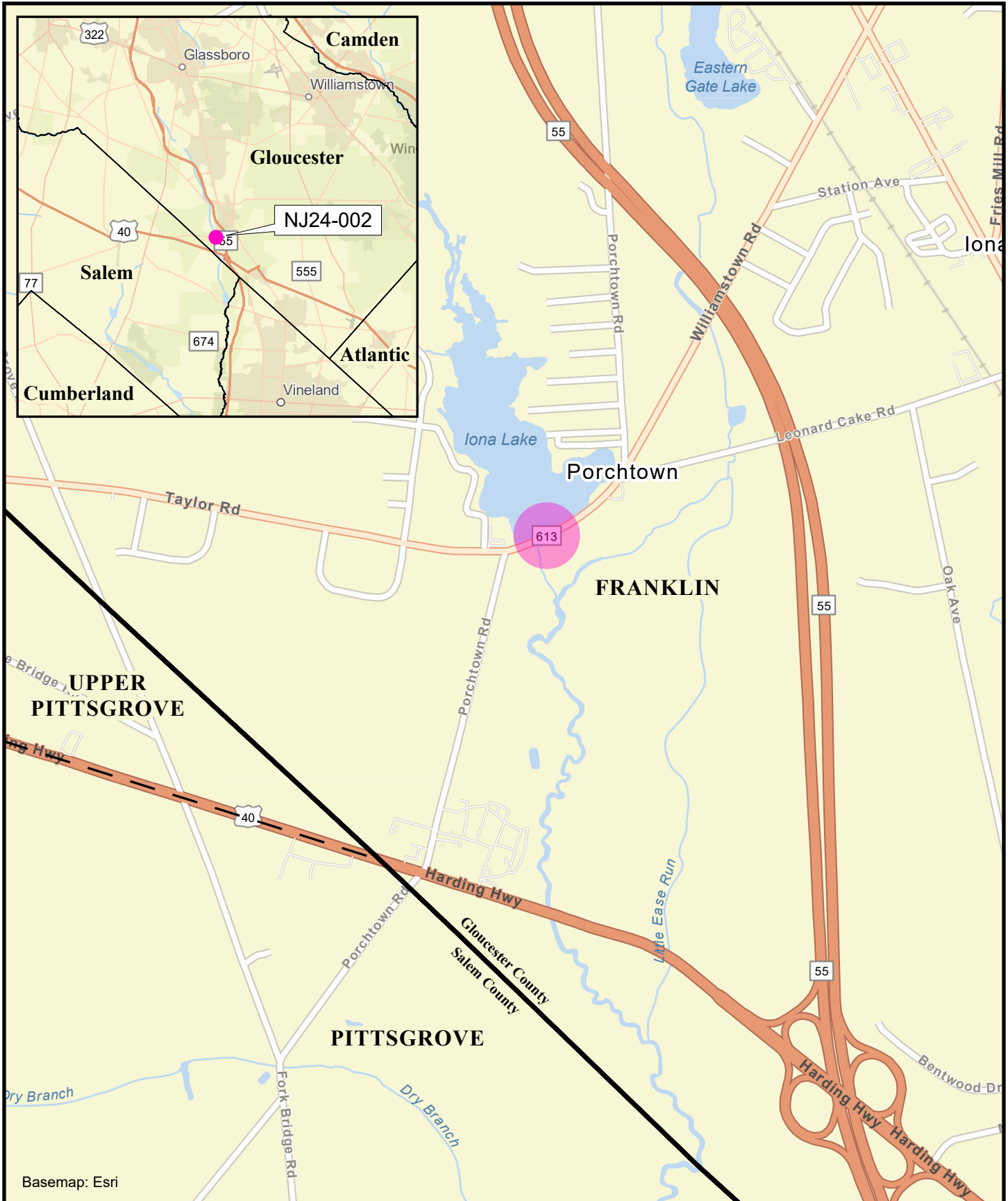
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	18-STATE-DVRPC			3.000							
FD	17-STATE-DVRPC		0.196								
FD	18-STATE-DVRPC		0.304								
PE	17-STATE-DVRPC	0.400									
Fiscal Year Total		0.400	0.500	3.000							
Total FY2024-2027					3.900	Out-Year Cost					

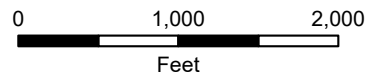
After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	17-STATE-DVRPC	0.000									
FD	17-STATE-DVRPC		0.000								
FD	18-STATE-DVRPC		0.000								
CON	18-STATE-DVRPC			0.000							
Fiscal Year Total		0.000	0.000	0.000							
Total FY2022 - 2025					0.000	Total FY2026 - 2031					

NJ24-002: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake



Basemap: Esri



ACTION ITEM

Date Prepared: December 18, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 9, 2024

Agenda Item:

**2b. NJ24-003: Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701),
Mercer County – Add Project Back Into the TIP**

Background/Analysis/Issues:

Mercer County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701) project back into the TIP for Construction (CON) in the amount of \$9.923 M 18-STATE-DVRPC in FY25.

This project is ready to authorize funding for construction. The project was originally expected to authorize under the prior FY2022 NJ TIP, but the project encountered administrative delays. The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1-mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes and no additional through travel lanes.

Financial Constraint:

Financial constraint will be maintained as STATE-DVRPC funds were previously appropriated by the State Legislature and assigned by DVRPC for this project.

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:

\$9.923 M 18-STATE-DVRPC

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-003, Mercer County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701) project back into the TIP for Construction (CON) in the amount of \$9.923 M 18-STATE-DVRPC in FY25.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #3

DVRPC FY2024 TIP for New Jersey

Action: NJ24-003

Highway/Transit/Statewide Program

Mercer

DB# D0701 Princeton-Hightstown Road Improvements, CR 571

A/Q Code S6

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1-mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes and no additional through travel lanes.

Prog Mgr: Critelli, Dominick West Windsor Township

Summary of Action:

Action to amend the TIP by adding the Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701) project back into the TIP for Construction (CON) in the amount of \$9.923 M 18-STATE-DVRPC in FY25.

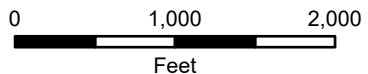
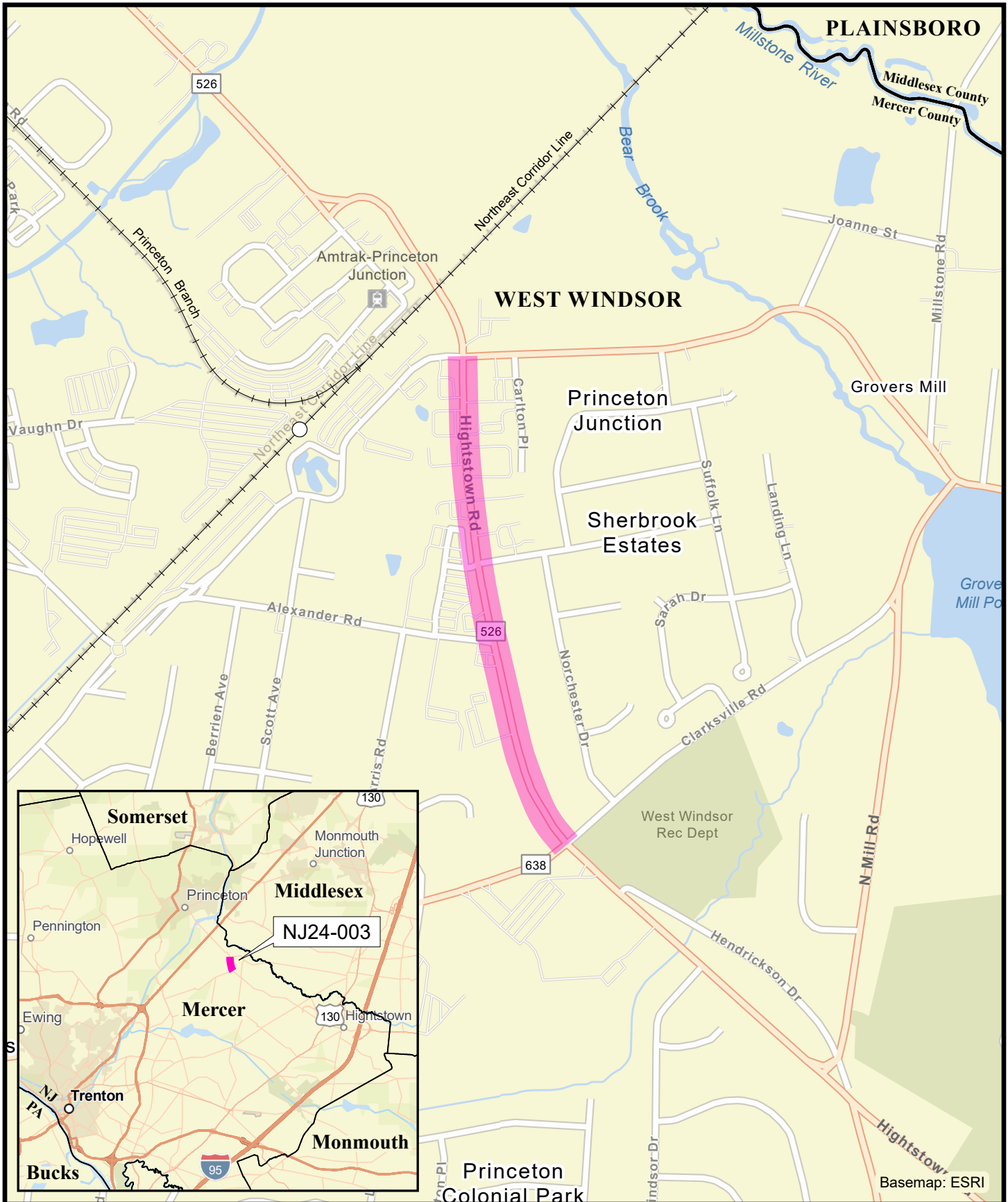
Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
CON	18-STATE-DVRPC		9.923								
	Fiscal Year Total		9.923								
		Total FY2022 - 2025			9.923	Total FY2026 - 2031					

NJ24-003: Hightstown Road Improvements, CR 571 - Phase 1



ACTION ITEM

Date Prepared: December 18, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2c. NJ24-004: CR 581 (Commissioners Road), Bridge over Oldman's Creek (DB #D1906), Gloucester County – Add Project Back Into the TIP

Background/Analysis/Issues:

Gloucester County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the CR 581 (Commissioners Road), Bridge over Oldman's Creek project back into the TIP for Construction (CON) in the amount of \$3.095 M 17-STATE-DVRPC in FY24.

This project is ready to authorize funding for construction. The project was originally expected to authorize under the prior FY2022 NJ TIP, but the project encountered unexpected administrative delays. This project will address the deficiencies of the existing bridge structure and dam at the County Line Bridge, 8-F-2, Commissioners Road (CR581) over Oldmans Creek. The project will also restore the structural integrity and safety of this important link between Gloucester and Salem Counties in accordance with AASHTO, NJDOT and NJDEP Dam Safety Standards. Bicycle and pedestrian access over the bridge will also be provided.

Built in 1912, County Bridge 8-F-2 is deemed structurally deficient and functionally obsolete. The bridge is a 36-foot long single span, reinforced concrete arch culvert with fill. The bridge carries one lane of traffic in each direction, with a curb-to-curb width of 22.5 feet, which is slightly narrower than the roadway approaches. The Preliminary Preferred Alternative (PPA) is Alternative 5: remove the existing spillway, replace the existing bridge with a new 30-foot clear span bridge, and regrade the bottom of Algonkin Lake to create a new stream channel. The existing roadway profile will remain unchanged.

Financial Constraint:

Financial constraint will be maintained as STATE-DVRPC funds were previously appropriated by the State Legislature and assigned by DVRPC for this project.

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:

\$3.095 M 17-STATE-DVRPC

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-004, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the CR 581 (Commissioners Road), Bridge over Oldman's Creek project back into the TIP for Construction (CON) in the amount of \$3.095 M 17-STATE-DVRPC in FY24.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #3

DVRPC FY2024 TIP for New Jersey

Action: NJ24-004

Highway/Transit/Statewide Program

Gloucester

DB# D1906 CR 581 (Commissioners Road), Bridge over Oldman's Creek

A/Q Code S19

This project will address the deficiencies of the existing bridge structure and dam at the County Line Bridge, 8-F-2, Commissioners Road (CR581) over Oldmans Creek. The project will also restore the structural integrity and safety of this important link between Gloucester and Salem Counties in accordance with AASHTO, NJDOT and NJDEP Dam Safety Standards. Bicycle and pedestrian access over the bridge will also be provided.

Built in 1912, County Bridge 8-F-2 is deemed structurally deficient and functionally obsolete. The bridge is a 36-foot long single span, reinforced concrete arch culvert with fill. The bridge carries one lane of traffic in each direction, with a curb-to-curb width of 22.5 feet, which is slightly narrower than the roadway approaches. The Preliminary Preferred Alternative (PPA) is Alternative 5: remove the existing spillway, replace the existing bridge with a new 30-foot clear span bridge, and regrade the bottom of Algonkin Lake to create a new stream channel. The existing roadway profile will remain unchanged.

Prog Mgr: Berryman, Tom South Harrison Township

Summary of Action:

Action to amend the TIP by adding the CR 581 (Commissioners Road), Bridge over Oldman's Creek project back into the TIP for Construction (CON) in the amount of \$3.095 M 17-STATE-DVRPC in FY24.

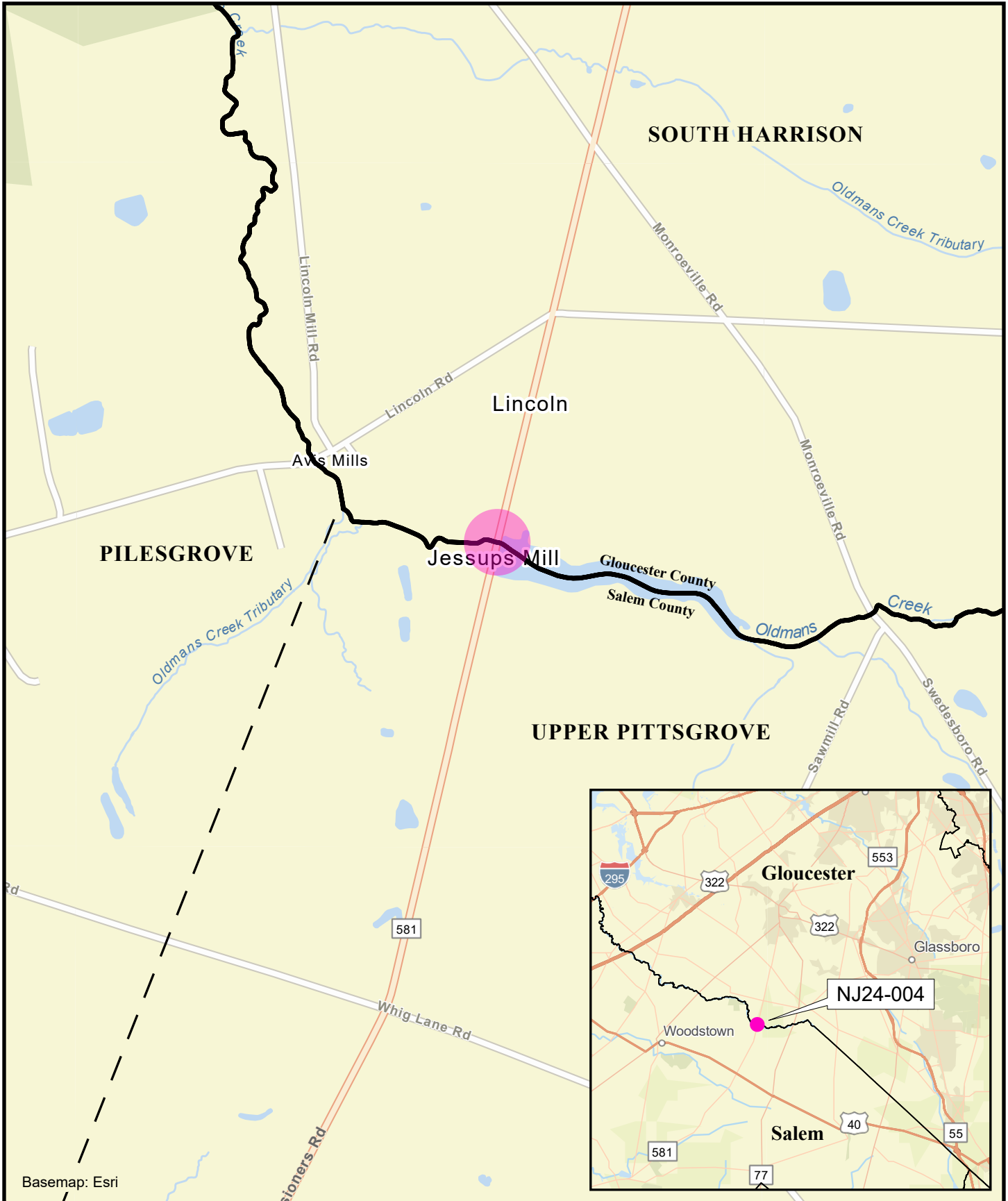
Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	17-STATE-DVRPC	3.095									
	Fiscal Year Total	3.095									
		Total FY2022 - 2025			3.095	Total FY2026 - 2031					

NJ24-004: CR 581 (Commissioners Road), Bridge over Oldman's Creek



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2d. NJ24-005: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914), Camden County – Shift Project from Individual DB# into Local Safety Line Item

Background/Analysis/Issues:

DVRPC staff has requested that the DVRPC Board amend the FY2024 TIP for New Jersey by moving the Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

At the recommendation of NJDOT, DVRPC staff would like to move the project to the Local Safety/HRRR Program Line Item in order to allow greater flexibility in delivering the project. This will allow NJDOT to utilize more HSIP funding on the project and will enable DVRPC to add several projects back into the TIP that were expected to be authorized under the previous FY2022 TIP. This action includes shifting \$0.738 M HSIP that was already programmed on the project into the Local Safety/HRRR Program, and at the same time freeing up \$9.835 STBGP-PHILA funds that were supplementing the construction phase of the project by using HSIP funding from the Local Safety/HRRR Program Line Item.

This project includes three sections to address safety deficiencies along the corridor, including pedestrian visibility, lack of safe crossings, and lack of shoulders, with a goal of improving safety for bicyclists and pedestrians:

- Section 1- Pine Street to the north of Mt. Vernon Street is currently one lane in the northbound direction and two lanes in the southbound direction and parking on the east side of the roadway. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side.
- Section 2- Chestnut Street to Decatur Street is currently one lane in each direction with parking on both sides. The preferred alternative will provide one

shared lane (with bicycle) and parking on both sides.

- Section 3- Dayton Street to Ferry Avenue is currently two lanes in each direction. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side.

The existing roadway width and sidewalk width in Section 3 will be maintained, but roadway width will be reduced to increase the sidewalk width on the east side by two feet in Sections 1 and 2. The preferred alternative will also install curb extensions (bulb-outs) with ADA compliant ramps at every corner through the corridor, to improve visibility of pedestrians and reduce pedestrian crossing distances, except where driveways and/or bus stops limit their installation. Parking and bicycle lanes would be striped for delineation. Twelve additional on-street parking spaces will also be created.

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 chart provided by DVRPC shows 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 since this project was included in the regional air quality conformity analysis

Cost and Source of Funds:

\$10.573 M HSIP

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-005, DVRPC Staff's request that DVRPC amend the FY2024 TIP for New Jersey by moving the Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and to be funded with 100% HSIP funds.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #2

DVRPC FY2024 TIP for New Jersey

Action: NJ24-005

Highway/Transit/Statewide Program

Camden

DB# D1914 Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

A/Q Code 2035M

The extent of parking lanes hampers pedestrian visibility/crossings and the lack of shoulders makes bicycling along the corridor undesirable and unsafe. Project limits are broken out into 3 sections:
 Section 1- Pine Street to the north of Mt. Vernon Street is currently one lane in the northbound direction and two lanes in the southbound direction and parking on the east side of the roadway. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side.
 Section 2- Chestnut Street to Decatur Street is currently one lane in each direction with parking on both sides. The preferred alternative will provide one shared lane (with bicycle) and parking on both sides.
 Section 3- Dayton Street to Ferry Avenue is currently two lanes in each direction. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side. The existing roadway width and sidewalk width in Section 3 will be maintained but roadway width will be reduced to increase the sidewalk width, on the easterly side by two feet in Sections 1 and 2.
 The alternative will also install curb extensions (bulb-outs) at every corner through the corridor, to improve visibility of pedestrians and reduce pedestrian crossing distances, except where driveways and / or bus stops limit their installation, with ADA compliant ramps. Parking and bicycle lanes would be striped for delineation. 12 additional on-street parking spaces will be created.

Prog Mgr: Berryman, Tom Camden City

Summary of Action:

Action to amend the TIP by moving the Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

Mapped: Y

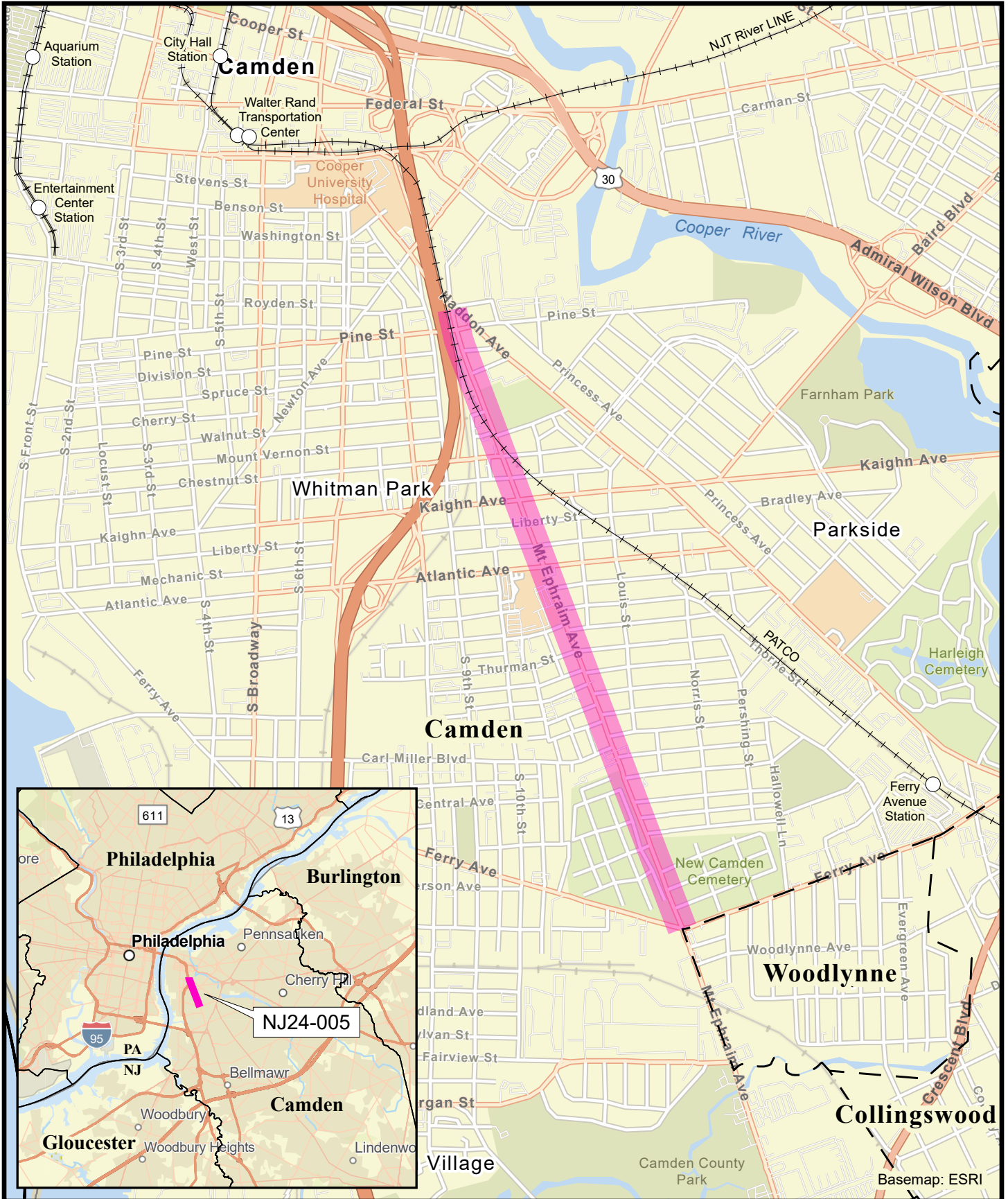
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		0.760	1.176	0.517	1.540	2.700	3.142			
FD	HSIP	0.738									
	Fiscal Year Total	0.738	0.760	1.176	0.517	1.540	2.700	3.142			
		Total FY2024-2027				Out-Year Cost					
		3.191				7.382					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	HSIP	0.000									
CON	STBGP-PHILA		0.000	0.000	0.000	0.000	0.000	0.000			
	Fiscal Year Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
		Total FY2022 - 2025				Total FY2026 - 2031		0.000			
		0.000				0.000					

NJ24-005: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)



ACTION ITEM

Date Prepared: December 19, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 9, 2024

Agenda Item:

2e. NJ24-006: Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913), Camden County – Shift Project from Individual DB# into Local Safety Line Item

Background/Analysis/Issues:

DVRPC Staff has requested that the DVRPC Board amend the FY2024 TIP for New Jersey by moving the Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

At the recommendation of NJDOT, DVRPC staff would like to move the project to the Local Safety/HRRR Program Line Item in order to allow greater flexibility in delivering the project. This will allow NJDOT to utilize more HSIP funding on the project and will enable DVRPC to add several projects back into the TIP that were expected to be authorized under the previous FY2022 TIP. This action includes shifting \$0.759 M HSIP that was already programmed on the project into the Local Safety/HRRR Program, and at the same time freeing up \$1.018 M STBGP-PHILA funds that were supplementing the construction phase of the project by using HSIP funding from the Local Safety/HRRR Program Line Item.

This project will construct a roundabout at the intersection of CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Road) where cars wait to turn onto CR 705 (Sicklerville Road). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536

(Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

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 chart provided by DVRPC shows 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 since this project was included in the regional air quality conformity analysis

Cost and Source of Funds:

\$1.777 M HSIP

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-006, DVRPC Staff's request that DVRPC amend the FY2024 TIP for New Jersey by moving the Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% HSIP funds.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #2

DVRPC FY2024 TIP for New Jersey

Action: NJ24-006

Highway/Transit/Statewide Program

Camden

DB# D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

A/Q Code R1

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

Prog Mgr: Berryman, Tom Winslow Township

Summary of Action:

Action to amend the TIP by moving the Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

Mapped: Y

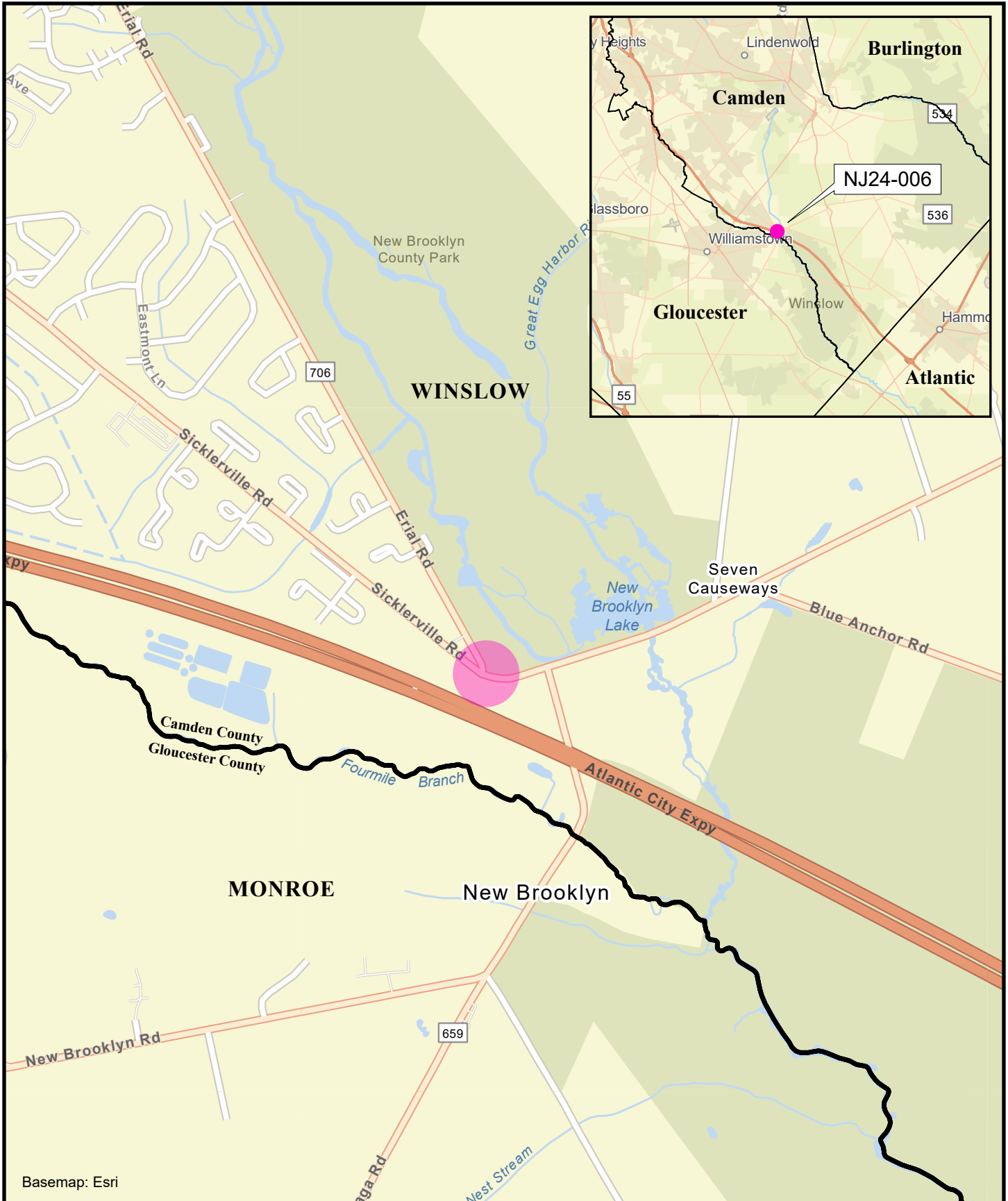
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	HSIP		0.500								
CON	STBGP-PHILA	1.018									
DES	HSIP	0.259									
	Fiscal Year Total	1.277	0.500								
		Total FY2024-2027				Out-Year Cost					
					1.777						

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	HSIP	0.000									
CON	HSIP		0.000								
CON	STBGP-PHILA	0.000									
	Fiscal Year Total	0.000	0.000								
		Total FY2022 - 2025				Total FY2026 - 2031					
					0.000						

NJ24-006: Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2f. NJ24-007: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910), Mercer County – Shift Project from Individual DB# into Local Safety Line Item

Background/Analysis/Issues:

DVRPC Staff has requested that the DVRPC Board amend the FY2024 TIP for New Jersey by moving the Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910) project and the \$6.956 M HSIP funding programmed in DB #D1910 into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

At the recommendation of NJDOT, DVRPC staff would like to move the project to the Local Safety/HRRR Program Line Item in order to allow greater flexibility in delivering the project. This will allow NJDOT to utilize more HSIP funding on the project and will enable DVRPC to add several projects back into the TIP that were expected to be authorized under the previous FY2022 TIP. This action includes shifting \$6.956 M HSIP that was already programmed on the project into the Local Safety/HRRR Program.

The project's primary goals include reducing the frequency and severity of crashes within the project corridor; improving mobility and accessibility for bicyclists and pedestrians; and upgrading the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policies. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development.

The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with two-way left-turn lanes and bicycle lanes from Scotch Road to Parkside and a 2-lane section with bike lanes from Parkside to Olden Avenue; retrofitting signalized intersections where possible to accommodate new intersection approaches;

and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. The project will also consider improvements for intersections, address substandard design elements and ADA compliance, as well as drainage and signal upgrades.

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 chart provided by DVRPC shows 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 since this project was included in the regional air quality conformity analysis

Cost and Source of Funds:

\$6.956 M HSIP

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-007, DVRPC Staff's request that the DVRPC Board amend the FY2024 TIP for New Jersey by moving the Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910) project and the \$6.956 M HSIP funding programmed in DB #D1910 into the Local Safety/ High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% HSIP funds.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #2

DVRPC FY2024 TIP for New Jersey

Action: NJ24-007

Highway/Transit/Statewide Program

Mercer

DB# D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

A/Q Code 2035M

The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

Prog Mgr: Desai, Deval

Ewing Township

Summary of Action:

Action to amend the TIP by moving the Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910) project and the \$6.956 M HSIP funding programmed in DB #D1910 into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% Highway Safety Improvement Program (HSIP) funds.

Mapped: Y

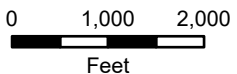
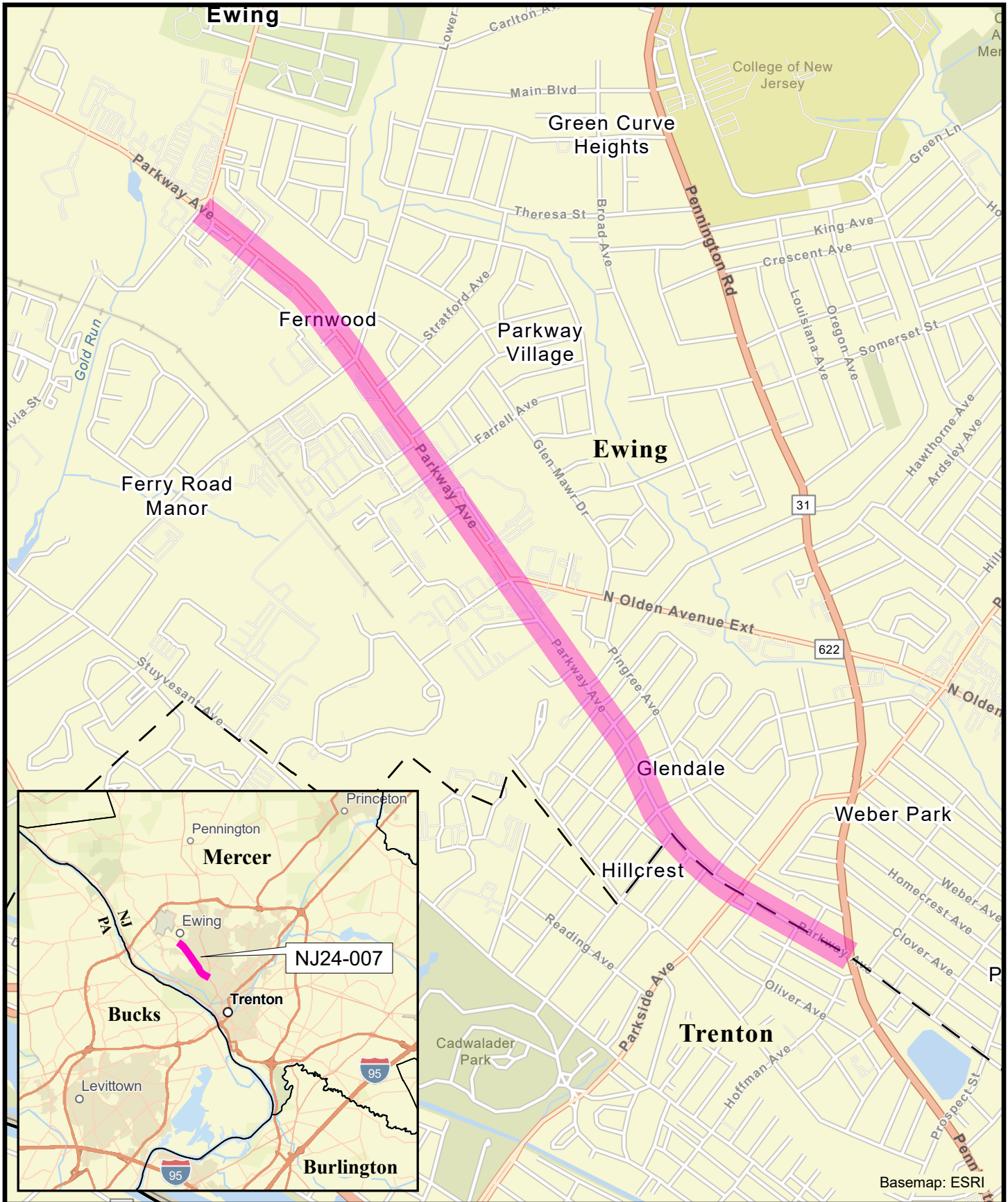
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	HSIP		3.000	3.000	0.956						
	Fiscal Year Total		3.000	3.000	0.956						
		Total FY2024-2027				Out-Year Cost					
		6.956									

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	HSIP		0.000	0.000	0.000						
	Fiscal Year Total		0.000	0.000	0.000						
		Total FY2022 - 2025				Total FY2026 - 2031					
		0.000									

NJ24-007: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)



ACTION ITEM

Date Prepared: December 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2g. NJ24-008: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County – Add Project Back into the TIP

Background/Analysis/Issues:

Gloucester County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203) project back into the TIP for Construction (CON) for a total amount of \$5.28 M STBGP-PHILA (FY25: \$0.5 M/FY26: \$0.676 M/FY27: \$2.183 M/FY28: \$0.861 M/FY29: \$0.56 M/FY30: \$0.5 M).

This project is getting ready to authorize funding for Construction. It was originally expected to authorize funds under the prior FY2022 NJ TIP, but there were issues acquiring Right of Way (ROW) from Conrail, so the trail is in the process of being redesigned at ROW conflict areas.

The project will extend the multi-purpose trail that currently runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, to connect with Elk Township's Elephant Swamp Trail that runs towards Salem County. It would link to the existing trail that ends at Delsea Drive in Glassboro, and links to other Rowan University facilities are being explored. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that will connect to the City of Woodbury and onward to Philadelphia. Other planned linkages to transit facilities include NJ Transit's 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (providing connections to Camden, Philadelphia and Atlantic City) and the NJ Transit 408 Bus Route in Glassboro.

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 chart

provided by DVRPC shows 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:

\$5.28 M STBGP-PHILA

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-008, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203) project back into the TIP for Construction (CON) for a total amount of \$5.28 M STBGP-PHILA (FY25: \$0.5 M/FY26: \$0.676 M/FY27: \$2.183 M/FY28: \$0.861 M/FY29: \$0.56 M/FY30: \$0.5 M).

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #5

DVRPC FY2024 TIP for New Jersey

Action: NJ24-008

Highway/Transit/Statewide Program

Gloucester

DB# D1203 Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

A/Q Code A2

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township's trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

Prog Mgr: Mikhael, Sal Glassboro Borough; Elk Township

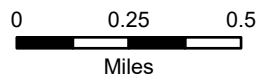
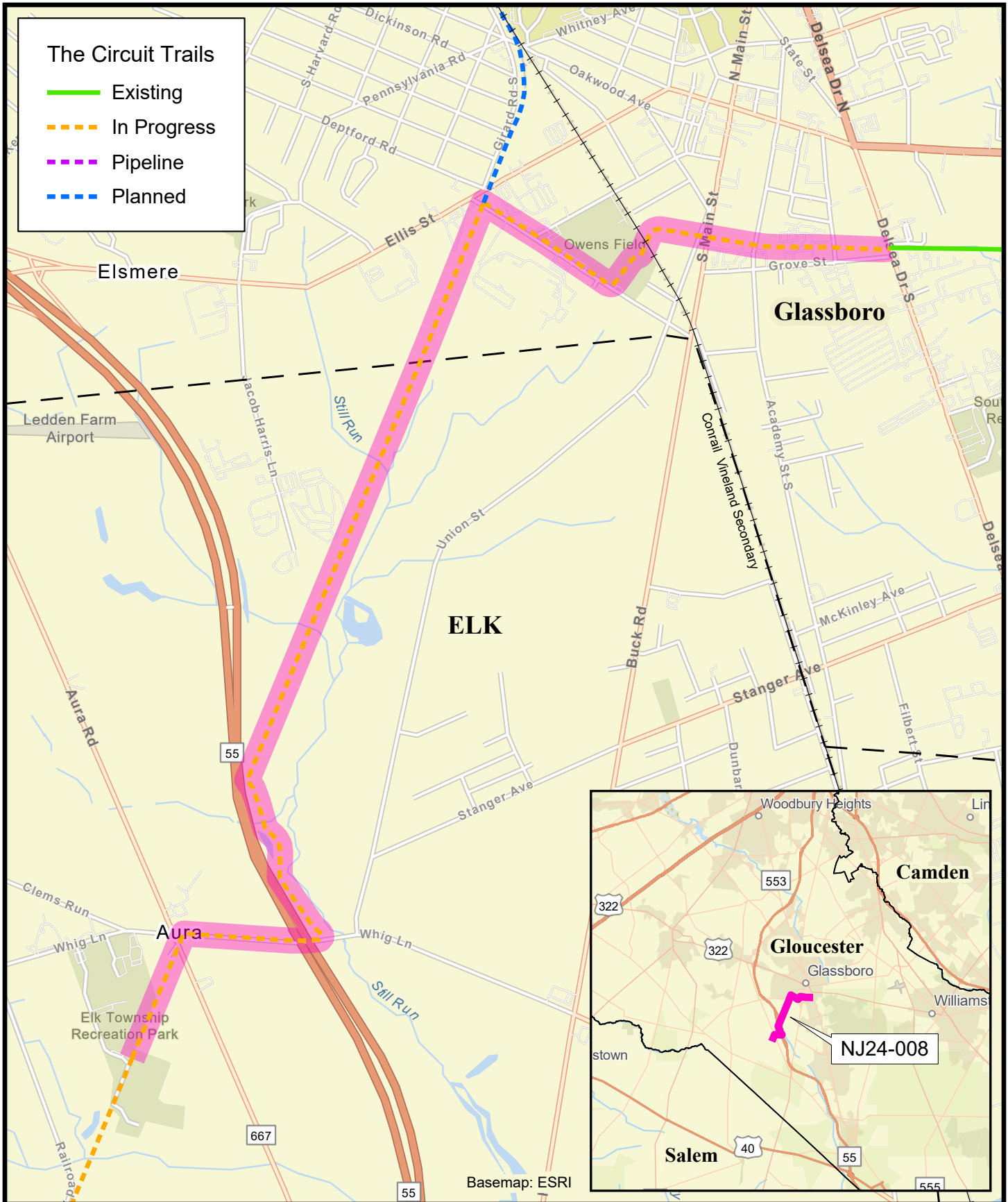
Summary of Action: Action to amend the TIP by adding the Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203) project back into the TIP for Construction (CON) for a total amount of \$5.28 M STBGP-PHILA (FY25: \$0.5 M/FY26: \$0.676 M/FY27: \$2.183 M/FY28: \$0.861 M/FY29: \$0.56 M/FY30: \$0.5 M). Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		0.500	0.676	2.183	0.861	0.560	0.500			
	Fiscal Year Total		0.500	0.676	2.183	0.861	0.560	0.500			
			Total FY2022 - 2025		3.359	Total FY2026 - 2031		1.921			

NJ24-008: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail



ACTION ITEM

Date Prepared: December 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2h. NJ24-009: ADA Improvements, Contract 1 (DB #D1505A), Camden County – Add Project Back into the TIP

Background/Analysis/Issues:

The City of Camden has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the ADA Improvements, Contract 1 (DB #D1505A) project back into the TIP for Construction (CON) in the total amount of \$3.75 M STBGP-PHILA (FY25: \$0.255 M/FY26: \$0.5 M/FY27: \$0.217 M/FY28: \$0.5 M/FY29: \$1.0 M/FY30: \$1.278 M).

This project is preparing to authorize funding for Construction in FY25. The project was originally expected to authorize under the prior FY2022 NJ TIP, but it encountered unexpected administrative delays. This project will continue the complete reconstruction of existing or construction of new ADA compliant sidewalks, curb ramps, and associated structures at approximately 400 various locations in the City of Camden. Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

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 chart provided by DVRPC shows 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 since this project was included in the regional air quality conformity analysis

Cost and Source of Funds:

\$3.75 M STBGP-PHILA

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-009, the City of Camden's request that DVRPC amend the FY2024 TIP for New Jersey by adding the ADA Improvements, Contract 1 (DB #D1505A) project back into the TIP for Construction (CON) in the total amount of \$3.75 M STBGP-PHILA (FY25: \$0.255 M/FY26: \$0.5 M/FY27: \$0.217 M/FY28: \$0.5 M/FY29: \$1.0 M/FY30: \$1.278 M).

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC Local FCC #5

DVRPC FY2024 TIP for New Jersey

Action: NJ24-009

Highway/Transit/Statewide Program

Camden

DB# D1505A ADA Improvements, Contract 1

A/Q Code A2

This project will continue the complete reconstruction of existing or construction of new ADA compliant sidewalk, curb ramps, and associated structures at approximately 400 various locations in the City of Camden. Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

Prog Mgr: Camden City

Summary of Action:

Action to amend the TIP by adding the ADA Improvements, Contract 1 (DB #D1505A) project back into the TIP for Construction (CON) in the total amount of \$3.75 M STBGP-PHILA (FY25: \$0.255 M/FY27 \$0.217 M/FY28: \$0.5 M/FY29: \$1.0 M/FY30: \$1.778 M).

Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		0.255	0.500	0.217	0.500	1.000	1.278			
	Fiscal Year Total		0.255	0.500	0.217	0.500	1.000	1.278			
		Total FY2022 - 2025		0.972		Total FY2026 - 2031		2.778			

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

2i. NJ24-010: County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206), Burlington County – Add Project Back into the TIP

Background/Analysis/Issues:

Burlington County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206) back into the TIP for Construction (CON) in FY24 in the amount of \$0.5 M STBGP-PHILA.

This project is ready to authorize funding for construction. The project was originally expected to authorize funds under the prior FY2022 NJ TIP before it encountered unexpected administrative delays. The project will install new and standard guiderail systems with end treatments at existing county structures on CR 600, 613, and 623 that are substandard and in need of replacement, including:

- B3.10 Bridgeboro Rd (CR 613) over Brick Arched Culvert,
- B3.9 Bridgeboro Rd (CR 613) over Laurel Run,
- B3.22 Bridgeboro Rd (CR 613) over Swede Run,
- B4.136 Bridgeboro Rd (CR 613),
- B5.7 Old Marlton Pike (CR600) over South Branch Pennsauken Creek,
- C5.58 Taunton Blvd (CR 623), and
- C5.57A Taunton Blvd (CR623) over Haynes Creek.

The construction cost estimate includes construction engineering services and inspection.

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 chart provided by DVRPC shows 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:

\$0.5 M STBGP-PHILA

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-010, Burlington County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206) back into the TIP for Construction (CON) in FY24 in the amount of \$0.5 M STBGP-PHILA.

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map
2. DVRPC Local FCC #5

DVRPC FY2024 TIP for New Jersey

Action: NJ24-010

Highway/Transit/Statewide Program

Burlington

DB# D2206 County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)

A/Q Code S9

The project will install new and standard guiderail systems with end treatments at existing county structures on CR 600, 613, and 623 that are substandard and in need of replacement: B3.10 Bridgeboro Rd (CR 613) over Brick Arched Culvert, B3.9 Bridgeboro Rd (CR 613) over Laurel Run, B3.22 Bridgeboro Rd (CR 613) over Swede Run, B4.136 Bridgeboro Rd (CR 613), B5.7 Old Marlton Pike (CR600) over South Branch Pennsauken Creek, C5.58 Taunton Blvd (CR 623), C5.57A Taunton Blvd (CR623) over Haynes Creek. Construction cost estimate includes construction engineering services and inspection.

Prog Mgr: Berryman, Tom Delran Township; Moorestown Township; Evesham Township; Medford Township

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by adding the County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206) back into the TIP for Construction (CON) in FY24 in the amount of \$0.5 M STBGP-PHILA.

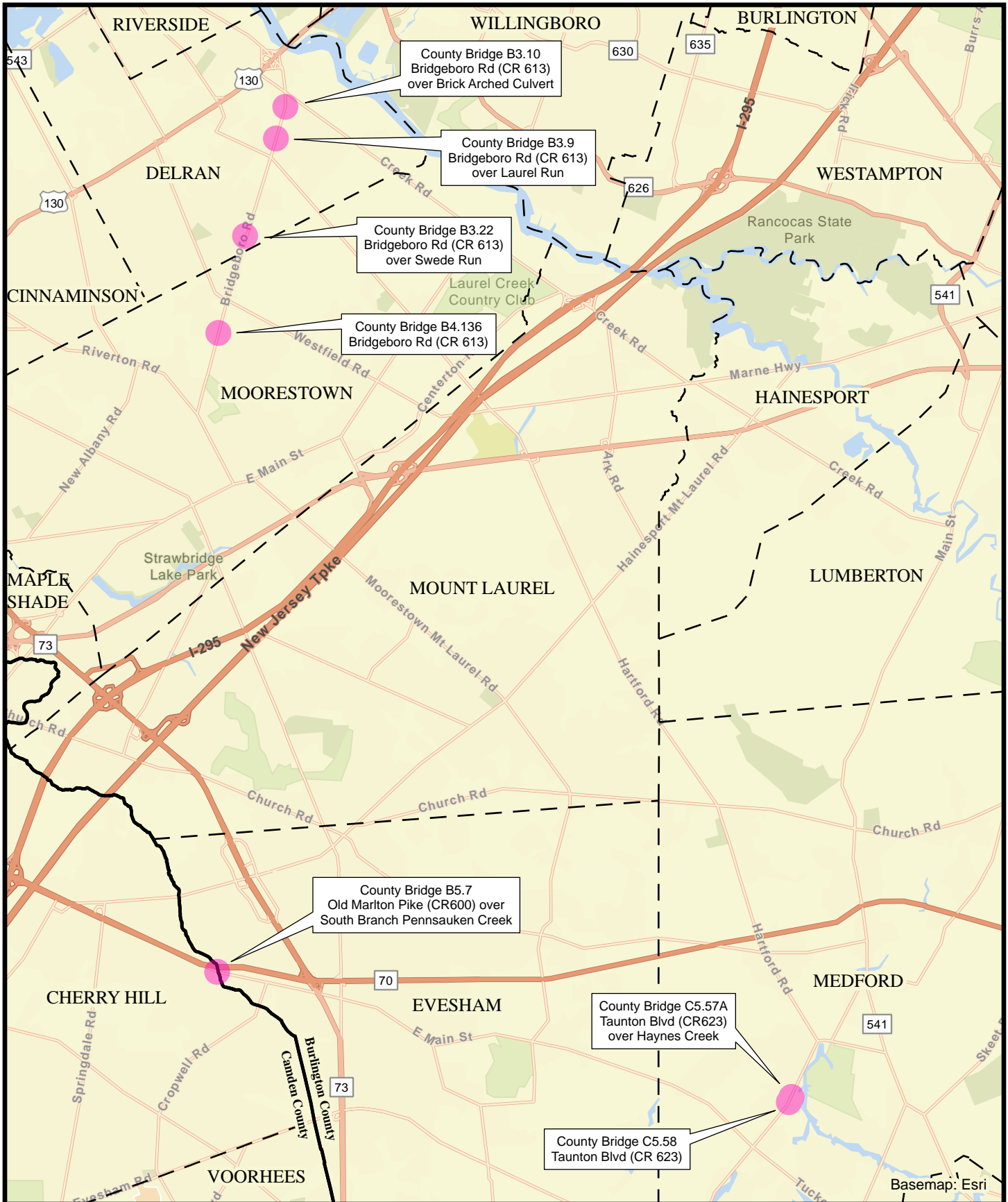
Mapped: Y

The proposed action will add a new project to the TIP.

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
CON	STBGP-PHILA	0.500									
	Fiscal Year Total	0.500									
		Total FY2022 - 2025			0.500	Total FY2026 - 2031					

NJ24-010: County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)



ACTION ITEM

Date Prepared: December 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 9, 2024

Agenda Item:

**2j. PA23-87: Transit and Regional Rail Station Program (MPMS #77183), SEPTA
– Add New Project to Program**

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Cornwells Heights Station Project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$30,500,000 FRA ICR funding for the FY24 ERC phase.

On November 6, 2023, the Federal Railroad Administration announced a grant award for the SEPTA Cornwells Heights Station Project. This funding will allow SEPTA to complete the design and construction of a new ADA accessible pedestrian overpass with elevators and new 600-foot high-level platforms at this station. These improvements will make the station fully accessible and will allow for streamlined service that may reduce station dwell times by an estimated 25%, significantly reducing commute times for both SEPTA's Trenton Line and Amtrak's Keystone Service customers.

Improvements to the Cornwells Heights Station that support better operational efficiency and customer experience are key components of a series of investments to mitigate congestion resulting from the I-95 reconstruction projects. The Cornwells Heights Station is the only facility with direct access from I-95 and substantial existing parking capacity to accommodate an anticipated increase in demand as the I-95 reconstruction progresses. The proposed high-level platforms will be located closer to the parking lot, eliminating the need for existing parking lot circulator buses and saving an estimated \$500,000 annually. Additionally, the station reconstruction will be coordinated with other efforts to allow for the deployment of intelligent transportation

systems (ITS) technologies featuring real-time I-95 traffic information to encourage drivers to shift modes, particularly when there is congestion on I-95.

To date, \$13,000,000 of NHPP funds from the statewide Interstate Management Program (IMP) have been flexed to SEPTA as part of a long-term commitment by PennDOT to implement congestion mitigation strategies, in coordination with the regional Congestion Management Process (CMP), utilizing highway funding from the I-95 Congestion Management project (MPMS #98207) on the IMP. Adding the Cornwells Heights Station project to the Transit and Regional Rail Station Program will allow SEPTA to leverage these additional funds to the region from FRA and PennDOT's prior congestion mitigation investments.

SEPTA's Transit and Regional Rail Station Program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

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:

\$30,500,000 FRA ICR

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-87, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Cornwells Heights Station Project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$30,500,000 FRA ICR funding for the FY24 ERC phase.

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

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

Action: PA23-87

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

AQ Code 2035M **LIMITS:** System-wide stations

Latitude: 40.076357 **MUNICIPALITIES** Various

Longitude: -75.083 Transit Improvements

PROJ MANG:

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$2.21M (FY 2020 – FY 2023)
- Bicycle Transit Access Program - \$2.26M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (FY 2021 – FY 2025)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$30M (FY 2022- FY 2023 Design) (FY 2024 – FY 2026 Construction)
- Chestnut Hill East ADA Improvements - \$11.17M (FY 2021 – FY 2026)
- Conshohocken Station - \$15.00M (Prior Years – FY 2024)
- Cornwells Heights Station Improvements - \$13.1 M (Prior Years - FY2023)
- Jenkintown-Wyncote Station - \$50.28 (Prior Years – FY 2026)
- Malvern Station High Level Platforms - \$15.26M (FY 2022 – FY 2027)
- Marcus Hook Station - \$22.50M (FY 2022 – FY 2037)
- Noble Station on the West Trenton Line - \$28.20M – (Prior Year – FY 2023 Design) (FY 2027 – FY 2031 Construction)
- Regional Rail Roof Program - \$12M (Ongoing)
- Swarthmore Station - \$7.96M (FY 2022 – FY 2025)
- Willow Grove Station - \$39.44M (Prior Years - FY2023 Phase 1) (FY 2024 - FY 2033 Phase 2)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12.48M (FY 2022 – FY 2024)
- Chinatown Station on the Broad-Ridge Spur - \$10M (FY 2025 – FY 2028)
- Ellsworth-Federal Station - \$19.82M (FY 2022 – FY 2031)
- Erie Station on the Broad Street Line - \$23.27M (Prior Years – FY 2025)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$24.76M (FY 2022 – FY 2030)
- Logan Station - \$24.76M (FY 2022 - FY2030)
- Lombard-South Station - \$19.82M (FY 2022 - FY2032)
- Snyder Station - \$30.36M (FY 2022 - FY2026)
- Susquehanna-Dauphin Station - \$23.87M (Prior Years - FY2026)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2023)
- Wyoming Station - \$24.76M (FY 2022 - FY2029)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2025)
- 34th Street Station - \$31M (FY 2024 – FY 2028)
- Spring Garden Station - \$7.37M (FY 2024- FY 2026)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2022 - FY 2025)
- Villanova Station - \$4M (FY 2022 – FY 2025)

Boulevard Direct Bus Phase B - \$2.50M (FY2023 - FY2025)

All Stations Accessibility Program (ASAP)

Accessibility improvements to the 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street Subway - \$56.050M (FY 2023)

12/21/2023

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-87

SEPTA

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the Cornwells Heights Station Project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$30,500,000 FRA ICR funding for the FY24 ERC phase.

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	15,800											
ERC	5307	24,000											
ERC	FLEX	13,109											
ERC	5339B	2,000											
ERC	1514	1,410											
ERC	1514	22,569											
ERC	LOC	47											
ERC	LOC	752											
ERC	OTH	15,000											
ERC	ASAP		56,050										
ERC	5337		36,169										
ERC	5307		18,024										
ERC	1514		16,109										
ERC	LOC		537										
ERC	OTH		15,000										
ERC	5307			20,000									
ERC	5337			12,000									
ERC	1514			45,997									
ERC	LOC			1,533									
ERC	OTH			32,254									
ERC	5307				33,220								
ERC	5337				5,271								
ERC	1514				9,313								
ERC	LOC				310								
ERC	OTH				53,431								
ERC	1514					53,575							
ERC	OTH					14,803							
ERC	LOC					1,785							
ERC	1514						46,765						
ERC	LOC						1,558						
ERC	1514							40,202					
ERC	LOC							1,340					
ERC	1514								52,366				
ERC	LOC								1,745				
ERC	1514									61,436			
ERC	LOC									2,047			
ERC	1514										42,563		
ERC	LOC										1,418		
ERC	OTH										28,450		
ERC	1514											42,433	
ERC	LOC											1,414	
ERC	OTH											27,260	
ERC	1514												39,232
ERC	LOC												1,307
ERC	OTH												16,510

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-87

SEPTA

94,687	141,889	111,784	101,545	70,163	48,323	41,542	54,111	63,483	72,431	71,107	57,049
Total FY2023-2026		449,905		Total FY2027-2030		214,139		Total FY2031-2034		264,070	

After Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	15,800											
ERC	5307	24,000											
ERC	FLEX	13,109											
ERC	5339B	2,000											
ERC	1514	1,410											
ERC	1514	22,569											
ERC	LOC	752											
ERC	LOC	47											
ERC	OTH	15,000											
ERC	ASAP		56,050										
ERC	FRA ICR		30,500										
ERC	5337		36,169										
ERC	5307		18,024										
ERC	1514		16,109										
ERC	OTH		15,000										
ERC	LOC		537										
ERC	5307			20,000									
ERC	5337			12,000									
ERC	1514			45,997									
ERC	LOC			1,533									
ERC	OTH			32,254									
ERC	5307				33,220								
ERC	5337				5,271								
ERC	1514				9,313								
ERC	LOC				310								
ERC	OTH				53,431								
ERC	1514					53,575							
ERC	OTH					14,803							
ERC	LOC					1,785							
ERC	1514						46,765						
ERC	LOC						1,558						
ERC	1514							40,202					
ERC	LOC							1,340					
ERC	1514								52,366				
ERC	LOC								1,745				
ERC	1514									61,436			
ERC	LOC									2,047			
ERC	1514										42,563		
ERC	LOC										1,418		
ERC	OTH										28,450		
ERC	1514											42,433	
ERC	LOC											1,414	
ERC	OTH											27,260	
ERC	1514												39,232

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-87

SEPTA

ERC	LOC											1,307	
ERC	OTH											16,510	
		94,687	172,389	111,784	101,545	70,163	48,323	41,542	54,111	63,483	72,431	71,107	57,049
		Total FY2023-2026		480,405	Total FY2027-2030		214,139	Total FY2031-2034		264,070			



December 7, 2023

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of three (3) amendments and one (1) administrative actions to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania.

On November 6, 2023, the Federal Railroad Administration announced a grant award for the SEPTA Cornwells Heights Station Project. The project includes final design and construction of new 600-foot high-level platforms and a new accessible pedestrian overpass with elevators. The project will increase accessibility and safety for SEPTA's Trenton Line and Amtrak's Keystone Service riders. SEPTA is requesting an amendment to FY 2024 of the Transit & Regional Rail Program (MPMS #77183) to add \$30.5M of Federal-State Partnership (NEC) funding.

SEPTA is requesting the addition of a new Zero Emission Bus Retrofit Pilot Project (FY 2024 – FY 2026 - \$9.1M) in MPMS #60582 Vehicle Overhaul Program. The pilot will support the development and testing of battery-electric retrofit kits on 12 SEPTA 40-foot diesel-hybrid buses. This project will help SEPTA gather data to inform the Authority's future fleet-wide decision-making and provide SEPTA a cost-effective option to help achieve a 100% zero-emission bus fleet by 2040. This project will be supported with State funds currently programmed in MPMS #60582 Vehicle Overhaul Program.

SEPTA is requesting the addition of a new Light Rail Vehicle Collision Avoidance System project (FY 2024 - FY 2025 - \$3.5M) in MPMS #107011 Safety & Security Improvements. Collision warning technology is a safety system that uses radar, lasers, or cameras to detect hazards and provides warnings to the operator along with automatic emergency braking. SEPTA will install Collision Avoidance System on 108 subway-surface trolleys. This project will be supported with State funds currently programmed in MPMS #107011 Safety & Security Improvements.

Additionally, SEPTA is requesting one (1) administrative change:

- SEPTA is requesting to swap \$17.545M of Section 5337 and \$17.545M Section 5307 funds between MPMS #102571 Communications, Signals & Technology Improvements and MPMS #59966 Capital Asset Lease Program.

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Please contact me if you have any questions regarding these changes to the TIP.

Mr. Jesse Buerk
Page 2 of 2
December 7, 2023

We appreciate your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Brian McFadden". The signature is written in a cursive style with a large, prominent "M" and "F".

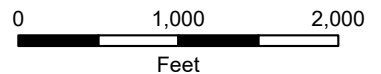
Brian McFadden
Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
D. Alas - PennDOT

PA23-87: Transit & Regional Rail Station Program - Cornwells Heights Station Project



Basemap: Esri



ACTION ITEM

Date Prepared: December 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 9, 2024

Agenda Item:

2k. PA23-88: Vehicle Overhaul Program (MPMS #60582), SEPTA - Add New Project to Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Zero Emission Bus Retrofit Pilot project to the description of the Vehicle Overhaul Program (MPMS #60582). The overall funding of the Vehicle Overhaul Program will remain the same. The new project's expenditures will not exceed \$1 million for the rest of FY2023, with the majority of spending for this project anticipated to occur following the adoption of SEPTA's FY2025 Capital Budget. The remaining funds needed for this project are expected to be included in the forthcoming FY2025 TIP for Pennsylvania.

The Zero Emission Bus Retrofit Pilot project will support the development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses. This project will help SEPTA gather data to inform the Authority's future fleet-wide decision-making and provide a cost-effective option to help achieve a 100% zero-emission bus fleet by 2040.

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet. Vehicles are scheduled for overhauls during their service lives, based on vehicle type and age, to optimize performance throughout their useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns enables SEPTA to purchase material and produce rebuilt components in

an efficient and effective manner.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

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:

\$9,100,000 State 1514 - The overall funding of the program will not change.

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-88, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Zero Emission Bus Retrofit Pilot project to the description of the Vehicle Overhaul program (MPMS #60582).

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-88

SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

AQ Code M3 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2023 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment.

Highlights of rail transit campaigns for Fiscal Year 2023 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade and various Silverliner IV equipment and system overhauls.

Zero Emission Bus Retrofit Pilot: Development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the Zero Emission Bus Retrofit Pilot project, to the description of the Vehicle Overhaul Program (MPMS #60582).

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	34,394											
CAP	5307	37,792											
CAP	1514	20,903											
CAP	LOC	697											
CAP	5307		6,371										
CAP	5337		71,346										
CAP	1514		12,512										
CAP	LOC		417										
CAP	5307			28,000									
CAP	5337			24,390									
CAP	1514			17,043									
CAP	LOC			568									
CAP	5337				33,201								
CAP	5307				30,800								
CAP	1514				15,484								
CAP	LOC				516								
CAP	5337					16,227							
CAP	1514					3,926							
CAP	LOC					131							
CAP	5307						40,418						

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-88

SEPTA

CAP	1514				47,983								
CAP	LOC				1,599								
CAP	5337					19,999							
CAP	5307					28,000							
CAP	1514					42,387							
CAP	LOC					1,413							
CAP	5307						28,324						
CAP	5337						8,443						
CAP	1514						55,033						
CAP	LOC						1,834						
CAP	5307							28,001					
CAP	5337							48,406					
CAP	1514							18,486					
CAP	LOC							616					
CAP	5307								28,002				
CAP	5337								49,935				
CAP	1514								18,855				
CAP	LOC								628				
CAP	5307									28,000			
CAP	5337									51,494			
CAP	1514									19,233			
CAP	LOC									640			
CAP	5307										28,000		
CAP	5337										53,084		
CAP	1514										19,617		
CAP	LOC										655		
		93,786	90,646	70,001	80,001	20,284	90,000	91,799	93,634	95,509	97,420	99,367	101,356
		Total FY2023-2026		334,434		Total FY2027-2030		295,717		Total FY2031-2034		393,652	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	34,394											
CAP	5307	37,792											
CAP	1514	20,903											
CAP	LOC	697											
CAP	5307		6,371										
CAP	5337		71,346										
CAP	1514		12,512										
CAP	LOC		417										
CAP	5307			28,000									
CAP	5337			24,390									
CAP	1514			17,043									
CAP	LOC			568									
CAP	5337				33,201								
CAP	5307				30,800								
CAP	1514				15,484								
CAP	LOC				516								
CAP	5337					16,227							
CAP	1514					3,926							

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-88

SEPTA

CAP	LOC				131								
CAP	5307				40,418								
CAP	1514				47,983								
CAP	LOC				1,599								
CAP	5337					19,999							
CAP	5307					28,000							
CAP	1514					42,387							
CAP	LOC					1,413							
CAP	5307						28,324						
CAP	5337						8,443						
CAP	1514						55,033						
CAP	LOC						1,834						
CAP	5307							28,001					
CAP	5337							48,406					
CAP	1514							18,486					
CAP	LOC							616					
CAP	5307								28,002				
CAP	5337								49,935				
CAP	1514								18,855				
CAP	LOC								628				
CAP	5307									28,000			
CAP	5337									51,494			
CAP	1514									19,233			
CAP	LOC									640			
CAP	5307										28,000		
CAP	5337										53,084		
CAP	1514										19,617		
CAP	LOC										655		
		93,786	90,646	70,001	80,001	20,284	90,000	91,799	93,634	95,509	97,420	99,367	101,356
		Total FY2023-2026		334,434	Total FY2027-2030		295,717		Total FY2031-2034		393,652		

ACTION ITEM

Date Prepared: December 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 9, 2024

Agenda Item:

2I. PA23-89: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Light Rail Vehicle Collision Avoidance System project to the description of the Safety and Security Improvements Program (MPMS #107011). The overall funding of the Safety and Security Improvements Program will remain the same. The new project's expenditures will not exceed \$1 million for the rest of FY2023, with the majority of spending for this project anticipated to occur following the adoption of SEPTA's FY2025 Capital Budget. The remaining funds needed for this project are expected to be included in the forthcoming FY2025 TIP for Pennsylvania.

This project will implement collision warning technology, a safety system that uses radar, lasers, or cameras to detect hazards and provide warnings to the operator along with automatic emergency braking. Through this project, SEPTA will install a Collision Avoidance System on 108 subway-surface trolleys.

Safety is a core value at SEPTA, reflected in the safety-first approach of all capital program projects. The implementation of a comprehensive safety plan and program aligns with SEPTA's overarching objective to promote safety and public health. This program includes life safety assessments, as well as safety and security measures for facilities and vehicles. Additionally, it covers projects supported by competitive grants from the U.S. Department of Homeland Security. SEPTA is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), a collaborative effort to promote safety and security enhancements for transit operations within and around Philadelphia.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

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:

\$3,500,000 State 1514 - The overall funding of the program will not change.

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-89, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Light Rail Vehicle Collision Avoidance System project to the description of the Safety and Security Improvements program (MPMS #107011).

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-89

SEPTA

MPMS# 107011 **Safety and Security Improvements**

AQ Code S6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)
- Fern Rock Transportation Center Pedestrian Access - \$25M (FY 2024- FY 2035)
- **Light Rail Vehicle Collision Avoidance System**

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the Light Rail Vehicle Collision Avoidance System project, to the description of the Safety and Security Improvements Program (MPMS #107011).

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514								17,274				

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-89

SEPTA

ERC	LOC					576							
ERC	5307						2,400						
ERC	1514						17,758						
ERC	LOC						592						
ERC	5307							2,400					
ERC	1514							20,661					
ERC	LOC							689					
ERC	5307								2,400				
ERC	1514								25,984				
ERC	LOC								866				
ERC	5307									2,400			
ERC	1514									25,500			
ERC	LOC									850			
ERC	5307										2,400		
ERC	1514										20,661		
ERC	LOC										689		
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				
ERC	LOC								592				
ERC	5307									2,400			
ERC	1514									20,661			
ERC	LOC									689			
ERC	5307										2,400		

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-89

SEPTA

ERC	1514									25,984			
ERC	LOC									866			
ERC	5307										2,400		
ERC	1514										25,500		
ERC	LOC										850		
ERC	5307											2,400	
ERC	1514											20,661	
ERC	LOC												689
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

PennDOT's Fiscal Constraint Charts (January 2024)

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

MA ID #: 133018

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #99

Chart: 099

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
STU LINE ITEM BUCKS	79980	CON	Before	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	LINE ITEM	
			Adjust	STU	581	0	0	0	(4,496,000)	680,000	0	(4,496,000)	1,420,000	0	0	2,000,000	0	0	0	2,174,000	0	0	0	0	0	0	0	0	0	0	0	0	(2,718,000)		
			After	STU	581	0	0	0	1,264,621	832,318	0	3,342,845	1,432,000	250,000	6,942,000	2,585,000	1,836,000	14,492,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	44,606,784		
LANGHORNE-YARDLEY RD INT IMPROVEMENT BUCKS SR,2049,BLW	107794	CON	Before		581	0	0	0	0	1,804,000	0	0	2,544,000	0	0	2,000,000	0	0	0	2,174,000	0	0	0	0	0	0	0	0	0	0	0	0	8,522,000	SWITCHING PROGRAMMED FUNDING FROM 100% STATE TO 80% FEDERAL 20% STATE AND INCREASING THE AMOUNT TO MATCH THE LATEST ESTIMATE.	
			Adjust	STU	581	0	0	0	4,496,000	(680,000)	0	4,496,000	(1,420,000)	0	0	(2,000,000)	0	0	0	(2,174,000)	0	0	0	0	0	0	0	0	0	0	0	0	2,718,000		
			After	STU	581	0	0	0	4,496,000	1,124,000	0	4,496,000	1,124,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11,240,000
Before FFY Totals						0	0	0	5,760,621	1,956,318	0	7,838,845	2,556,000	250,000	6,942,000	2,585,000	1,836,000	14,492,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	55,846,784		
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	5,760,621	1,956,318	0	7,838,845	2,556,000	250,000	6,942,000	2,585,000	1,836,000	14,492,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	55,846,784		

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

MA IDs: 133024

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #101

Chart: 101

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	5,264,621	832,318	0	5,342,845	1,432,000	250,000	4,681,000	2,585,000	1,836,000	10,437,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	44,290,784	LINE ITEM		
			Adjust	STU	581	0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145			
			After	STU	581	0	0	0	5,453,766	832,318	0	5,342,845	1,432,000	250,000	4,681,000	2,585,000	1,836,000	10,437,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	44,479,929			
US1: PARTNERSHIP PHS2(C) CHESTER SR.0001.H02	14541	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	RE-PURPOSED EARMARK FUNDS(\$189,144.60) FROM PA 173 BEING ADDED TO THE PROJECT FOR OBLIGATION.		
			Adjust	SXF	TC	0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145			
			After	SXF	TC	0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145			
US1: PARTNERSHIP PHS2(C) CHESTER SR.0001.H02	14541	CON	Before	NHPP	TC	1,548,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,548,110	NO CHANGE, INCLUDED TO SHOW OVERALL COST.		
			Adjust	NHPP	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	
			After	NHPP	TC	1,548,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,548,110	
US1: PARTNERSHIP PHS2(C) CHESTER SR.0001.H02	14541	CON	Before	STU	TC	3,174,501	0	0	2,284,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,458,501	RETURNING FUNDS TO THE LINE ITEM DUE TO THE ADDITION OF RE- PURPOSED EARMARK FUNDS.		
			Adjust	STU	TC	0	0	0	(189,145)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(189,145)			
			After	STU	TC	3,174,501	0	0	2,094,855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,269,356			
Before FFY Totals						4,722,611	0	0	7,548,621	832,318	0	5,342,845	1,432,000	250,000	4,681,000	2,585,000	1,836,000	10,437,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	51,297,395	TOTAL ADJUST IS DUE TO THE USE OF EARMARK FUNDS.		
FFY Adjustment Totals						0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145				
After FFY Totals						4,722,611	0	0	7,737,766	832,318	0	5,342,845	1,432,000	250,000	4,681,000	2,585,000	1,836,000	10,437,000	2,174,000	3,623,000	608,000	0	152,000	0	0	0	3,833,000	957,000	0	283,000	0	0	51,486,540			

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

MA IDs: 133094

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #102

Chart: 102

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
CMAQ LINE ITEM BUCKS SR,---,SSS	84318	CON	Before	CAQ		68,451	0	0	17,098,543	0	714,000	4,003,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	107,112,994	LINE ITEM	
			Adjust	CAQ		0	0	0	(5,618,000)	0	0	3,582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,036,000)		
			After	CAQ		68,451	0	0	11,480,543	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	105,076,994		
CHURCH RD: GREENWD-RICES MONTGOMERY SR,0073,04N	16334	CON	Before	CAQ		0	0	0	3,582,000	0	0	3,582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,164,000	ADVANCING FUNDS AND ALSO INCREASING AMOUNT TO MATCH THE LATEST CON ESTIMATE.	
			Adjust	CAQ		0	0	0	(5,618,000)	0	0	(3,582,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,036,000		
			After	CAQ		0	0	0	9,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,200,000		
Before FFY Totals						68,451	0	0	20,680,543	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	114,276,994		
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						68,451	0	0	20,680,543	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	114,276,994		

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

MA IDs: 133096

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #103

Chart: 103

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
COUNTY/CITY BRDG RESERV	95447	CON	Before		183	0	0	0	0	932,800	232,700	0	1,291,000	308,042	0	1,170,502	291,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	42,999,169	LINE ITEM	
BUCKS			Adjust		183	0	0	0	0	(92,000)	(23,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(115,000)		
SR,----			After		183	0	0	0	0	0	840,800	209,700	0	1,291,000	308,042	0	1,170,502	291,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	42,884,169	
LINCOLN O/W BR NESHAMINY(R)	103461	CON	Before		183	0	804,000	201,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,005,000	INCREASE NECESSARY TO FUND THE CONSTRUCTION MANAGEMENT/CONST RUCTION INSPECTION COSTS.	
MONTGOMERY			Adjust		183	0	0	0	0	92,000	23,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115,000		
SR,7409,BRG			After		183	0	804,000	201,000	0	92,000	23,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,120,000	
Before FFY Totals						0	804,000	201,000	0	932,800	232,700	0	1,291,000	308,042	0	1,170,502	291,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	44,004,169		
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	804,000	201,000	0	932,800	232,700	0	1,291,000	308,042	0	1,170,502	291,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	44,004,169		

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

MA IDs: 133097, 133100

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #104

Chart: 104

* Positive number denotes a surplus/negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
CMAQ LINE ITEM BUCKS SR,---,SSS	84318	CON	Before	CAQ		68,451	0	0	11,480,543	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	105,076,994	LINE ITEM	
			Adjust	CAQ		0	0	0	(1,292,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,292,000)		
			After	CAQ		68,451	0	0	10,188,543	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	103,784,994		
SCHUYLKILL BANKS TRAIL-CHRISTIAN- CRESCENT TIGER(C) PHILADELPHIA SR,---,SBT	110415	CON	Before	CAQ		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, TO COVER REMAINING ADVANCE CONSTRUCT.	
			Adjust	CAQ		0	0	0	1,292,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,292,000		
			After	CAQ		0	0	0	1,292,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,292,000		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		0	0	0	7,107,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,701,000	LINE ITEM
			Adjust	CAQ		0	0	0	(1,125,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,125,000)		
			After	CAQ		0	0	0	5,982,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,576,000	
INDEGO 2.0 PHILADELPHIA SR,---,174	114174	CON	Before	CAQ		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, TO COVER REMAINING ADVANCE CONSTRUCT.	
			Adjust	CAQ		0	0	0	1,125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,125,000		
			After	CAQ		0	0	0	1,125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,125,000		
Before FFY Totals						68,451	0	0	18,587,543	0	714,000	17,332,000	0	0	15,812,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	129,777,994		
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						68,451	0	0	18,587,543	0	714,000	17,332,000	0	0	15,812,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	129,777,994		

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

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #106

MA IDs: 133185, 133186

Chart: 106

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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 FFY 2031			3RD 4 YRS FFY 2032			3RD 4 YRS FFY 2033			3RD 4 YRS FFY 2034			TOTAL	Remarks										
Project Title	MPMS	Phs	Amts.	Fund Type	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	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC								
REGIONAL SAFETY INITI				Before	0	0	0	870,260	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	0	0	0	0	0	0	0	0	0	0	0	233,648,990	LINE ITEM							
DISTRICT LINE ITEM	57927			Adjust	0	0	0	5,351,956	0	0	0	0	0	(5,525,822)	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	(173,866)							
				Alter	0	0	0	6,222,216	0	0	414,000	0	0	11,629,908	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233,475,124					
HVERFORD RD CORRIDOR SAFETY IMP				Before	0	0	0	2,101,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,101,000	CASH FLOWING BASED ON CURRENT LET DATE.					
DELAWARE	115426			Adjust	0	0	0	(2,101,000)	0	0	0	0	0	2,228,950	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	127,950					
SR,1001,SIP				Alter	0	0	0	0	0	0	0	0	0	2,228,950	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	2,228,950					
PENNDL BOROUGH INT IMP				Before	0	0	0	753,956	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	0	0	753,956	CASH FLOWING BASED ON CURRENT LET DATE.					
BUCKS	115420			Adjust	0	0	0	(753,956)	0	0	0	0	0	799,872	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	45,916					
SR,2037,SP2				Alter	0	0	0	0	0	0	0	0	0	799,872	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	799,872						
FRANKFORD AVE CORRIDOR SAFETY IMP				Before	0	0	0	2,497,000	0	0	5,523,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,020,000	CASH FLOWING BASED ON CURRENT LET DATE.				
PHILADELPHIA	115434			Adjust	0	0	0	(2,497,000)	0	0	0	0	0	2,497,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SR,2007,SIP				Alter	0	0	0	0	0	0	0	0	0	2,497,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,497,000				
REGIONAL SAFETY INITI				Before	0	0	0	6,222,216	0	0	414,000	0	0	11,629,908	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233,475,124	LINE ITEM		
DISTRICT LINE ITEM	57927			Adjust	0	0	0	(2,117,000)	0	0	0	0	0	2,117,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Alter	0	0	0	4,105,216	0	0	414,000	0	0	13,746,908	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233,475,124	
WEST CHESTER PIKE SAFETY IMP				Before	0	0	0	0	0	0	0	0	0	2,117,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,117,000	ADVANCING FUNDS FOR JANUARY 2024 LETTING.			
CHESTER	115422			Adjust	0	0	0	2,117,000	0	0	0	0	0	(2,117,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SR,0003,SIP				Alter	0	0	0	2,117,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,117,000				
WEST CHESTER PIKE SAFETY IMP				Before	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.				
CHESTER	115422			Adjust	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	0	0	0	0	0	0	0	0	0				
SR,0003,SIP				Alter	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	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	6,222,216	0	0	5,937,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244,523,946				
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	0	0	0	0	0	0	0	0	0	0				
After FFY Totals					500,000	0	0	12,444,432	0	0	828,000	0	0	30,902,638	0	0	49,952,000	0	0	54,352,000	0	0	54,352,000	0	0	54,352,000	0	0	217,410,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	475,093,070		

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

MA IDs: 133204

TIP MODIFICATIONS FOR NOVEMBER 2023
Chart #107

Chart: 107

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks					
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks						
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	5,960,190	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	90,170,190	LINE ITEM			
			Adjust	TAU		0	0	0	(701,000)	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	(701,000)					
			After	TAU		0	0	0	5,259,190	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000		0	0	89,469,190
BLVD PED SAFETY & DIRECT BUS(L)(PARENT)(C) PHILADELPHIA SR,6001,BDB	111506	CON	Before	TAP	TC	1,531,000	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	1,531,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.				
			Adjust	TAP	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		0	0		
			After	TAP	TC	1,531,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1,531,000		
BLVD PED SAFETY & DIRECT BUS(L)(PARENT)(C) PHILADELPHIA SR,6001,BDB	111506	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	0	0	0	ADDING FUNDS FOR LOW BID COST INCREASE.		
			Adjust	TAU	TC	0	0	0	701,000	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	701,000				
			After	TAU	TC	0	0	0	701,000	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	701,000				
Before FFY Totals						1,531,000	0	0	5,960,190	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	91,701,190				
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			
After FFY Totals						1,531,000	0	0	5,960,190	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	91,701,190	

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

MA IDs:

TIP MODIFICATIONS FOR DECEMBER 2023
Chart #108

Chart: 108

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	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	LINE ITEM	
			Adjust	BOF	185	0	0	0	0	3,039,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(79,000)	
			After	BOF	185	0	0	88,835	1,682,210	3,139,560	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	63,636,849	0	143,565,414		
STATE RD O/ DARBY CREEK DELAWARE SR,0001,DSB	93105	CON	Before		185	0	0	0	0	478,000	0	0	1,742,000	0	0	1,000,000	0	0	4,000,000	0	0	250,000	0	0	0	0	50,000	0	0	1,500,000	0	9,020,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.		
			Adjust		185	0	0	0	0	(478,000)	0	0	(1,742,000)	0	0	(200,000)	0	0	(758,000)	0	0	0	0	0	0	0	0	0	0	3,178,000	0	0			
			After		185	0	0	0	0	0	0	0	0	0	0	0	800,000	0	0	3,242,000	0	0	250,000	0	0	0	50,000	0	0	4,678,000	0	9,020,000			
SHIP RD O/ VALLEY CREEK CHESTER SR,1001,CB2	98039	CON	Before		185	0	0	0	0	1,391,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,391,000	0	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.		
			Adjust		185	0	0	0	0	(1,391,000)	0	0	871,000	0	0	100,000	0	0	462,000	0	0	0	0	0	0	0	0	0	0	0	42,000	0			
			After		185	0	0	0	0	0	0	0	871,000	0	0	100,000	0	0	462,000	0	0	0	0	0	0	0	0	0	0	0	1,433,000	0			
BIRCHRUN RD O/ BIRCHRUN CHESTER SR,1030,CB7	98041	CON	Before		185	0	0	0	0	1,230,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,230,000	0	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.		
			Adjust		185	0	0	0	0	(1,230,000)	0	0	871,000	0	0	100,000	0	0	296,000	0	0	0	0	0	0	0	0	0	0	37,000	0				
			After		185	0	0	0	0	0	0	871,000	0	0	100,000	0	0	296,000	0	0	0	0	0	0	0	0	0	0	0	1,267,000	0				
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	88,835	1,682,210	3,139,560	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	63,636,849	0	143,565,414	LINE ITEM	
			Adjust	BOF	185	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	0	0	0	(2,000,000)		
			After	BOF	185	0	0	88,835	1,682,210	1,139,560	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	63,636,849	0	141,565,414		
BRIDGE GROUP U(C) CHESTER SR,3003,HBU	109599	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	0	0	0	PREVIOUSLY PROGRAMMED AND LET. ADDING FUNDS TO WORK ORDER IN THE GIRARD AVE BRIDGE OVER KELLY DRIVE AND SCHUYLKILL RIVER.		
			Adjust		185	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	2,000,000	0				
			After		185	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	2,000,000	0				
Before FFY Totals						0	0	177,670	3,364,420	6,279,120	837,792	138,000	2,756,118	58,000	0	1,038,010	982,000	9,164,000	4,178,000	0	0	580,000	0	546,000	0	0	594,000	126,000	0	136,080,000	131,951,698	0	298,850,828		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	177,670	3,364,420	6,279,120	837,792	138,000	2,756,118	58,000	0	1,038,010	982,000	9,164,000	4,178,000	0	0	580,000	0	546,000	0	0	594,000	126,000	0	136,080,000	131,951,698	0	298,850,828		

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132826) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
4th Street RR WD 2029/388 Delaware	115872	CON	Before	RRX					275,000										Reduce to AC amount
			Adjust	RRX						(65,000)									
			After	RRX						210,000									
RRX Reserve / Central Office	98255	CON	Before	RRX					478,706			192,018			170,683				RRX Reserve line item
			Adjust	RRX						65,000									
			After	RRX						543,706			192,018			170,683			
Administrative Action (MA ID: 132827) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Wanamaker St. RR WD 2002/387 Delaware	115873	CON	Before	RRX					270,000										Increase to cover AC amount
			Adjust	RRX						5,000									
			After	RRX						275,000									
RRX Reserve / Central Office	98255	CON	Before	RRX					543,706			192,018			170,683				RRX Reserve line item
			Adjust	RRX						(5,000)									
			After	RRX						538,706			192,018			170,683			
Before Totals						\$0	\$0	\$0	\$1,567,412	\$0	\$0	\$384,036	\$0	\$0	\$341,366	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$1,567,412	\$0	\$0	\$384,036	\$0	\$0	\$341,366	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132940) 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		423,881			143,263,119	2,202,853		49,680,258	2,355,508		56,445,590	2,500,000		NHPP funds returned to Interstate Contingency LI to maintain fiscal constraint.	
			Before	BRIP	185		1,672,852			1,035,675	10,181,193			1,124,239			5,531,600			
			Adjust	NHPP	581					2,325,282										
			Adjust	BRIP	185															
			After	NHPP	581			423,881			145,588,401	2,202,853		49,680,258	2,355,508		56,445,590	2,500,000		
			After	BRIP	185			1,672,852			1,035,675	10,181,193			1,124,239			5,531,600		
I-95: Margaret-Carver (C) 95/BS2 Philadelphia	79910	CON	Before	NHPP			93,318,214			25,000,000			30,000,000			40,000,000			Swap NHPP for SXF funds for earmark repurpose. NHPP funds returned to Interstate Contingency LI. SXF funds are additional to the TIP and STIP.	
			Before	SXF																
			Adjust	NHPP						(2,325,281)										
			Adjust	SXF						2,325,281										
			After	NHPP				93,318,214			22,674,719			30,000,000			40,000,000			
			After	SXF							2,325,281									
Administrative Action (MA ID: 132941) District 12-0 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			
I-70 @ PA 51 Interchange 70/E10 Westmoreland	75978	CON	Before	NHPP			27,907,193												Add SXF funds for earmark repurpose. SXF funds are additional to the TIP and STIP.	
			Before	SXF																
			Adjust	NHPP																
			Adjust	SXF							152,713									
			After	NHPP				27,907,193												
			After	SXF							152,713									
Before Totals						\$121,225,407	\$4,193,466	\$0	\$315,922,870	\$24,768,092	\$0	\$129,360,516	\$6,959,494	\$0	\$152,891,180	\$16,063,200	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$2,477,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$121,225,407	\$4,193,466	\$0	\$318,400,865	\$24,768,092	\$0	\$129,360,516	\$6,959,494	\$0	\$152,891,180	\$16,063,200	\$0			

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132845) DVRPC and STWD Items TIPs				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Old Skippack Rd Roundabout (C) 1017/SIP Montgomery	110961	FD	Before															Return deobligated funds	
			Deob	sHSIP						(148,981)									
			After	sHSIP							(148,981)								
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		19,798			3,194,888			12,492,504			30,904,396			HSIP Set Aside Reserve line item	
			Adjust	sHSIP					148,981										
			After	sHSIP		19,798				3,343,869			12,492,504			30,904,396			
Administrative Action (MA ID: 132847) DVRPC and STWD Items TIPs				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Old Skippack Rd Roundabout (C) 1017/SIP Montgomery	110961	CON	Before															Add funds to cover AUC	
			Adjust	sHSIP						250,000									
			After	sHSIP							250,000								
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		19,798			3,343,869			12,492,504			30,904,396			HSIP Set Aside Reserve line item	
			Adjust	sHSIP					(250,000)										
			After	sHSIP		19,798				3,093,869			12,492,504			30,904,396			
Before Totals						\$39,596	\$0	\$0	\$6,538,757	\$0	\$0	\$24,985,008	\$0	\$0	\$61,808,792	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$148,981	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$39,596	\$0	\$0	\$6,538,757	\$0	\$0	\$24,985,008	\$0	\$0	\$61,808,792	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133103) 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		458,000			73,761			6,821,810			29,104,000			Funding source
			Adjust	TAP		(110,776)												
			After	TAP		347,224				73,761				6,821,810			29,104,000	
Shady Retreat SRTS Trail(L)(C) /SRT Bucks	111464	CON	Before	TAP		2,510,027												Increase for low bid; sponsor covering inspection
			Adjust	TAP		110,776												
			After	TAP		2,620,803												
Before Totals						\$2,968,027	\$0	\$0	\$73,761	\$0	\$0	\$6,821,810	\$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		
After Totals						\$2,968,027	\$0	\$0	\$73,761	\$0	\$0	\$6,821,810	\$0	\$0	\$29,104,000	\$0	\$0	

NOTES

SEPTA Fiscal Constraint Charts
(January 2024)

DVRPC FFY 2023-2026 TIP for Pennsylvania
 Fiscal Constraint Chart
 SEPTA TIP Actions for January 2024
 Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments
			Amts	Fed	State	Fed	State		
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	17,463	4,225	141	Administrative action to swap 5307 & 5337 funding sources.
			Before	5337	1514	65,513	9,463	315	
			Before	OTH	1514	0	0	5,000	
			Before	n/a	1514	0	11,022	13,493	
			Adjust	5307	1514	17,545	0	0	
			Adjust	5337	1514	(17,545)	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	0	0	
			After	5307	1514	35,008	4,225	141	
			After	5337	1514	47,968	9,463	315	
			After	OTH	1514	0	0	5,000	
			After	n/a	1514	0	11,022	13,493	
			Capital Asset Lease	59966	CAL	Before	5337	1514	
Before	5307	1514				19,545	0	0	
Before	CRRSAA	1514				0	0	0	
Before	State	1514				0	0	0	
Before	State	1514				0	0	0	
Before	n/a	1514				0	1,029	35	
Adjust	5337	1514				17,545	0	0	
Adjust	5307	1514				(17,545)	0	0	
Adjust	CRRSAA	1514				0	0	0	
Adjust	State	1514				0	0	0	
Adjust	State	1514				0	0	0	
Adjust	n/a	1514				0	0	0	
Total Adjust						0	0	0	
After	5337	1514				72,825	5,633	188	
After	5307	1514				2,000	0	0	
After	CRRSAA	1514				0	0	0	
After	State	1514				0	0	0	
After	State 5337	1514	0	0	0				
After	n/a	1514	0	1,029	35				

Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	18,024	4,361	145	Amendment to add new project	
			Before	5337	1514	36,169	5,122	171		
			Before	5339B	1514	0	0	0		
			Before	FLEX	1514	0	0	0		
			Before	ASAP	1514	56,050	0	0		
			Before	FRA ICR	1514	0	0	0		
			Before	OTH	1514	0	0	15,000		
			Before	n/a	1514	0	6,627	221		
			Adjust	5307	1514	0	0	0		
			Adjust	5337	1514	0	0	0		
			Adjust	5339B	1514	0	0	0		
			Adjust	FLEX	1514	0	0	0		
			Adjust	ASAP	1514	0	0	0		
			Adjust	FRA ICR	1514	30,500	0	0		
			Adjust	OTH	1514	0	0	0		
			Adjust	n/a	1514	0	0	0		
			Total Adjust			30,500	0	0		
			After	5307	1514	18,024	4,361	145		
			After	5337	1514	36,169	5,122	171		
			After	5339B	1514	0	0	0		
After	FLEX	1514	0	0	0					
After	ASAP	1514	56,050	0	0					
After	FRA ICR	1514	30,500	0	0					
After	OTH	1514	0	0	15,000					
After	n/a	1514	0	6,627	221					
Vehicle Overhaul Program	60582	CAP	Before	5337	1514	71,346	10,487	349	Amendment to add the Zero Emission Bus Retrofit Pilot Project.	
			Before	5307	1514	6,371	1,541	51		
			Before	n/a	1514	0	484	16		
			Adjust	5337	1514	0	0	0		
			Adjust	5307	1514	0	0	0		
			Adjust	n/a	1514	0	0	0		
			Total Adjust			0	0	0		
			After	5337	1514	71,346	10,487	349		
After	5307	1514	6,371	1,541	51					
After	n/a	1514	0	484	16					
Safety and Security Improvements	107011	ERC	Before	5307	1514	12,987	2,755	92	Amendment to add the Light Rail Vehicle Collision Avoidance System Project.	
			Before	TIG	1514	0	0	0		
			Before	CARES	1514	0	0	0		
			Before	5312	1514	0	0	0		
			Before	n/a	1514	0	27,077	7,077		
			Adjust	5307	1514	0	0	0		
			Adjust	TIG	1514	0	0	0		
			Adjust	CARES	1514	0	0	0		
			Adjust	5312	1514	0	0	0		
			Adjust	n/a	1514	0	0	0		
			Total Adjust			0	0	0		
			After	5307	1514	12,987	2,755	92		
			After	TIG	1514	0	0	0		
			After	CARES	1514	0	0	0		
After	5312	1514	0	0	0					
After	n/a	1514	0	27,077	7,077					
Summary of Changes		Before		905,876	446,970	244,106				
		Adjust		30,500	0	0				
		After		936,376	446,970	244,106				

***DVRPC Local Fiscal Constraint Chart
(January 2024)***

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #2
DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)						10-Yr Total	Remarks		
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total	
Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) Local Camden	D1914	CON	Before	STBGP-PHILA		0.760	1.176	0.517	2.453	1.540	2.700	3.142					7.382	9.835	
			Adjust	STBGP-PHILA	0.000	-0.760	-1.176	-0.517	-2.453	(1.540)	(2.700)	(3.142)						(7.382)	(9.835)
			After	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) Local Camden	D1914	FD	Before	HSIP	0.738	0.000	0.000	0.000	0.738	0.000	0.000	0.000					0.000	0.738	
			Adjust	HSIP	-0.738	0.000	0.000	0.000	-0.738	0.000	0.000	0.000						0.000	(0.738)
			After	HSIP	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout Camden	D1913	CON	Before	STBGP-PHILA	1.108	0.000			1.108								0.000	1.108	
			Adjust	STBGP-PHILA	-1.108	0.000		0.000	-1.108	0.000								0.000	(1.108)
			After	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout Camden	D1913	CON	Before	HSIP	0.000	0.500			0.500								0.000	0.500	
			Adjust	HSIP	0.000	-0.500		0.000	-0.500	0.000								0.000	(0.500)
			After	HSIP	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout Camden	D1913	DES	Before	HSIP	0.259	0.000			0.259								0.000	0.259	
			Adjust	HSIP	-0.259	0.000		0.000	-0.259	0.000								0.000	(0.259)
			After	HSIP	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Mercer	D1910	CON	Before	HSIP	0.000	3.000	3.000	0.956	6.956								0.000	6.956	
			Adjust	HSIP	0.000	-3.000	-3.000	-0.956	-6.956	0.000								0.000	(6.956)
			After	HSIP	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	0.442	0.000	0.000	0.000	0.442	0.000	1.220	4.624	9.416	11.006	12.174		38.440	38.882	
			Adjust	STBGP-PHILA	1.108	0.760	1.176	0.517	3.561	1.540	2.700	3.142	0.000	0.000	0.000		7.382	10.943	
			After	STBGP-PHILA	1.550	0.760	1.176	0.517	4.003	1.540	3.920	7.766	9.416	11.006	12.174		45.822	49.825	
Local Safety/ High Risk Rural Roads Program Local Various	04314	ERC	Before	HSIP	2.003	0.000	1.544	3.000	6.547	3.000	3.000	3.000	3.000	3.000	3.000		18.000	24.547	
			Adjust	HSIP	0.997	3.500	3.000	0.956	8.453	0.000	0.000	0.000	0.000				0.000	8.453	
			After	HSIP	3.000	3.500	4.544	3.956	15.000	3.000	3.000	3.000	3.000	3.000	3.000		18.000	33.000	
Total Before					4.550	4.260	5.720	4.473	14.453	4.540	6.920	10.766	12.416	14.006	15.174		48.648	63.101	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	
Total After					4.550	4.260	5.720	4.473	19.003	4.540	6.920	10.766	12.416	14.006	15.174		48.648	67.651	

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart # 3
DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)						10-Yr Total	Remarks		
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total	
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	PE	Before	17-STATE-DVRPC	0.400	0.000	0.000	0.000	0.400								0.000	0.400	
			Adjust	17-STATE-DVRPC	-0.400	0.000	0.000	0.000	-0.400									0.000	(0.400)
			After	17-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	FD	Before	17-STATE-DVRPC	0.000	0.196	0.000	0.000	0.196								0.000	0.196	
			Adjust	17-STATE-DVRPC	0.000	-0.196	0.000	0.000	-0.196									0.000	(0.196)
			After	17-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	FD	Before	18-STATE-DVRPC	0.000	0.304	0.000	0.000	0.304								0.000	0.304	
			Adjust	18-STATE-DVRPC	0.000	-0.304	0.000	0.000	-0.304									0.000	(0.304)
			After	18-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	CON	Before	18-STATE-DVRPC	0.000	0.000	3.000	0.000	3.000								0.000	3.000	
			Adjust	18-STATE-DVRPC	0.000	0.000	-3.000	0.000	-3.000									0.000	(3.000)
			After	18-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Hightstown Road Improvements, CR 571-Phase 1 Local Mercer	D0701	CON	Before	18-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000								0.000	0.000	
			Adjust	18-STATE-DVRPC	0.000	9.923	0.000	0.000	9.923									0.000	9.923
			After	18-STATE-DVRPC	0.000	9.923	0.000	0.000	9.923	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.923
CR 581 (Commissioners Road), Bridge over Oldman's Creek Local Gloucester	D1906	CON	Before	17-STATE-DVRPC	0.000	0.000	0.000	0.000	0.000								0.000	0.000	
			Adjust	17-STATE-DVRPC	3.095	0.000	0.000	0.000	3.095									0.000	3.095
			After	17-STATE-DVRPC	3.095	0.000	0.000	0.000	3.095	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.095
Total Before					0.400	0.500	3.000	0.000	3.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.500	Fiscal Constraint is maintained as these funds are STATE-DVRPC funds.
Total Adjust					2.695	9.423	-3.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					3.095	9.923	0.000	0.000	13.018	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.018	

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

DVRPC FY2024 TIP for New Jersey (FY24-FY27)

Fiscal Constraint Chart #4

DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)						10-Yr Total	Remarks			
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	1.550	0.760	1.176	0.517	4.003	1.540	3.920	7.766	9.416	11.006	12.174	45.822	49.825	Administrative action to modify the TIP by decreasing the ERC Phase by \$0.608 M STBGP-PHILA (FY24: \$0.453 M/FY25: \$0.155 M) from \$49.825 M STBGP-PHILA to \$49.217 M STBGP-PHILA.		
			Adjust	STBGP-PHILA	-0.453	-0.155		0.000	-0.608	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	(0.608)
			After	STBGP-PHILA	1.097	0.605	1.176	0.517	3.395	1.540	3.920	7.766	9.416	11.006	12.174	45.822	49.217			
Metropolitan Planning Local Various	X30A	PLS	Before	STBGP-PHILA	1.700	1.700	1.700	1.700	6.800	1.700	1.700	1.700	1.700	1.700	1.700	1.700	10.200	17.000	Administrative action to modify the TIP by increasing FY23 PLS phase by \$565,000 STBGP-PHILA. SRHPP: Added \$90,000 for Burlington County Traffic Counts and Trenton Bicycle Study.	
			Adjust	STBGP-PHILA	0.565	0.000		0.000	0.565	0.000	0.000	0.000						0.000		0.565
			After	STBGP-PHILA	2.265	1.700	1.700	1.700	7.365	1.700	1.700	1.700	1.700	1.700	1.700	1.700	10.200	17.565		
Community and Economic Developmnt (for TCDI Administrative Services) Local Various	D0204	EC	Before	STBGP-PHILA	0.155	0.755	0.155	0.755	1.820	0.155	0.755	0.155	0.755				1.820	3.640	Administrative action to modify the TIP by moving \$155,000 STBGP-PHILA from the FY24 EC Phase to the FY25 EC Phase.	
			Adjust	STBGP-PHILA	-0.155	0.155	0.000	0.000	0.000	0.000	0.000	0.000						0.000		0.000
			After	STBGP-PHILA	0.000	0.910	0.155	0.755	1.820	0.155	0.755	0.155	0.755	0.000	0.000			1.820		3.640
Travel Options Program (TOP) Competitive Program Projects (NJ) (2 Years) Local Various	D2005	PLS	Before	STBGP-PHILA	0.132	0.050	0.350	0.050	0.582	0.350	0.050	0.350	0.050				0.800	1.382	Administrative action to modify the TIP by increasing the FY24 PLS Phase by \$0.043 M STBGP-PHILA from \$0.132 M STBGP-PHILA to \$0.175 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	0.043	0.000		0.000	0.043	0.000	0.000	0.000						0.000		0.043
			After	STBGP-PHILA	0.175	0.050	0.350	0.050	0.625	0.350	0.050	0.350	0.050	0.000	0.000			0.800		1.425
Total Before					3.537	3.265	3.381	3.022	9.668	1.695	4.075	7.921	10.171	11.006	12.174	34.868	44.536	Fiscal Constraint is maintained.		
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.755	0.000	0.000	0.755	0.755			
Total After					3.537	3.265	3.381	3.022	13.205	1.695	4.675	7.921	10.171	11.006	12.174	35.468	48.673			

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #5
DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)						10-Yr Total	Remarks	
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	1.097	0.605	1.176	0.517	3.395	1.540	3.920	7.766	9.416	11.006	12.174	45.822	49.217	Administrative action to remove \$0.500 M STBGP-PHILA from the FY24 ERC Phase; remove \$0.455 M STBGP-PHILA from the FY25 ERC Phase; remove \$1.176 M STBGP-PHILA from the FY26 ERC Phase; remove \$0.517 M STBGP-PHILA from the FY27 ERC Phase; remove \$1.54 M STBGP-PHILA from the FY28 ERC Phase; remove \$2.564 M STBGP-PHILA from the FY29 ERC Phase; and remove \$2.778 M STBGP-PHILA from the FY30 ERC Phase. A total of \$9.53 M STBGP-PHILA will be removed, from \$49.217 M STBGP-PHILA to \$39.687 M STBGP-PHILA.
			Adjust	STBGP-PHILA	-0.500	-0.455	-1.176	-0.517	-2.648	(1.540)	(2.564)	(2.778)	0.000	0.000	0.000	(6.882)	(9.530)	
			After	STBGP-PHILA	0.597	0.150	0.000	0.000	0.747	0.000	1.356	4.988	9.416	11.006	12.174	38.940	39.687	
Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages Local Burlington	D2402	PE	Before	STBGP-PHILA		0.300	0.000	0.000	0.300							0.000	0.300	
			Adjust	STBGP-PHILA	0.000	-0.300		0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	0.000	0.300	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	
Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages Local Burlington	D2402	FD	Before	STBGP-PHILA		0.000	0.000	2.183	2.183							0.000	2.183	Administrative action to delay the \$0.3 M STBGP-PHILA funded PE Phase from FY25 to FY27 and to delay the \$2.183 M STBGP-PHILA funded FD Phase from FY27 to spreading out funding through later fiscal years (FY28: \$0.179 M, FY29: \$1.004 M, FY30: \$1.0 M).
			Adjust	STBGP-PHILA	0.000	0.000	-2.183	-2.183	0.179	1.004	1.000					2.183	0.000	
			After	STBGP-PHILA	0.000	0.000	0.000	0.000	0.179	1.004	1.000	0.000	0.000	0.000	0.000	2.183	2.183	
Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail Local Gloucester	D1203	CON	Before	STBGP-PHILA		0.000	0.000	0.000	0.000							0.000	0.000	Formal action to add the Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203) project back into the TIP for Construction for a total amount of \$5.28 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.000	0.500	0.676	2.183	3.359	0.861	0.560	0.500				1.921	5.280	
			After	STBGP-PHILA	0.000	0.500	0.676	2.183	3.359	0.861	0.560	0.500	0.000	0.000	0.000	1.921	5.280	
County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) Local Burlington	D2206	CON	Before	STBGP-PHILA	0.000	0.000	0.000	0.000	0.000							0.000	0.000	Formal action to add the County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206) project back into the TIP for Construction in FY24 in the amount of \$0.5 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.500	0.000		0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
			After	STBGP-PHILA	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
ADA Improvements, Contract 1 Local Camden	D1505A	CON	Before	STBGP-PHILA		0.000	0.000	0.000	0.000							0.000	0.000	Formal action to add the ADA Improvements, Contract 1 (DB #D1505A) project back into the TIP for Construction in the total amount of \$3.75 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.000	0.255	0.500	0.217	0.972	0.500	1.000	1.278	0.000	0.000	0.000	2.778	3.750	
			After	STBGP-PHILA	0.000	0.255	0.500	0.217	0.972	0.500	1.000	1.278	0.000	0.000	0.000	2.778	3.750	
Total Before					1.097	0.905	1.176	2.700	4.781	1.540	3.920	7.766	9.416	11.006	12.174	33.648	38.429	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	-0.500	0.000	-0.50	(0.000)	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.500)	
Total After					1.097	0.905	0.676	2.700	5.878	1.540	1.916	7.766	9.416	11.006	12.174	31.644	37.522	

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

*Acronym applies to the Pennsylvania (PA) TIP only.

**Acronym applies to the New Jersey (NJ) TIP only.

No asterisk means acronym applies to both PA and NJ TIPs.

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.

*Acronym applies to the Pennsylvania (PA) TIP only.

**Acronym applies to the New Jersey (NJ) TIP only.

PROJECT PHASES OF WORK (Continued)

<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES

	<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)

<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)		
<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)			
<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.

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

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

TRANSIT PROJECT FUNDING SOURCES

<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.

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

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

<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>
<i>F</i>	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
<i>F</i>	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).
<i>F</i>	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

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

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

TRANSIT PROJECT FUNDING SOURCES

<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



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

Connect With Us!     

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

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

3. Title VI Implementation Plan

Background/Analysis/Issues:

Federal regulations for metropolitan planning require the Metropolitan Planning Organization maintain a Title VI Compliance Program. As detailed in FTA's Circular on [Title VI Requirements and Guidelines for Federal Transit Administration Recipients](#), Title 49 CFR Section 21.9(b) requires recipients to "keep such records and submit to the Secretary timely, complete, and accurate compliance reports at such times, and in such form and containing such information, as the Secretary may determine to be necessary to enable him to ascertain whether the recipient has complied or is complying with this [rule]."

FTA requires that all direct and primary recipients document their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. For all recipients (including subrecipients), the Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA.

DVRPC's Office of Communications & Engagement drafted a Title VI Implementation Plan that documents many efforts that DVRPC undertakes to demonstrate compliance with various Title VI requirements and guidance and other related laws. Those requirements include FTA Circular 4702.1; FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients; 49 U.S.C. 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in

employment or business opportunity; the Americans with Disabilities Act of 1990 and US DOT regulations entitled Transportation for Individuals with Disabilities, and Section 504 of the Rehabilitation Act of 1973; 49 CFR Parts 27, 37, and 38, the Older Americans Act, prohibiting discrimination on the basis of age; and Section 324 of Title 23 U.S.C. prohibiting discrimination based on gender.

The finalized document will also include DVRPC's Language Access Plan (adopted by the DVRPC in 2019) and Public Participation Plan (last amended and adopted by the Board in 2018).

Some other required elements of the Plan include: Title VI Complaint Procedures and Complaint Form, description of DVRPC monitoring subrecipients for compliance with Title VI; Title VI equity analysis of transportation facilities; a demographic profile of the metropolitan area; demographic maps with distribution of state and federal funds; analysis of disparate impacts in transportation system; and a description of the Commission's DBE Program.

Cost and Source of Funds:

N/A

Date Action Required:

1/9/24

Recommendations:

RTC – Will make recommendations at the 1/9/24 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval of the Title VI Implementation Program.

Staff Contact:

Shoshana Akins, Manager of Public Participation Planning

Attachments:

Draft Title VI Implementation Plan

DVRPC

COMPLIANCE PLAN

DRAFT

DVRPC's Title VI Implementation Program



JANUARY 2024



The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | *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 mandates 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's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests 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 must 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 visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.*

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

Table of Contents

Introduction	1
Schedule of Title VI Document updates	2
Table 1: Schedule of Title VI-Related documents, plans, tools, and analyses	2
FTA's Title VI Program Checklist	3
Title VI Assurances	3
Title VI Notice to the Public	4
Title VI Complaint Procedures	5
Title VI Complaint Form	5
Transit-related Title VI investigations, complaints, and lawsuits	5
Public Participation Plan	5
Language Assistance Plan	6
Non-elected committees and councils, broken down by race	6
Table 2: Demographics of the 2023 PPTF compared to the region	7
Description of monitoring subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions	7
Title VI equity analysis of facilities constructed, such as a vehicle storage facility, maintenance facility, operation center, etc.	8
Approval of the Title VI Program	8
Chapter IV Requirements - Transit Provider	8
Demographic profile of the metropolitan area	8
Identification of Mobility Needs of Minority Populations	9
Demographic Maps with Distribution of State and Federal Funds	9
Analysis of Disparate Impacts in Transportation System	10
Description of Nondiscriminatory Passthrough and Assistance to Subrecipients	10
Appendices	1

Appendices

Appendix A – U.S. Department of Transportation Standard Title VI Assurances

Appendix B - Title VI Complaint Form

Appendix C - Example of Title VI complaint log

Appendix D – Public Participation Plan

Appendix E - Limited English Proficiency (LEP) Plan

Appendix F – Title VI Certification for Subrecipients

Appendix G - Self-certification resolution by the DVRPC Board

Introduction

The United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) ensure nondiscrimination in federally funded activities and recipients under Title VI of the 1964 Civil Rights Act. Title VI states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."¹ The Executive Order 12898 - Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations² and Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficiency (LEP) Persons³ are also included under the nondiscrimination responsibilities of federal recipients. The Executive Order 12898 supports recipients in "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations". The Policy Guidance for LEP Persons requires federal recipients to provide meaningful access to programs and activities by LEP persons in relation to Title VI's prohibition against discrimination by national origin.

As the Metropolitan Planning Organization of the Greater Philadelphia region and recipient of federal funding, the Delaware Valley Regional Planning Commission (DVRPC) is responsible for maintaining a Title VI Compliance Program to guide, define, and demonstrate the implementation of nondiscrimination in every aspect of DVRPC's activities, including the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long-Range Plan (LRP). The Commission's Title VI Program is reviewed by federal and state planning partners and approved by the Commission's Board Members or the appropriate governing entity or official(s) responsible for policy decisions.

The FTA's Title VI Program Checklist⁴ was used to create this document and includes the Public Participation Plan and Language Access Plan as appendices D and E.

¹ U.S. Department of Justice, "Title VI Of The Civil Rights Act Of 1964 42 U.S.C. § 2000d Et Seq.," Federal Coordination and Compliance Section, January 22, 2016, accessed September 2023, www.justice.gov/crt/fcs/TitleVI-Overview.

² Federal Register, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population," Presidential Documents, February 16, 1994, accessed September 2023, www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf.

³ US Department of Transportation, Federal Register, Volume 70 Issue 239 (December 14, 2005), accessed September 2023 <https://www.govinfo.gov/content/pkg/FR-2005-12-14/html/05-23972.htm>

⁴ Federal Transit Administration, TITLE VI PROGRAM CHECKLIST - Federal Transit Administration (October 2023), accessed September 2023 https://www.transit.dot.gov/sites/fta.dot.gov/files/Title_VI_Program_Checklist-Appendix_D_Handbook.pdf

Schedule of Title VI Document updates

To demonstrate compliance with Title VI and other nondiscriminatory mandates, DVRPC maintains a schedule for the Commission’s Title VI-related documents and programs. Below is a table with the product/program name, purpose, and schedule for updating.

i) Table 1: Schedule of Title VI-Related documents, plans, tools, and analyses

Product/program	Purpose in Title VI compliance	Update schedule
Title VI Program	Document Title VI compliance	Reviewed annually, re-adopted every 3 years or sooner as needed
Public Participation Plan	Outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts	Reviewed annually, re-adopted every 5 years or sooner as needed
Limited English Proficiency (LEP) Plan	Methods to provide language assistance to persons with LEP	Reviewed annually, re-adopted every 5 years or sooner as needed
Public Participation Task Force (PPTF)	Documentation for membership of non-elected committees and councils, the membership of which is selected in part by DVRPC, broken down by race, and a description of the process to encourage the participation of minorities on such committees	Demographic information updated annually
Indicators of Potential Disadvantage (IPD) webmap	Demographic profile of the metropolitan area	Demographic data updated annually or with Census data release schedule
Transportation Improvement Programs (TIP) for Pennsylvania and New Jersey “Responding	Identification of mobility needs of minority populations and considered within the planning process, impacts of	Data and analysis of project locations and impacts updated annually, alternating between PA

to EJ and Title VI Concerns” chapters	the distribution of State and Federal funds in the aggregate for public transportation projects, and analysis that identifies and addresses any disparate impacts	and NJ to maintain a 2-year schedule
TIP-LRP Project Benefit Evaluation Criteria	Implementation of Title VI and EJ guidance into DVRPC critical processes	Data and analysis of projects updated annually and criteria updated every 4 years concurrently with the LRP
Equity Through Access: the region’s Coordinated Human Services Transportation Plan	Identification of mobility needs of vulnerable populations and consideration throughout the planning process	Regional Plan and data updated every 4 years
Title VI Policy & Self Certification contract provisions and Standard Title VI and Non-Discrimination Assurances	Assurance of nondiscriminatory pass-through of federal financial assistance	DVRPC self-certifies every year. The resolution is reviewed each year and updated in accordance with federal and state guidance

Source: DVRPC 2024

FTA’s Title VI Program Checklist

The following sections are the items of a Title VI Compliance Program as prescribed by FTA’s Title VI Program Checklist in the order they are listed in Appendix A of Circular FTA C 4702.1B⁵. When a section is not applicable to DVRPC’s governing structure or role, there is a description of why it does not apply to the Commission.

Title VI Assurances

In accordance with 49 CFR Section 21.7(a), every application for financial assistance using federal funds must be accompanied by an assurance that the applicant will carry out the program in compliance with USDOT’s and DVRPC’s Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual

⁵ Federal Transit Administration “Title VI Requirements and Guidelines for Federal Transit Administration Recipients” (February 2020), accessed September 2023 <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>

certifications and assurances to DVRPC during the contracting process. DVRPC has the Title VI Assurances in every contract with make with a subrecipient and it is included in the Commission's Standard Articles of Agreement. As the primary recipient, DVRPC shall collect Title VI assurances from subrecipients prior to passing through federal funds. DVRPC self-certifies that the Commission is in compliance with the federal metropolitan planning requirements. This is done by the Board adopting a resolution for self-certification. The resolution includes all nondiscrimination mandates including Title VI of the Civil Rights Act. The text of DVRPC's annual certifications and assurances can be found in Appendix A.

Title VI Notice to the Public

DVRPC's Title VI Notice to the Public is included on DVRPC's website under the "Policies" section (<https://www.dvrpc.org/policies>) as well as the "Title VI and Environmental Justice" section (<https://www.dvrpc.org/getinvolved/titlevi>) and in all DVRPC publications. A shorter version appears on public meeting invitations and agendas, and on various printed materials.

DVRPC's Title VI Policy Statement is as follows:

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 mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

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's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting.

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 must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence.

Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a [Title VI Complaint Form](#), please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

Last updated January 2024

The notice is posted on DVRPC's website, on Board and RTC public meeting agendas, and in TIP, LRP, and Work Program public information, which includes public meeting agendas, reports, and any other relevant documents that inform the public.

Title VI Complaint Procedures

DVRPC's Title VI complaint process is linked on the "Title VI and Environmental Justice" page: <https://www.dvrpc.org/getinvolved/titlevi>. From this page, people can find the [Title VI Compliance Plan](#), narrative text on the purpose and process of the Title VI Complaint Procedure, and the Title VI Complaint form in [English](#) as well as [Spanish](#) and [Chinese](#).

Title VI Complaint Form

DVRPC's Title VI Complaint form is available on the "Title VI and Environmental Justice" page in [English](#) as well as [Spanish](#) and [Chinese](#), which are two priority languages identified in the LEP Plan that require proactive translation for the Commission's critical materials. The Title VI Complaint form is considered one of the Commission's vital documents. An example of DVRPC's Title VI complaint log can be found in Appendix C.

Transit-related Title VI investigations, complaints, and lawsuits

DVRPC maintains a complaint log and can submit this documentation for review from DVRPC's state and federal partners upon request. A blank version of the log can be found in Appendix C.

Public Participation Plan

The DVRPC Public Participation Plan: A Strategy for Citizen Involvement outlines how the Commission is meeting all federal public participation mandates, and it is regularly updated to reflect the Commission's current outreach activities. The Plan can be found on the DVRPC website and in Appendix D of this document:

<https://www.dvrpc.org/Products/TM18012/>

Language Assistance Plan

DVRPC's Limited English Proficiency (LEP) Plan operationalizes translation and language access for regional residents. The plan was adopted by the DVRPC Board in 2019. The U.S. Census Bureau defined LEP speakers as people over the age of five years old that speak English "less than very well." To access this data, DVRPC uses the U.S. Census Bureau's American Community Survey, tables B16001 and C16001. This plan includes training staff on what translation services are available at DVRPC, providing staff with the tools they need to identify when a project area meets the LEP threshold and providing outreach guidance for LEP communities. The Plan can be found on the DVRPC website here: <https://www.dvrpc.org/Products/TR19014/> and is in Appendix E of this document.

Non-elected committees and councils, broken down by race

Federal recipients are required to provide a table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees. DVRPC has a number of standing committees that report to the DVRPC Board. Of these committees, the Public Participation Task Force (PPTF) is the only committee where the membership is selected in part by DVRPC staff.

Most of the topic-specific standing committees host meetings that are open to the public and do not maintain a closed membership. The complete list of committees can be found here: <https://www.dvrpc.org/committees>.

Of note, the DVRPC Board is made up of elected officials and appointees representing specific jurisdictions. It also has a large nonvoting board that is comprised of ex officio members of many different transportation entities and state and federal government agencies.

The mission of the PPTF is to provide ongoing access to the regional planning and decision-making process, to review timely issues, to serve as a conduit for DVRPC information to organizations and communities across the region, and to assist the Commission in implementing public outreach strategies. The Task Force meets in the evenings every 5-6 weeks. Members are given a stipend, and, when meeting in-person, dinner is provided for all attendees. These public participation methods are a part of the Task Force's structure in order to encourage attendance as well as welcome and support regional residents from historically marginalized and underrepresented communities.

The PPTF membership selection aims to be representative of the region as much as possible. Demographic questions are asked on the application and the PPTF Application Review Committee uses this self-reported information as one of the elements in the selection process. DVRPC conducts additional outreach to

organizations who support, represent, and/or advocate for historically marginalized and underrepresented communities before PPTF public meetings and the annual recruitment period to encourage participation. Below is a table of the 2023 membership:

ii) Table 2: Demographics of the 2023 PPTF compared to the region

Race	Percent of the PPTF	Percent of the region
White	54%	66%
Black/African American	37%	21%
Asian or Pacific Islander	13%	6%
Native American or Alaskan Native	0%	1%
Hispanic/Spanish Origin	Percent of the PPTF	Percent of the region
Yes	13%	10%
No	85%	90%
Prefer not to answer/did not answer	2%	N/A

Source: DVRPC 2023 and ACS 2021

Description of monitoring subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions

DVRPC monitors its member government subawards and related subrecipients' activities to ensure federal funds are used for authorized purposes, meet the project performance goals and financial reporting objectives, and comply with Title VI. The Subrecipient Monitoring Policy is incorporated in to DVRPC's Standard Articles of Agreement for Subrecipients. The Title VI Certification for Subrecipients form is included in all pass-through and subrecipient funding during the pre-award risk assessment process. See Appendix F for DVRPC's Title VI Certification for Subrecipients form.

DVRPC monitors Title VI compliance of subrecipients through pre-award risk questionnaires, signed assurances, and self-certification during the contracting process. As part of DVRPC's standard contracting process, all formal agreements include Title VI Policy & Self Certification contract provisions, and the terms and conditions include a USDOT Standard Title VI and Non-Discrimination Assurances section to ensure the nondiscriminatory pass through of FHWA/FTA financial assistance.

In addition, DVRPC's Title VI Certification for Subrecipients form requires subrecipients to affirm their compliance with Title VI. In this form, subrecipients affirm that they: (1) understand and affirm compliance of Title VI; (2) have a Title VI Plan implemented, either DVRPC's or their own; and (3) list Title VI complaints, investigations, and/or lawsuits in the last 3 years. If a subrecipient is not in compliance with Title VI regulations, DVRPC will work with the subrecipient to remedy the situation. This may

include providing data, information, guidance, and support for the full development and formal adoption of the subrecipient's Title VI Compliance plan.

Title VI equity analysis of facilities constructed, such as a vehicle storage facility, maintenance facility, operation center, etc.

DVRPC does not manage construction of facilities. The Commission's primary responsibility that is most related to construction is the Pennsylvania and New Jersey Transportation Improvement Programs (TIPs): <https://www.dvrpc.org/tip>. The TIP is the regionally agreed upon list of priority transportation projects over a four-year period, as required by federal transportation law. The TIP contains a list of all multimodal projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant, with estimated costs and schedules. For planning purposes, the DVRPC TIP shows a full 10 years of funding in New Jersey and 12 years in Pennsylvania for highway and public transit projects.

Approval of the Title VI Program

DVRPC self-certifies and reaffirms its Title VI Program, among other activities and programs, each year by the Board adopting a resolution. The most recent self-certification resolution is available in the June 2023 DVRPC Board meeting minutes and can be found in Appendix G: <https://www.dvrpc.org/committees/board/2023-06.pdf>.

Chapter IV Requirements - Transit Provider

DVRPC is not a provider of fixed route public transportation; the requirements in the FTA checklist Chapter IV (Transit Provider) are not applicable.

Demographic profile of the metropolitan area

DVRPC maintains a demographic profile of the Greater Philadelphia region. The analysis is called the Indicators of Potential Disadvantage (IPD), and visually depicts the nine historically marginalized population groups covered under FTA and FHWA's Title VI, EJ, and Additional Nondiscrimination requirements: <https://www.dvrpc.org/webmaps/ipd/>.

The nine populations included in the IPD are: Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign-Born, Limited English Proficiency, Disabled, and Low-Income. The IPD is updated annually with American Community Survey (ACS) data and used in DVRPC's programs, policies, and programs to understand demographics in the region.

Identification of Mobility Needs of Minority Populations

DVRPC identifies and considers the mobility needs of minority populations in the following ways:

- The IPD webmap is used within DVRPC Work Program projects to understand the location and concentrations of historically marginalized population groups covered under FTA and FHWA's Title VI, EJ, and Additional Nondiscrimination requirements. DVRPC staff use this information to plan outreach and to prioritize organizations with which to consult. The IPD Webmap can be found here: <https://www.dvrpc.org/webmaps/ipd/>. A data layer is also available for download by the general public, member governments, and planning partners.
- The LEP Webmap is used by DVRPC staff to identify populations of LEP speakers above the threshold levels. Outreach materials are then translated into those select languages. The LEP Webmap can be found here: <https://www.dvrpc.org/products/web21041>. A data layer is also available for download by the general public, member governments, and planning partners.
- The Pennsylvania and New Jersey Transportation Improvement Programs (TIPs) both overlay individual demographic layers with asset condition data as a part of the project selection process with the TIP Committees. More information on that process can be found in "Responding to Environmental Justice (EJ) and Title VI Concerns" chapters of each of the TIPs: <https://www.dvrpc.org/tip>.
- The Equity Through Access (ETA) project is DVRPC's Coordinated Human Services Transportation Plan (CHSTP) for the region and is updated every four years. It seeks to understand vulnerable populations' access to essential services. Vulnerable populations are individuals who are low income, seniors, physically disabled, and mentally disabled. These populations are more likely to be transit dependent than the general population. Essential services are defined as destinations needed to meet a standard quality of life and include places of employment, grocery stores, schools, medical facilities, recreation/open space areas, senior centers, and centers for the developmentally disabled. More information on this project is available here: <https://www.dvrpc.org/eta>.

Demographic Maps with Distribution of State and Federal Funds

The Pennsylvania and New Jersey TIPs each show the distribution of state and federal funds for public transportation projects in the chapter titled "Responding to Environmental Justice (EJ) and Title VI Concerns". The TIPs uses DVRPC IPD webmap, which maps the populations included in Title VI and EJ guidance, to understand the different population groups that may experience benefits or burdens related to these projects. Economic investment is analyzed by mapping the location of projects in the state TIP over the IPD map layer and tabulating how many projects are in each IPD category, the amount allocated to each IPD category, and a qualitative

analysis of the project types in relation to the distribution among the IPD categories. Current state TIPs can be found here: <https://www.dvrpc.org/tip>.

Analysis of Disparate Impacts in Transportation System

The Pennsylvania and New Jersey TIPs each include an analysis of disparate impacts in the chapter titled “Responding to Environmental Justice (EJ) and Title VI Concerns”. Potential disparate impacts are analyzed by mapping the location of projects in the state TIP over the IPD map layer and comparing these locations to asset condition maps, the priority areas for different planning needs included in the TIP Benefit Evaluation Criteria, and Project Categorization table to understand the number of projects and their potential impacts. Current state TIPs can be found here: <https://www.dvrpc.org/tip>.

Description of Nondiscriminatory Passthrough and Assistance to Subrecipients

As part of DVRPC’s standard contracting process, all formal agreements include Title VI Policy & Self Certification contract provisions and the terms and conditions include a USDOT Standard Title VI and Non-Discrimination Assurances section to ensure the nondiscriminatory pass-through of FHWA/FTA financial assistance. See DVRPC’s Standard Articles of Agreements under the “Sample Forms” section: <https://www.dvrpc.org/Business/>.

DVRPC provides assistance to subrecipients through Work Program projects that provide direct technical assistance or increase capacity for subrecipients to implement equity initiatives.

Appendices

Appendix A - U.S. Department of Transportation Standard Title VI Assurances

The Delaware Valley Regional Planning Commission (DVRPC) (hereinafter referred to as the "Recipient")

HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race color, or national origin, be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, and HEREBY GIVES ASSURANCE that it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its programming:

1. That the Recipient agrees that each "program" and each "facility as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all programs and, in adapted form in all proposals for negotiated agreements:

The Delaware Valley Regional Planning Commission (DVRPC), in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Part A of this assurance in every contract subject to the Act and the Regulations.

4. That the Recipient shall insert the clauses of Part B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix 3 of this Assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties:

(a) for the subsequent transfer of real property acquired or improved under the Federal Aid Highway Program; and

(b) for the construction or use of, or access to space on, over, or under, real property acquired or improved under the Federal Aid Highway Program.

8. That this Assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, or is in the form of personal property, or real property or interest therein or structures or improvements thereon, in which case the Assurance obligates the Recipient or any transferee for the longer of the following periods:

(a) the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

(b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program, as are found by the State Secretary of Transportation or the official to whom s/he delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial endorsement with regard to any matter arising under the Act, the Regulations, and this Assurance.

THIS ASSURANCE is given in consideration of, and for the purpose of obtaining, any and all federal grants, loans, contracts, property, discounts, or other federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the Federal Aid Highway Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants in the Federal Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this Assurance on behalf of the Recipient.

Appendix B – Title VI Complaint Form

DVRPC's complaint form can be found on DVRPC's Title VI page of the Commission's website: <https://www.dvrpc.org/getinvolved/titlevi/>.

TITLE VI Complaint Form



Name	Phone	Name of Person(s) that Discriminated Against You
Address (Street No., P.O. Box, etc.)		Position of Person (If Known)
City, State, Zip		Organization and Location
Email	Date(s) of Alleged Incident	
Discrimination Because of: <input type="checkbox"/> Race/Color* <input type="checkbox"/> Sex <input type="checkbox"/> Disability** <input type="checkbox"/> Religion <input type="checkbox"/> Age <input type="checkbox"/> National Origin* <input type="checkbox"/> Retaliation		
Explain as briefly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Please provide, if applicable, names and contact information of individuals who may have knowledge of the incident or are perceived as parties in the complaint. Include any additional information supporting your complaint (please use additional pages as necessary):		
Signature	Date	

*indicates is specific to Title VI of the Civil Rights Act of 1964

**indicates is specific to Americans with Disabilities Act 1990

Appendix D – Public Participation Plan

DVRPC's Public Participation Plan can be found on the Public Participation page on the Commission's website: <https://www.dvrpc.org/getinvolved/publicparticipation/>.

Appendix E – Limited English Proficiency (LEP) Plan

DVRPC's LEP Plan can be found on the Commission's website:
<https://www.dvrpc.org/products/tr19014/>.

Appendix F – Title VI Certification for Subrecipients

See the next page for a pdf of the subrecipient form.



Title VI Certification for Subrecipients

All subrecipient and grantees of DVRPC must ensure that no person in the United States, on the grounds of race, color, national origin, sex, age, or disability be excluded from participating in, denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part through grants or funding as pursuant to Title VI of the 1964 Civil Rights Act and other related nondiscrimination laws and regulations. In accordance with FTA C 4702.1B, this form must be completed by any entity planning to enter into a subrecipient relationship with DVRPC. The purpose of this form is to collect information about your entity's Title VI and nondiscrimination practices prior to issuance of a grant award document or funding. Information may also be used as part of sub-award monitoring activities and/or to identify technical assistance needed to strengthen operations.

Please return the completed Title VI Certification for Subrecipients to: public_affairs@dvrpc.org

1. Subrecipient Contact Information:
Entity Name: <hr/>
Address: <hr/> <hr/>
Contact Name/Title: <hr/>
Phone: <hr/>
Email: <hr/>
2. Type of Entity (check one):
<input type="checkbox"/> Local Government <input type="checkbox"/> Non-Profit Organization
<input type="checkbox"/> Transit Agency <input type="checkbox"/> Other
3. Start date and end date of your current fiscal year?
4. As a condition of receiving any federal financial assistance from DVRPC, subrecipients must comply with Title VI of the Civil Rights Act of 1964 and other pertinent nondiscrimination directives by affirming that no person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity of your organization and further affirm that your entity will promptly take any measures necessary to effectuate this agreement.
<input type="checkbox"/> Yes, we understand and affirm compliance with Title VI of the Civil Rights Act and other pertinent nondiscrimination directives.
<input type="checkbox"/> No, we do not affirm compliance.



Title VI Certification for Subrecipients

5. Does your organization have a Title VI Compliance Plan or abide by DVRPC’s Title VI Compliance Plan?

Yes, we have our own Title VI Compliance Plan and will provide an electronic copy of our entity’s Title VI Compliance Plan to DVRPC when returning this form.

Yes, we abide by DVRPC’s Title VI Compliance Plan: <https://www.dvrpc.org/Products/TM14010/>.

No, we will not abide by DVRPC’s Title VI Compliance Plan, nor do we have our own Title VI Compliance Plan

6. Has your organization had any Civil Rights complaints, investigations, and/or lawsuits in the last years?

Yes

No

If yes, please explain the Title VI complaint(s), investigation(s), and/or lawsuit(s) below including date(s), status, action(s) taken, and outcome(s). Please submit any supporting documentation.

Authorized Official Certification:

I hereby acknowledge and certify that the information contained in this Title VI certification is true and correct and that our entity understands and accepts responsibility for maintaining compliance with the provisions of the applicable federal acts and other related nondiscrimination requirements for all federal funded programs and/or activities.

Signature

Date

Name and Title (PRINT)

Phone: _____

Email: _____

Appendix G – Self-certification resolution

See the next page for a pdf of self-certification resolution.

RESOLUTION No. B-FY23-004

by the Board of the Delaware Valley Regional Planning Commission (DVRPC)

DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING and PROGRAMMING PROCESS

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Section 134 and 49 U.S.C. Section 5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the Transportation Improvement Program (TIP), that its transportation planning and programming process is in conformance with all applicable federal laws and regulations; and

WHEREAS, the Federal Planning and Programming Regulations (23 U.S.C. 134 (c)(3)) which require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process have been met; and

WHEREAS, in nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504 and 7506 (c) and (d)) and 40 CFR Part 93, which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, individuals, affected public agencies, representatives of transportation agency employees, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties were provided with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and FTA policy on the documentation of financial capacity published in FTA Circular 7008.1A, and it includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and DVRPC is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas have been met; and

WHEREAS, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires an MPO to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to integrate performance measures and targets into the development of the Long-Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, 49 U.S.C. 5310 and FTA C 9070.1G require the collaborative development of a Coordinated Public Transit-Human Services Transportation Plan (CHSTP) which follows the update cycle of the metropolitan long-range plan, and DVRPC's state, county, and transit agency partners rely on DVRPC as the steward of the Coordinated Plan for our region, and the Coordinated Plan of record for our Pennsylvania counties, DVRPC convenes our partners to maintain an updated plan (currently titled Equity Through Access) on the required cycle; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (PL 114-94), of December 4, 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC continues to work with its partners to incorporate these newest factors into the planning process while continuing to incorporate all ten Planning Factors into the planning process; and

WHEREAS, the provision of 49 CFR Part 20 regarding restrictions on lobbying – that no Federal appropriated funds have been paid or will be paid, by or on behalf of the commission – have been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. § 2000d-1), Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (49 CFR Part 21), U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964 (28 C.F.R. section 50.3), and the Title VI assurances executed by each state under 23 U.S.C. Section 324 and under 29 U.S.C. 794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and

WHEREAS, all activities are carried out in accordance with 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; and

WHEREAS, all activities are carried out in accordance with the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38, the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, all activities are carried out in accordance with Section 1101(b) of the FAST Act (Pub. L.114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; and

WHEREAS, all activities are carried out in accordance with 23 CFR Part 230 and 49 CFR Part 21 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highways construction contracts; and

WHEREAS, the Commission has developed and implemented a system to provide services to those with Limited English Proficiency (LEP) so persons can have meaningful access to the Commission's services as required by Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency) are being addressed; and

WHEREAS, on October 12-13, 2022, FTA and FHWA conducted the four-year Federal Certification Review of DVRPC's metropolitan transportation planning process for the Philadelphia urbanized area, and certified DVRPC's process on February 15, 2023; and

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and, continuing to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item; and

WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's residents and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.336, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine-county Philadelphia, Camden, and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged or underserved, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY23-004

Renee Wise Digital Signature for
Renee Wise, DVRPC
and r.wise@dvrpc.org, 215-261-2020

Renee Wise, Recording Secretary

DVRPC's Title VI Program

Publication Number: 23010

Date Published: XXXXXX

Geographic Area Covered: DVRPC region

Key Words: Civil Rights, Environmental Justice, Indicators of Potential Disadvantage, Title VI

Abstract: As the metropolitan planning organization of the Greater Philadelphia region and recipient of federal funding, the Delaware Valley Regional Planning Commission's (DVRPC) is responsible for maintaining a Title VI Program to guide, define, and demonstrate the implementation of nondiscrimination in DVRPC's Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long-Range Plan (LRP), as well as its publications, communications, public involvement efforts, and policies. This Title VI Program is submitted every three years to FTA and approved by the Commission's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. The FTA's Title VI Program Checklist was used to create this document and includes the Public Participation Plan and Language Access Plan.

Staff Project Team:

Shoshana Akins, *Manager of Public Participation Planning*

Alison Hastings, *Associate Director, Communications and Engagement*

John Saylor, *OCE Intern*

Staff Contact:

Shoshana Akins
Manager of Public Participation Planning
215.238.1800
sakins@dvrpc.org



190 N Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
215.592.1800 | fax: 215.592.9125
www.dvrpc.org

ACTION ITEM

Date Prepared: December 20, 2023

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE JANUARY 9, 2024

Agenda Item:

**4. Pennsylvania Transportation Alternatives Set-Aside Program (TASA)
Regionally Selected & Statewide Recommended Projects**

Background/Analysis/Issues:

The Pennsylvania Transportation Alternatives Set-Aside Program (TASA) is a competitive federal program established for projects that contribute to alternative transportation projects, including on- and off-road pedestrian and bicycle facilities. The two-year Pennsylvania TASA program provided approximately \$15.5 million TASA funds for projects in the DVRPC region and at least \$28+ million statewide.

DVRPC received thirty-two (32) project applications requesting approximately \$52 million in TASA funds from the region. The projects were evaluated by the TASA subcommittee using agreed upon selection criteria. The TASA subcommittee has recommended 11 projects to be added to the TASA Line Item (MPMS #64984) at this time totaling \$15,465,780 in regional funds. Each project will be broken out of the Line Item as an individual project at the appropriate time. Also, there are 16 projects, totaling approximately \$17.2 million to be recommended for funding through the Statewide TASA selection process.

Cost and Source of Funds:

\$15,465,780 TAU

Date Action Required:

January 9, 2024

Recommendations:

RTC – Will make recommendations at the January 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the RTC recommend that the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY2023 PA TIP (TIP Action PA23-90) for \$15,465,780 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time)

That the RTC recommend the Board approve the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.

Attachment:

1) Proposed list of Transportation Alternatives Set-Aside Program (TASA) Regionally Selected and Statewide Recommended Projects

2023 TASA Projects Selected for Regional Funds			
County	Sponsor	Project Title	Amount
Philadelphia	City of Philadelphia	Better Bus Stops- S. 7th & 8th Streets	\$1,000,000
Delaware	Delaware County Planning Department	Chester Creek Rail Trail Phase 2 Construction	\$1,500,000
Philadelphia	City of Philadelphia	Chestnut Pedestrian Islands - Phase 2	\$1,500,000
Bucks	Bucks County Planning Commission	Levittown Trail Project	\$2,000,000
Montgomery	Borough of Hatboro	Memorial Park Improvements	\$850,000
Delaware	City of Chester	Norris Street Complete Streets	\$1,300,000
Chester	Upper Uwchlan Township	Route 100 Pedestrian Path	\$1,000,000
Chester	East Whiteland Township	Sidley Road to Chester Valley Trail Connection	\$1,850,000
Bucks	Doylestown Township	South Easton Road Township to Borough Connector Trail	\$1,500,000
Montgomery	Upper Moreland Township	Upper Moreland Power Line Trail	\$2,465,780
Philadelphia	City of Philadelphia	Woodland Avenue Complete Streets Project	\$500,000
Total:			\$15,465,780

2023 TASA Projects Recommended for Statewide Funds			
County	Sponsor	Project Title	Amount
Philadelphia	City of Philadelphia	Better Bus Stops- S. 7th & 8th Streets	\$500,000
Chester	Upper Uwchlan Township	Route 100 Pedestrian Path	\$700,000
Bucks	Doylestown Township	South Easton Road Township to Borough Connector Trail	\$700,000
Philadelphia	City of Philadelphia	Woodland Avenue Complete Streets Project	\$1,000,000
Montgomery	Municipality of Norristown	Arch Street Greenway Project	\$1,500,000
Philadelphia	City of Philadelphia	Belmont Trail Reconstruction	\$1,500,000
Delaware	Middletown Township	Chester Creek Trail Phase 3	\$2,700,000
Philadelphia	City of Philadelphia	Cobbs B2 Trail Construction	\$1,500,000
Chester	East Coventry Township	Frick's Lock Village Historic Building Restoration at Frick's Lock Trailhead	\$503,351
Philadelphia	City of Philadelphia	Logan Elementary Slow Zone	\$1,500,000
Bucks	TMA Bucks	Bike Education/Safety Assemblies and Programs	\$102,029
Philadelphia	City of Philadelphia	Frankford Creek Phase III Trail	\$1,500,000
Philadelphia	City of Philadelphia	Gay Street Staircase Rehabilitation	\$1,500,000
Montgomery	GVF	My School in Motion - 2024 - 2026	\$399,700
Philadelphia	City of Philadelphia	Safe Routes Philly-Special Education Modules	\$450,000
Montgomery	Upper Dublin Township	Upper Dublin Sidewalk to School Program	\$1,139,179
Total:			\$17,194,259

Statewide Fund Recommendations:			
Regional Extension			\$2,900,000
Highly Recommend			\$9,203,351
Recommend			\$5,090,908

ACTION ITEM

Date Prepared: December 22, 2023

COMMISSIONERS' SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

JANUARY 9, 2024

Agenda Item:

5. Work Program Amendment for 23-23-081: Technical Assistance and Coordination of New Jersey CRRSAA Funding

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding \$8,881,374 in previously unobligated CRRSAA funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Use of the CRRSAA funds is fairly flexible and DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding's end date is 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs. To date, about \$4.5M of the approximate \$9M in CRRSAA funds has been allocated to projects. The project 23-23-081, for technical assistance and coordination of these funds, is being amended by adding \$700,000 to its budget to cover costs associated with hiring and managing consultants to support Burlington, Camden, Gloucester and Mercer counties' capacity to conduct planning initiatives.

Date Action Required:

January 9, 2024

Recommendations:

Staff – Recommends approval

Action Proposed:

That the RTC recommend board approval to amend the FY24 UPWP by adding \$700,000 from the CRRSAA funds to project 23-23-081 Technical Assistance and Coordination of New Jersey CRRSAA Funding, to cover costs associated with hiring and managing consultants to support the counties' capacity to conduct planning initiatives.

Attachment

Work Program description for 23-23-081

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

Goals

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

Description

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

This project allocates \$110,000 of the \$8.9 million to make room for staff capacity from multiple DVRPC offices to conduct outreach and coordination and provide technical assistance and project management of some of the CRRSAA funds during FY24. **This project is being amended by adding \$700,000 to the budget to cover costs associated with hiring and managing consultants to support the counties' capacity to conduct planning initiatives until the end date of the funding (12/31/28).**

Tasks

1. Collaborate with the four New Jersey counties and representatives from Trenton and City of Camden to plan the use and distribution of CRRSAA funds.
2. Respond to member governments' project requests by providing assistance in the

- development of project scopes of work and budget suitable for the CRRSAA funds.
3. Coordinate and provide technical assistance to New Jersey counties and consultants on competitive solicitation and selection including development of task order deliverables, meeting schedules, deadlines, and other project management requirements.
 4. Support county planning departments' capacity by hiring consultants to assist with various planning initiatives the counties undertake.
 5. Recruit and manage new DVRPC staff brought on with CRRSAA funds by providing training and oversight of activities prioritized by member governments.
 6. Oversee all the projects supported by CRRSAA funding, ensure coordination among DVRPC staff and partners, monitor technical progress, and provide communications to the RTC, Board, and other committees as appropriate.

Products

1. Project development for each of the New Jersey counties.
2. Refined scopes of work and deliverables for projects to be included in Request For Proposals (RFPs), consultant contracts, and other agreements for pass-through funding to member governments, as needed.
3. Local Concept Development reports.
4. Plans, final products and required documents, as per approved scopes of work.

Beneficiaries

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

Project Cost and Funding

Year	Total	Highway	Transit	Comprehensive	Other
2025	\$1,170,000				\$1,170,000

Funding Notes:

NJ CRRSAA- Task Order PL-DV 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 9, 2024

Agenda Item:

6. Adoption of DVRPC Fiscal Year 2025 Unified Planning Work Program and TIP Amendments

Background/Analysis/Issues:

DVRPC's FY25 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2024 through June 30, 2025. As the federally-designated Metropolitan Planning Organization for the Greater Philadelphia region, DVRPC is required by federal regulation to develop a UPWP. This document reflects the policy direction provided by the Board and input from federal and state planning partners, member governments, operating agencies and other partner organizations.

At the December 6, 2023 Board meeting, the DVRPC's Board authorized release of the Draft FY25 Unified Planning Work Program for distribution and review, with a public comment period scheduled to run from December 6, 2023 to January 8, 2024. DVRPC staff will prepare responses to comments received during the public comment period, address accordingly, and report on these at the January 25, 2024 Board meeting.

The FY25 UPWP reflects a comprehensive set of planning activities, it includes priority projects from each member government, and it serves as an important implementation tool to achieve the directives of federal transportation legislation including the FAST Act and the more recent Infrastructure Investment and Jobs Act. In addition, the UPWP also serves as an important way to advance the future land use and transportation development vision set forth in the region's Long-Range Plan (LRP) *Connections 2050*. To highlight these connections, every program and project in the work program identifies which LRP goals it most helps to advance.

There are a variety of funding sources that support the UPWP, including FHWA and FTA Metropolitan Planning (PL) funds, PA State funds, member government contributions, grants from public agencies and foundations, and the Transportation Improvement Program (TIP).

Table 2 of the UPWP shows Project Funding by Source (attached).

The FY25 UPWP total budget is \$38,580,282, with \$24,369,532 for internal operations, and \$14,210,750 for pass-through programs to member government and operating agencies. The internal operating budget of \$24,369,532 represents a reduction of \$168,667 or 1% compared to the \$24,538,199 FY2024 amended operating budget. The pass-through budget of \$14,210,750 represents an increase of \$6,352,698 or 81% compared to the \$7,858,052 FY2024 amended pass-through budget. The approximate \$6.3 million increase in the pass-through portion is driven by projects that are funded on a bi-annual basis (PA Transportation and Community Development Initiative (TCDI), PA Transportation Demand Management (TDM) Base Program, and Travel Options Program (TOP)) and the multi-year Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA funds) from NJ.

To support certain projects that the Board has selected for the DVRPC FY25 UPWP, some TIP Actions are needed for the FFY2024 TIP for New Jersey and FFY2023 TIP for Pennsylvania. Information on all proposed TIP actions is contained in the attachment titled FY2025 UPWP TIP Funds Actions Table.

NJ TIP Project Costs

A total of \$3,558,000 (\$3.548M Federal/\$10,000 Local Cash Match) is needed from FFY24 of the FFY2024 NJ TIP to support 18 NJ projects/programs in the FY25 UPWP. Action is needed to approve \$237,000 of that total, with the balance already programmed in the NJ TIP.

Of the \$3.558M from the NJ TIP, approximately \$2,290,000 or 64% is pass-through to member governments//consultant services, and \$1,268,000 or 36% supports DVRPC projects for member government benefit and/or to meet federal requirements.

- The Action is to approve increasing funding in the FFY2024 NJ TIP by \$237,000 for the identified FY25 UPWP projects/programs.

PA TIP Project Costs

A total of \$11,366,000 (\$10,429,400 Federal/\$449,600 State/\$487,000 Local) is needed from FFY24 of the FFY2023 PA TIP to support 22 PA projects/programs in the FY25 UPWP. Action is needed to approve \$2,609,000 of that total (\$2,147,400 Federal, (-\$400) state, and \$462,000 local match), with the balance already programmed for the PA TIP.

Of the \$11,366,000 from the PA TIP, approximately \$7,941,000 or 70% is pass-through to member governments/consultant services, and \$3,425,000 or 30% supports DVRPC projects for member government benefit and/or to meet federal requirements.

- The Action is to approve increasing funding in the FFY2023 PA TIP by \$2,609,000 for the identified FY25 UPWP projects.

FY25 UPWP TIP Funding Comparison with FY24 UPWP TIP Funding

In the FY24 UPWP, there was \$5,090,400 in PA TIP funded projects, yielding an increase of \$5,788,600 or about 114% in PA TIP funded projects from FY24 to FY25. This is primarily due to the biannual programming of three large pass-through programs of TOP, TDM Base Program and TCDI. In next year's work program, FY26 UPWP, the PA TIP funded projects are expected to go back down by about \$5M.

For the NJ TIP, UPWP costs remain fairly constant, at about \$3.5M. The FY24 UPWP included the bi-annual NJ TCDI program, but FY25 includes TIP funding for aerial imagery and year one of the On-board and Household Travel Survey.

Overall Action

The action before the RTC is twofold:

1. To recommend that the Board adopt the Final FY25 UPWP, pending the resolution of any outstanding comments and issues arising from the public comment period. Responses to comments received are being developed and will be presented at the January Board Meeting. After Board adoption, relevant edits will continue to be incorporated and the final document will be produced and sent to the funding agencies.
2. To recommend that the Board approve the attached Actions to the FFY2024 TIP for New Jersey and the FFY2023 TIP for Pennsylvania to support certain projects that the Board has selected for the DVRPC FY25 UPWP.

Cost and Source of Funds:

See Attached: FY25 UPWP Table 2, and FY2025 UPWP TIP Funds Actions Table.

Date Action Required:

January 9, 2024

Recommendations:

Staff – Recommends approval pending the resolution of any outstanding comments and issues

Action Proposed:

That the RTC recommend Board adoption of the Final DVRPC FY25 Unified Planning Work Program, pending the resolution of any outstanding comments and issues, and that the RTC recommend Board approval of the listed actions to amend or modify the FFY2024 TIP for New Jersey and the FFY2023 TIP for Pennsylvania to support projects in the FY25 UPWP, as required.

Attachments:

- 1) Table 2 of the DVRPC FY2025 UPWP
- 2) FY2025 UPWP TIP Funds Action Table

TABLE 2

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2025 PLANNING WORK PROGRAM
Project Funding by Source

11/27/2023

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY25 BUDGET	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
	Chpt. Two-Sect. A	DVRPC PROGRAM AREAS					
49	25-23-010	Regional Forum	\$ 330,000	\$ 236,100	\$ 91,400	\$ 2,500	
51	25-23-020	Work Program Administration	398,367	274,573	106,294	7,500	10,000
53	25-23-030	Public Participation, Involvement and Outreach	459,500	329,458	127,542	2,500	
56	25-23-040	Title VI and Environmental Justice	236,500	168,694	65,306	2,500	
59	25-23-050	Data Visualization and Communication	647,500	464,990	180,010	2,500	
61	25-23-060	Web Development and Database Management	927,500	666,846	258,154	2,500	
63	25-23-070	Data Coordination and Analysis	372,500	266,738	103,262	2,500	
66	25-23-080	Technical Assistance to Member Governments	438,490	292,504	113,236	12,750	20,000
69	25-33-010	Smart Growth	515,500	313,958	121,542	40,000	40,000
72	25-33-020	Community & Economic Development	708,500	489,141	189,359	30,000	
75	25-33-030	Energy and Climate Change Initiatives	381,508	271,430	105,078	5,000	
79	25-33-040	Environmental Planning	367,000	364,500	-	2,500	
83	25-33-050	Geographic Information Systems	379,400	269,911	104,489	5,000	
85	25-34-010	Long-Range Planning	662,000	455,618	176,382	30,000	
88	25-34-020	Freight Planning	425,750	305,127	118,123	2,500	
91	25-34-030	Travel and Land Use Modeling	512,250	364,783	141,217	6,250	
94	25-34-040	Regional Congestion Management Program	268,500	191,763	74,237	2,500	
98	25-34-050	Air Quality Planning	275,500	196,810	76,190	2,500	
102	25-34-060	Performance-Based Planning and Programming	345,000	228,890	88,610	27,500	
106	25-34-070	Socioeconomic and Land Use Analytics (SLUA)	247,500	174,822	67,678	5,000	
109	25-34-080	Transportation Improvement Program (TIP)	796,250	569,523	220,477	6,250	
113	25-52-010	Regional Transit Planning Program	450,000	-	325,000	35,000	90,000
116	25-52-020	Bicycle and Pedestrian Planning Program	369,750	262,053	101,447	6,250	
119	25-52-030	Mobility Analysis and Design Program	712,250	498,152	192,848	5,250	16,000
122	25-52-040	Transportation Safety	447,500	320,807	124,193	2,500	
127	25-52-050	Transportation Operations	609,200	156,222	60,478	2,500	390,000
132	25-52-060	Competitive Program and Project Management	1,354,750	159,500	-	5,250	1,190,000
134	25-52-070	PA TDM Base Program Administration and Commuter Services (TripSmart PA)	325,000	-	-	-	325,000
137	25-53-010	Travel Monitoring	864,500	634,500	-	5,000	225,000
		Subtotal	\$ 14,827,965	\$ 8,927,413	\$ 3,332,552	\$ 262,000	\$ 2,306,000

Chpt. Two-Sect. B

DVRPC PROJECTS

	22-33-200	William Penn- Completing the Circuit #284-21**	50,000				50,000
	22-34-080	Regional Aviation System Planning**	50,000				50,000
	23-34-100	Regional Aviation System Planning**	50,000				50,000
	23-52-230	Regional Vision Zero (RVZ) 2050 Action Program	200,000				200,000
	24-52-180	Tech Assist- Transportation Alternatives Set-Aside (TASA)	125,000				125,000
	24-33-210	Climate Pollution Reduction Grant_U.S. EPA	150,000				150,000
	24-33-230	Regional Clean Energy Activation_NREL	150,000				150,000
	24-33-240	Regional Hub for Federal Climate Funding- William Penn Foundation	200,000				200,000
	24-33-250	Regional Trail Program Re grants- William Penn Foundation	65,000				65,000
	24-33-260	Regional bench marking DOE/ Clearly Energy	120,000				120,000
	24-34-100	Regional Aviation System Planning**	60,000				60,000
	24-10-010	General Fund	213,932				213,932
143	25-33-100	Regional Transportation GIS Coordination	400,000				400,000
145	25-33-110	Local Technical Assistance Program (LTAP)	30,000				30,000
147	25-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000				50,000
149	25-33-130	Healthy Communities Planning	152,500	86,510	33,490	6,500	26,000
152	25-33-140	PA/NJ Local Planning Initiatives	100,000			50,000	50,000
154	25-33-150	A More Resilient Delaware Estuary Coastal Zone	50,000				50,000
156	25-33-160	Rethinking Parking Requirements	150,000				150,000
158	25-33-180	Regional Affordable and Accessible Housing	220,000	158,601	61,399		-
160	25-33-190	Economic Development District (EDD) Program	140,000			70,000	70,000
162	25-33-200	Regional Trails Program	269,000	269,000			-
165	25-34-120	I-95 Planning Assistance	100,000				100,000
167	25-34-130	Enhance and Maintain Travel Forecasting Tools	670,000			5,000	665,000
171	25-34-140	District 6 Modeling Assistance	460,000				460,000
173	25-34-160	I-95 Traffic Forecasts	155,000				155,000
175	25-34-170	PA Air Quality Action Supplemental Services	125,000	-	-		125,000
177	25-34-180	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
179	25-34-190	Regional Electric Vehicle Planning Program	150,000				150,000
181	25-52-100	Regional TOP Competitive Program Administration (PA and NJ)	300,000	72,091	27,909	20,000	180,000
184	25-52-110	Philadelphia Pedestrian Bridge Study	150,000				150,000
186	25-52-130	Increasing Safe and Accessible Transportation Options	219,364				219,364
189	25-52-140	Pottstown Station Concept Plan	75,000	75,000			-
192	25-52-150	PennDOT Connects Bike-Friendly Resurfacing Program	250,000				250,000
195	25-52-160	Supporting Communities Program	250,000	50,000			200,000
197	25-52-170	Transportation Systems Management and Operations (TSMO)	554,000				554,000
201	25-53-020/025	HPMS and Functional Classification System (PA & NJ)	215,000	215,000	-		-
203	25-53-030	PennDOT District 6-0 Traffic Volume Data	300,000				300,000
205	25-59-700	Member Government Special Studies	1,146,944				1,146,944
207	25-59-701	New Projects and Misc. Carryover	820,827			162,333	658,494
209	25-59-702	NJ CRRSAA Technical assist, Contracts Admin and Trenton Area Safe Streets Supports	555,000				555,000
		Subtotal	\$ 9,541,567	\$ 926,203	\$ 122,797	\$ 323,833	\$ 8,168,734
		SUBTOTAL DVRPC PROGRAM	\$ 24,369,532	\$ 9,853,616	\$ 3,455,349	\$ 585,833	\$ 10,474,734

MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH

Chapter Three A & B		Supportive Regional Highway Planning Program							
215-230	A: 25-60-010 to 25-60-051	PA Supportive Regional Highway Planning Program	\$	828,000	\$	-		\$ 828,000	
235-259	B: 25-61-010 to 25-61-100	NJ Supportive Regional Highway Planning Program		624,000		-		624,000	
			Subtotal	\$ 1,452,000	\$	-		\$ 1,452,000	
Chapter Four A & B		Transit Support Program							
265-284	A: 25-63-001 to 25-63-009	PA Transit Program	\$	1,150,000		\$ 1,150,000		-	
289-304	B: 25-63-020 to 25-63-026	NJ Transit Program		508,250		508,250		-	
			Subtotal	\$ 1,658,250		\$ 1,658,250		-	
Chpt. Five A		Passthrough Grants and Other Member Government Projects							
309	25-33-170	Aerial Imagery (5-Years)		1,100,000				1,100,000	
311	25-34-200	2025 On-Board and Household Travel Surveys - Phase I		1,500,000				1,500,000	
314	25-53-300	PA/NJ Regional GIS Implementation	\$	300,000	\$	-	\$ -	\$ 300,000	
316	25-62-100	New Jersey Local Concept Development- (3 Years)		400,000		-		400,000	
318	25-64-100	New Jersey Signal Retiming (2 Years)		380,000				380,000	
320	25-67-100	PA Transportation and Community Development Initiative (TCDI)- (2 Years)		1,200,000				1,200,000	
322	25-70-100	PA Transportation Demand Management Base Program - TripSmart PA (2 Years)		2,310,000				2,310,000	
324	25-70-300	Pennsylvania Transportation Demand Management (TDM) I-95 Corridor (2 Years)		465,000				465,000	
326	25-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)		948,000				948,000	
			Subtotal	\$ 8,603,000	\$	-	\$ -	\$ 8,603,000	
Chpt. Five B		Other Member Government Projects- CRRSAA							
333	23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	\$	360,000				\$ 360,000	
335	23-23-086	Procurement and Contracts Administration - NJ Programs (4 years)		1,125,000				1,125,000	
337	23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4 years)		1,012,500				1,012,500	
			Subtotal	\$2,497,500				\$2,497,500	
SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES			\$	14,210,750	\$	-	\$ 1,658,250	\$ -	\$ 12,552,500
GRAND TOTAL			\$	38,580,282	\$	9,853,616	\$ 5,113,599	\$ 585,833	\$ 23,027,234

STATE	TIP FUNDED UPWP PROJECT REQUEST	Category Type I = Internal, P = Pass thru or consultant	UPWP PROJECT #	DB OR MPMS #	FUNDING SOURCE	FY2025 UPWP TIP Project Cost			FFY24 TIP FUNDS CURRENTLY PROGRAMMED ON THE TIP FOR FY2025 UPWP PROJECT			FFY24 TIP FUNDS & MATCHES NEEDED TO PROVIDE FOR FY2025 UPWP PROJECT			REQUIRED TIP ACTION BY DB # OR MPMS # FOR UPWP PROJECT COST		
						FY2025 UPWP TIP Project Cost	Federal	State	Local/Other (Match)	Federal	State (Match)	Local/ Other (Match)	Federal	State (Match)		Local/Other (Match)	
New Jersey (NJ)	Regional TOP Competitive Program Administration (NJ)	I	25-52-100	D2005	STBGP-PHILA	\$ 50,000	\$ 50,000			\$ 50,000			\$ -			No Change	
	Travel Options Program (TOP) Competitive Program Projects (NJ) (2 Years)	P	25-80-100	D2005	STBGP-PHILA CMAQ	\$ 225,000	\$ 125,000 \$ 100,000			\$ 82,000 \$ 100,000		\$ 46,000	\$ 43,000	\$ -	\$ (46,000)	Modify the TIP by adding \$43,000 STBGP-PHILA and removing \$46,000 LOCAL in the FY24 PLS Phase.	
	NJ Regional GIS Implementation Coordination	P - \$150k, I=\$200k	25-53-300 and 25-33-100	X30A	STBGP-PHILA	\$ 350,000	\$ 350,000			\$ 350,000			\$ -				
	NJ Supportive Regional Highway Program (SRHPP), Traffic Counting Program, and NJ Complete Streets Implementation Support	P=\$181k, I=\$443k	25-61-010 to 25-61-100	X30A	STBGP-PHILA/ Toll Credit	\$ 624,000	\$ 624,000			\$ 499,000			\$ 125,000				
	NJ Local Concept Development (Gloucester County - Williamstown Road (CR 536 Spur) and Erial Road (CR 706) Intersection Improvements - 3 years - Update Projects	P	25-62-100	X30A	STBGP-PHILA	\$ 400,000	\$ 400,000			\$ 400,000			\$ -				
	Central Jersey Transportation Forum	N/A	24-34-110	X30A	STBGP-PHILA	\$ -	\$ -			\$ 125,000			\$ (125,000)				
	Enhance and Maintain Travel Forecasting Tools	I	25-34-130	X30A	STBGP-PHILA	\$ 190,000	\$ 190,000			\$ 185,000			\$ 5,000				
	Regional Electric Vehicle Planning Program	I	25-34-190	X30A	STBGP-PHILA	\$ 75,000	\$ 75,000						\$ 75,000			Modify the TIP by increasing FY24 PLS phase by \$385,000 STBGP-PHILA.	
	NJ Local Concept Development Admin/Competitive Program & Project Mgmt	I	25-52-060	X30A	STBGP-PHILA	\$ 150,000	\$ 150,000			\$ 150,000			\$ -				
	ExPo: Experimental Pop-Ups Program	N/A	24-52-110	X30A	STBGP-PHILA	\$ -	\$ -			\$ 100,000			\$ (100,000)				
	2025 On-Board and Household Travel Survey (Year 1 of 3)	P	25-34-200	X30A	STBGP-PHILA	\$ 405,000	\$ 405,000			\$ -			\$ 405,000				
	Aerial Imagery	P	25-33-170	X30A	STBGP-PHILA	\$ 363,000	\$ 363,000			\$ 363,000			\$ -				
	Community and Economic Developmnt (for TCDI Administrative Services)	N/A	23-33-020	D0204	STBGP-PHILA	\$ -	\$ -			\$ 155,000			\$ (155,000)			Modify the TIP by reducing the FY24 EC phase by \$155,000 STBGP-PHILA.	
	NJ Air Quality Action Supplemental Services	P	25-34-180	D0407	CMAQ/Cash Match	\$ 50,000	\$ 40,000		\$ 10,000	\$ 40,000		\$ -	\$ -		\$ 10,000	Modify the TIP by displaying the \$10,000 Cash Match	
	Transportation Operations	I	25-52-050	D2004	STBGP-PHILA	\$ 130,000	\$ 130,000			\$ 130,000			\$ -			No Change	
	Transportation Systems Management and Operations (TSMO)	P	25-52-170	01300	STBGP-PHILA	\$ 166,000	\$ 166,000			\$ 166,000			\$ -			No Change	
	New Jersey Signal Retiming (2 Years)	P-\$350K	25-64-100	D1601	CMAQ	\$ 380,000	\$ 350,000			\$ 350,000			\$ -			No Change	
		I-\$30K			STBGP-PHILA	\$ 30,000	\$ 30,000			\$ 30,000			\$ -			No Change	
	NEW JERSEY SUBTOTAL						\$ 3,558,000	\$ 3,548,000	\$ -	\$ 10,000	\$ 3,275,000	\$ -	\$ 46,000	\$ 273,000	\$ -	\$ (36,000)	A total of \$3.558 M (\$3.548 M Federal/\$10,000 Match) is needed from FFY24 of the FFY2024 NJ TIP to support DVRPC FY2025 UPWP projects in New Jersey. Action is needed to approve \$237,000 of that total.
	Total FY24 Federal Funds Not Yet Programmed in New Jersey TIP & Required for FY2025 UPWP												\$237,000				

Pennsylvania (PA)	PA Regional GIS Implementation Coordination	P = \$150k, I = \$200k	25-53-300 and 25-33-100	115969	STU/Toll Credit	\$ 350,000	\$ 350,000			\$ 350,000			\$ -	\$ -	\$ -	No Change	
	PA Supportive Regional Highway Program (SRHPP), including City of Phila/DVRPC Traffic Counts	P = \$748k, I = \$80k	25-60-010 to 25-60-051 (Chapter 3A)	117912	STU/Toll Credit	\$ 828,000	\$ 828,000			\$ 698,000			\$ 130,000	\$ -	\$ -	Amend the TIP by increasing the FY24 PRA phase by \$130,000 STU/Toll Credit.	
	Travel Options Program (TOP) Competitive Program Projects (PA) (2 Years)	P	25-80-100	117928	STU from CMAQ/STU Transfer with Toll Credit match	\$ 723,000	\$ 723,000			\$ 917,000			\$ (194,000)			Amend the TIP by decreasing the FY24 PRA phase by \$194,000 CMAQ/STU Transfer as this funding goes towards funding the Woodland Avenue Trolley Portal Complete Streets Project (MPMS #118496) and Eastern DelCo Bikeway Implementation Program (MPMS #118494)	
	PA Transportation Demand Management (TDM) Base Program (2 Years)	P	25-70-100	117929	STU from CMAQ/STU Transfer with Toll Credit match	\$ 2,310,000	\$ 1,848,000	\$ 462,000		\$ 800,000			\$ 1,048,000	\$ -	\$ 462,000	Amend the TIP by increasing the FY24 PRA Phase by \$1,510,000 (\$1,048,000 CMAQ/STU Transfer/\$462,000 Local).	
	Pennsylvania Transportation Demand Management (TDM) I-95 Corridor (2 Years)	P	25-70-300	106654	NHPP/Toll Credit	\$ 465,000	\$ 465,000			\$ 250,000			\$ 215,000			Amend the TIP by increasing the FY24 PRA phase by \$215,000 NHPP/Toll Credit Match for the two year program.	
	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services	I	25-52-070	117930	STU from CMAQ/STU Transfer with Toll Credit match	\$ 325,000	\$ 325,000			\$ 325,000			\$ -	\$ -	\$ -	No Change	
	Regional TOP Competitive Program Administration (PA) ("Commuter Services" in the TIP)	I	25-52-100	117931	STU from CMAQ/STU Transfer with Toll Credit match	\$ 50,000	\$ 50,000			\$ 50,000			\$ -	\$ -	\$ -	No Change	
	PA Transportation and Community Development Initiative (TCDI) - 2 Years	P	25-67-100	117904	STU/Toll Credit	\$ 1,200,000	\$ 1,200,000			\$ 1,200,000			\$ -			No Change	
	Community and Economic Development (for TCDI Administrative Services)	N/A	23-33-020	115963	STU/Toll Credit	\$ -	\$ -		\$ -	\$ 190,000			\$ (190,000)	\$ -	\$ -	Amend the TIP by decreasing the FY24 PRA phase by \$190,000 STU/Toll Credit.	
	PA Air Quality Action Supplemental Services	P	25-34-170	115970	CMAQ/PA DEP Match	\$ 125,000	\$ 100,000	\$ 25,000		\$ 100,000	\$ 25,000		\$ -	\$ -	\$ -	No Change	
	Transportation Operations	I	25-52-050	115964	CMAQ/State 581	\$ 260,000	\$ 208,000	\$ 52,000		\$ 208,000	\$ 52,000		\$ -	\$ -	\$ -	No Change	
	TAP Project Engineering and Management - DVRPC	I	25-52-060	115965	STU/State 581	\$ 890,000	\$ 712,000	\$ 178,000		\$ 712,000	\$ 178,000		\$ -	\$ -	\$ -	No Change	
	CMAQ Project Engineering and Management - DVRPC	I	25-52-060	115966	CMAQ	\$ 150,000	\$ -	\$ -		\$ 120,000	\$ -		\$ (120,000)	\$ -	\$ -	Amend the TIP by switching \$120,000 CMAQ to STU funding in the FY24 PRA Phase.	
					STU/State 581		\$ 120,000	\$ 30,000		\$ -	\$ 30,000		\$ 120,000	\$ -	\$ -		
	Transportation Systems Management and Operations (TSMO)	P	25-52-170	115971	STU/State 581	\$ 388,000	\$ 310,400	\$ 77,600		\$ 310,000	\$ 78,000		\$ 400	\$ (400)	\$ -	Amend the TIP by increasing the FY24 PRA phase by \$400 STU and decreasing FY24 PRA phase by \$400 State 581.	
	I-95 Planning Assistance	I	25-34-120	115972	NHPP/State 581	\$ 100,000	\$ 80,000	\$ 20,000		\$ 80,000	\$ 20,000		\$ -	\$ -	\$ -	No Change	
	Travel Monitoring	I	25-53-010	115968	STU/Toll Credit	\$ 225,000	\$ 225,000			\$ 145,000			\$ 80,000	\$ -	\$ -	Amend the TIP by increasing the FY24 PRA phase by \$80,000 STU/Toll Credit.	
	Enhance and Maintain Travel Forecasting Tools	I	25-34-130	115973	STU/Toll Credit	\$ 455,000	\$ 455,000			\$ 454,000			\$ 1,000	\$ -	\$ -	Amend the TIP by increasing the FY24 PRA phase by \$1,000 STU/Toll Credit.	
	District 6 Modeling Assistance	I	25-34-140	115974	NHPP/State 581	\$ 460,000	\$ 368,000	\$ 92,000		\$ 368,000	\$ 92,000		\$ -	\$ -	\$ -	No Change	
	I-95 Traffic Forecasts	I	25-34-160	117934	STP-IM/Toll Credit from PA Interstate Management Program (IMP) not regional DVRPC TIP	\$ 155,000	\$ 155,000			\$ 155,000			\$ -	\$ -	\$ -	No Change	
Regional Electric Vehicle Planning Program	I	25-34-190	117936	STU/Toll Credit	\$ 75,000	\$ 75,000			\$ -			\$ 75,000	\$ -	\$ -	Amend the TIP by increasing FY24 PRA phase by \$75,000 STU/Toll Credit		
Aerial Photography	P	25-33-170	48203	STU/Toll Credit	\$ 737,000	\$ 737,000			\$ 850,000			\$ (113,000)			Amend the TIP by decreasing the FY24 STUDY phase by \$113,000 STU/Toll Credit.		
2025 On-Board and Household Travel Survey (Year 1 of 3)	P	25-34-200	TBD	STU/Toll Credit	\$ 1,095,000	\$ 1,095,000			\$ -			\$ 1,095,000	\$ -	\$ -	Amend the TIP by adding a new \$140,000 STU/Toll Credit funded project, 2025 On-Board and Household Travel Survey (MPMS #TBD) to the TIP for FY24 PRA.		
PENNSYLVANIA TOTAL						\$ 11,366,000	\$ 10,429,400	\$ 449,600	\$ 487,000	\$ 8,282,000	\$ 450,000	\$ 25,000	\$ 2,147,400	\$ (400)	\$ 462,000	A total of \$11.366 M (\$10.426 M Federal/\$449,600 State/\$487,000 Local) is needed from FFY24 of the FFY2023 PA TIP to support DVRPC FY2025 UPWP projects in Pennsylvania. Action is needed to approve \$2.609 M of that total.	
Total FY24 Federal and State Funds Not Yet Programmed in Pennsylvania TIP & Required for FY2025 UPWP													2,609,000.00				
PA & NJ	PA & NJ TOTAL						\$ 14,924,000	\$ 13,977,400	\$ 449,600	\$ 497,000	\$ 11,557,000	\$ 450,000	\$ 71,000	\$ 2,420,400	\$ (400)	\$ 426,000	A total of \$14.924 M (\$13,977,400 M Federal/\$449,600 State/\$497,000 Local) is needed from FFY24 of the NJ and PA TIPs to support DVRPC FY2025 UPWP projects in both states. Action is needed to approve \$2.846 M of that total. Further, \$400 State match is not needed from FFY24 of the PA TIP.