

Agenda

Tuesday, June 11, 2024 | 10am

Hybrid Meeting

https://dvrpc.zoom.us/webinar/register/WN_blcwtS9dSxau7T06OpeJxg

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 May 7, 2024 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

Travis Spotts, DVRPC Capital Program Coordinator, will present. The following projects require formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or 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, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package. Please note that there are also PennDOT, NJDOT, SEPTA, and NJ Transit administrative and/or informational actions included for your information at the end of the packet in the “fiscal constraint charts” section.

- a) NJ24-033: Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313), Camden County – Increase PE Phase
- b) NJ24-034: Planning and Research, Federal-Aid (DB #X30), Statewide – Increase PLS Phase
- c) NJ24-035: Pavement Preservation (DB #X51), Statewide – Increase ERC Phase
- d) NJ24-036: Safety Programs (DB #19370), Statewide – Increase ERC Phase

- e) NJ24-037: Bridge Deck/Superstructure Replacement Program (DB #03304), Statewide – Increase ERC Phase
- f) NJ24-038: Intelligent Traffic Signal Systems (DB #15343), Statewide – Increase EC Phase
- g) NJ24-039: Bridge Preventive Maintenance (DB #13323), Statewide – Increase EC Phase
- h) NJ24-040: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase
- i) PA23-118: US Route 322: Chelsea Parkway – Market Street Interchange (Section 103) (MPMS #114034), Delaware County – Increase CON Phase
- j) PA23-119: Downingtown Train Station Rehabilitation (MPMS #93586), PennDOT – Reduce Funding in the TIP
- k) PA23-120: Communication, Signals, & Technology Program (MPMS #102571), SEPTA – Add New Projects to Program
- l) PA23-121: Safety & Security Improvements Program (MPMS #107011), SEPTA – Add New Projects to Program

3. Project Selections for the New Jersey Safe Routes to School (SRTS) Program

John Coscia, Jr., DVRPC Manager of the Office of Transportation Services, will present. The NJ SRTS Subcommittee used agreed upon selection criteria to guide the selection process for the applications. The committee reviewed 16 TASA applications. The selected projects total approximately \$15,784,000 in available Flex funds. We are seeking a recommendation to add these projects to the FY 2024 New Jersey S/TIP.

4. Updated Memorandums of Understanding (DVRPC/SJTPO/WILMAPCO and DVRPC/RATS)

Michael Boyer, DVRPC Director of Regional Planning, will present. Criteria and boundary changes as a result of the 2020 Decennial Census require DVRPC to update its Memorandums of Understanding (MOU) with surrounding Metropolitan Planning Organizations (MPO). Two updated MOUs will be presented this month. They both outline areas of coordination and the division of transportation planning responsibilities among and between the MPOs. The MOU with the Reading Area Transportation Study (RATS) additionally documents the transfer of Surface Transportation Urban (STU) funds to RATS.

5. Adjustments to the PM3 CMAQ Congestion Four-Year Performance Targets for the Philadelphia PA-NJ-DE-MD and Trenton, NJ Urban Areas

Tom Edinger, DVRPC Manager of Congestion Management Programs, will present. DVRPC facilitated and coordinated with planning partners in the Philadelphia PA-NJ-DE-MD and Trenton, NJ Urban Areas to review mid-performance period progress and evaluate four-year target adjustments for the second performance period (2022-2025) of the PM3 CMAQ Congestion performance measures (Percent Non-Single Occupant Vehicle (Non-SOV) travel and annual Peak Hour Excessive Delay (PHED) per capita). Both groups separately reached agreement to support four-year target adjustment increases for the Percent Non-SOV travel measure and keep the PHED four-year target the same.

6. Election of Fiscal Year 2025 Regional Technical Committee Officers

The RTC nominating committee will present a slate of candidates for FY 2025.

PRESENTATION ITEMS

7. Return to PATCO – A Promotion of Transit, Walking and Biking in South Jersey (TOP)

Kristen McGlaughlin, Cross County Connection TMA Sustainable Transportation Planner, will present. In 2023, Cross County Connection TMA, Port Authority Transit Corporation (PATCO), and Voorhees Township successfully completed “Return to PATCO” – A Promotion of Transit, Walking and Biking in South Jersey. This presentation will discuss the components of the project, including a regional outreach campaign and a Complete Streets demonstration in the Green Ridge neighborhood, located a short distance from PATCO’s Ashland Station.

DISCUSSION ITEMS

8. EV Charging Funding Opportunity

Sean Greene, DVRPC Manager of the Office of Freight and Clean Transportation, will lead a discussion on preliminary ideas for the upcoming round of the competitive Charging and Fueling Infrastructure (CFI) Grant program in Pennsylvania. The presentation will include lessons learned from the first round application to the CFI program. Staff will review recent analysis of electric vehicle charging infrastructure to identify potential gaps in the region’s publicly available charging network and how this analysis may inform the CFI grant application.

9. IIJA Update

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

10. One Minute Reports

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

Old Business and New Business

11. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, July 9, 2024, planned as an in-person/hybrid meeting.

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

May 7, 2024 Meeting Highlights

This Meeting was Online

Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

RTC AGENDA ITEMS

1. Highlights of the April 9, 2024 RTC Meeting

The highlights from the April 9, 2024 meeting of the RTC were presented for adoption.

Motion: by Nick Cressman, seconded by Donna Rendeiro that the RTC adopt the highlights of the April 9, 2024 RTC meeting.

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

2a. PA23-110: Concrete Arch Bridge Repair (MPMS #113416), Various Counties—Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-110, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Concrete Arch Bridge Repair Project, in the amount of \$100,000 State 185 funds for the ROW phase in FY24.

Motion by Matt Edmond, seconded by Jonathan Korus that the RTC recommend Board approval of the TIP action.

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

2b. PA23-111: Reed Rd over Whetstone Run (MPMS #103521), Delaware County – Advance Funding to Current FY

The RTC recommends:

Board approval of TIP Action PA23-111, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by advancing \$500,000 BOF/Toll Credit to FY24 for the Preliminary Engineering (PE) Phase of the Reed Rd over Whetstone Run project (MPMS #103521).

Motion by *Lou Hufnagle*, seconded by *Jonathan Korus* that the RTC recommend Board approval of the TIP action.

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

2c. PA23-112: North Valley Road over Amtrak (MPSM #47979), Chester County – Delay CON PhasePA

The RTC recommends:

Board approval of TIP Action PA23-112, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by shifting \$12.655 M BRIP/Toll Credit from FY24 to FY29 (\$11.574 M BRIP/Toll Credit) and FY30 (\$0.926 M BRIP/ \$0.155 M STU/Toll Credit). This project will be carried on the Draft FY2025 TIP with CON funding beginning in FY25.

Motion by *Brian Styche*, seconded by *Jonathan Korus* that the RTC recommend the Board approve the TIP action.

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

2d. PA23-113: I-76 Parallel Arterials Phase 2 (MPMS #119476), Montgomery County – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-113, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, I-76 Parallel Arterials Phase 2 (MPMS #119476) for CON in the amount of \$10,000,000 Green Light-Go (State 073) funding (FY24: \$3,500,000, FY25: \$3,500,000, FY26: \$3,000,000). These are additional funds to the region and are outside of the Core DVRPC Funding distributions.

Motion by *Matt Edmond*, seconded by *Kellie Bellina* that the RTC recommend the Board approve the TIP action.

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

2e. PA23-114: Federal Preventive Maintenance Program (MPMS #60317), SEPTA – Increase OP Phase

The RTC recommends:

Board approval of TIP Action PA23-114, SEPTA’s request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Operations (OP) Phase of the SEPTA Federal Preventative Maintenance Program (MPMS #60317) by \$77,140,000 (\$61,712,000 Section 5337/\$15,428,000 LOC) to meet operating needs.

2f. PA23-115: Regional Rail Car and Locomotive Acquisition Program (MPMS #60638), Various Counties – Decrease PUR Phase

The RTC recommends:

Board approval of TIP Action PA23-115, SEPTA’s request that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Purchase of Equipment (PUR) Phase of the SEPTA Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) by \$63,712,000 (\$61,712,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC).

Motion for 2e and 2f by *Matt Lawson*, seconded by *Matt Edmond* that the RTC recommend the Board approve the TIP actions.

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

3. FY 2025 Pennsylvania TCDI Grant Program

The RTC recommends:

That the Board approves the list of recommended FY2025 Pennsylvania TCDI projects and authorizes the Executive Director to enter into a Memorandum of Understanding with each selected project sponsor and if applicable, contract with a qualified consultant to undertake the project in accordance with the scope of work and awarded amount.

Motion: by *Nick Cressman*, seconded by *Donna Rendeiro* that the RTC recommend Board approval of the FY2025 Pennsylvania TCDI Grant Program.

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

4. Trip Smart PA TMA TDM Program

The RTC recommends:

Board approval of the contractor work program scopes and budgets for the Trip Smart PA program for the continuing program grantees (except UCD, whose status is TBD before the Board meeting), for the next two-year contract period (FY25 and FY26).

Motion by *Matt Edmond*, seconded by *Brian Styche* that the RTC recommend Board approval of the contractor work scopes as presented.

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

5. Appointment of Nominating Committee for FY2025 DVRPC Regional Technical Committee Officers

The RTC recommends:

Tom Stanuikynas, Brian Styche, and Patty Elkis to serve on the Nominating Committee for FY2025 DVRPC Regional Technical Committee Officers.

Motion by *Nick Cressman*, seconded by *Jonathan Korus* that the RTC recommend Board approval of the work program amendment.

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

6. Freight Program Updates

7. Lower Bucks Freight Access Study

8. Bridge Street Crossing

9. IJJA Updates

The next scheduled meeting of the RTC is **Tuesday, June 11, 2024, planned as an in person/hybrid meeting.**

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
Public Participation Task Force

Non-Voting Members

Delaware River Joint Toll Bridge Commission
Delaware Valley Goods Movement Task Force
Federal Highway Administration - NJ Division
Federal Highway Administration - PA Division
Federal Transit Administration - Region III
Greater Philadelphia Chamber of Commerce
NJ Turnpike Authority
New Jersey TMAs
Pennsylvania TMAs
Pennsylvania TMAs

Representative

(not represented)
David Caulfield
(not represented)
(not represented)
Donna Rendeiro
(not represented)
(not represented)
David Alas
(not represented)
Jonathan Korus
Richard Brahler
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Lou Hufnagle
Nick Cressman
Matthew Lawson
Matt Edmond
Not represented
Nick Baker
Meryl Klein
June Morton
(not represented)
(not represented)
Jalila Parker
Megan Massey
Rohan Hepkins
Kellie Bellina
Bonita Cummings
Lee Wolfe
Maryann Sandone

Representative

(not represented)
Kelvin MacKavanagh
Jason Simmons
(not represented)
(not represented)
(not represented)
Rosemary Nivar
Cheryl Kastrenakes
Tracy Barusevicius
Rob Henry

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

Jacqui Baxter-Rollins
Steve Noll
(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

Bucks County
Burlington County
Chester County
City of Philadelphia Streets Department
City of Philadelphia Streets Department
City of Philadelphia
City of Philadelphia, City Planning Commission
Gloucester County
Gloucester County
Montgomery County
New Jersey Transit Corporation
SEPTA
NJ Department of Environmental Protection
Guest
Guest

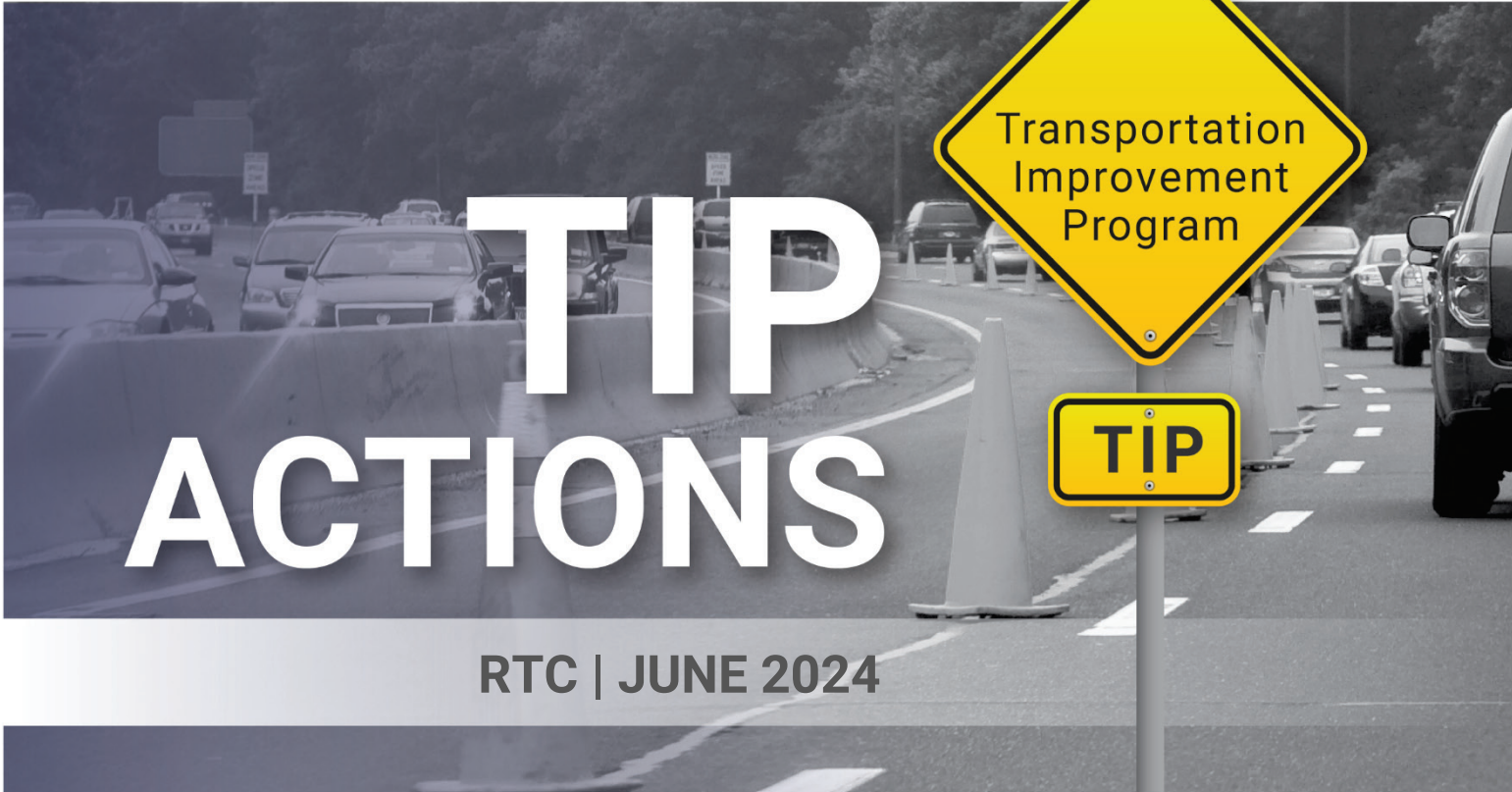
Parker Frohlich
Carol Thomas
Patty Quinn
David Kanthor
Eva Hayes
Jason Hanusey
Kyle Brown
Jackie Huston
Bill Flemming
Matt Popek
Michael Swan
Brian McFadden
Ruth Foster
Alicia Santiago
Peter Rykard

DVRPC Staff

Alison Hastings
Alyssa Driscoll
Ariella Maron
Betsy Mastaglio
Colin Kirby
Dan Farina
Derek Lombardi
Elise Turner
Ethan Fogg
Gina Myers

Glenn McNichol
Greg Krykewycz
Jonathon Alexander
Joseph Banks
Karen Cilurso
Karin Morris
Kevin Murphy
Kristen Scudder
Maria Meraz
Matthew Brahms
Matthew Galenas
Meijun Liu
Michael Clifford
Mike Boyer
Najah Jackson
Patty Elkis
Richard Murphy
Shawn Megill Legendre
Shoshana Akins
Spencer Gober
Stacy Bartels
Tom Edinger
Travis Spotts
Vanessa Doan
Wideleine Desir

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TIP ACTIONS

RTC | JUNE 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 June 2024

The following projects require formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or 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, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) NJ24-033: Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313), Camden County – Increase PE Phase
- b) NJ24-034: Planning and Research, Federal-Aid (DB #X30), Statewide – Increase PLS Phase
- c) NJ24-035: Pavement Preservation (DB #X51), Statewide – Increase ERC Phase
- d) NJ24-036: Safety Programs (DB #19370), Statewide – Increase ERC Phase
- e) NJ24-037: Bridge Deck/Superstructure Replacement Program (DB #03304), Statewide – Increase ERC Phase
- f) NJ24-038: Intelligent Traffic Signal Systems (DB #15343), Statewide – Increase EC Phase
- g) NJ24-039: Bridge Preventive Maintenance (DB #13323), Statewide – Increase EC Phase
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- l) PA23-121: Safety & Security Improvements Program (MPMS #107011), SEPTA – Add New Projects to Program

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, SEPTA and NJ TRANSIT 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: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

2a. NJ24-033: Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313), Camden County – Increase PE Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY24 Preliminary Engineering (PE) Phase of the Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) project (DB #18313) by \$1.939 M NHPP from \$0.4 M NHPP to \$2.339 NHPP.

The proposed PE scope of work requires the designer and their sub-consultants to conduct the following activities: project management, community relations, survey, Right of Way, environmental, geometrics and roadway, geotechnical/pavement, utilities, drainage, and traffic engineering. The work effort is necessary to obtain and complete the environmental document. The Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) project is located in a sensitive environmental area, with an existing closed landfill and adjacent waterway, as well as various developers and stakeholders within the project area. This project will relocate access to the Route 42 ramps further down County Route 753 and will make adjustments to provide sufficient lane configurations to accommodate freight movement.

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 NJDOT 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:

\$1.939 M NHPP

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-033, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY24 PE Phase of the Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) project (DB #18313) by \$1.939 M NHPP from \$0.4 M NHPP to \$2.339 NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC FY24-33 NJDOT FCC #6
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-033

Highway/Transit/Statewide Program

Camden

DB# 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

A/Q Code R1

This project will relocate access to Route 42 ramps further down County Route 753, and provide sufficient lane configurations to accommodate freight movement.

Prog Mgr: Dave, Hardev

Bellmawr Borough

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by increasing the FY24 PE Phase of the Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313) by \$1.939 M NHPP from \$0.4 M NHPP to \$2.339 NHPP.

Mapped: Y

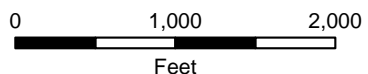
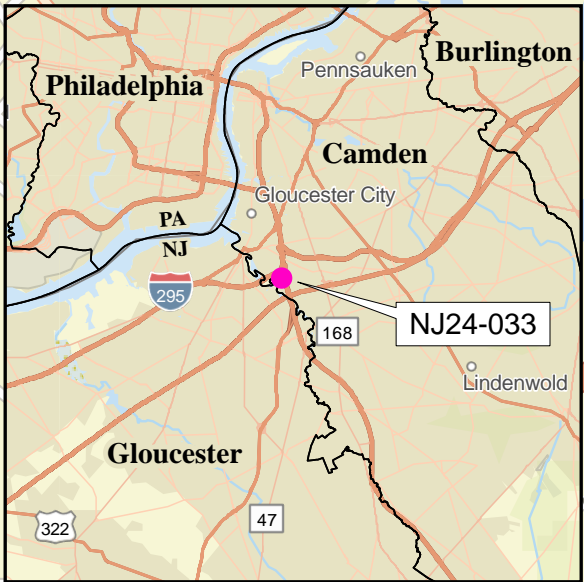
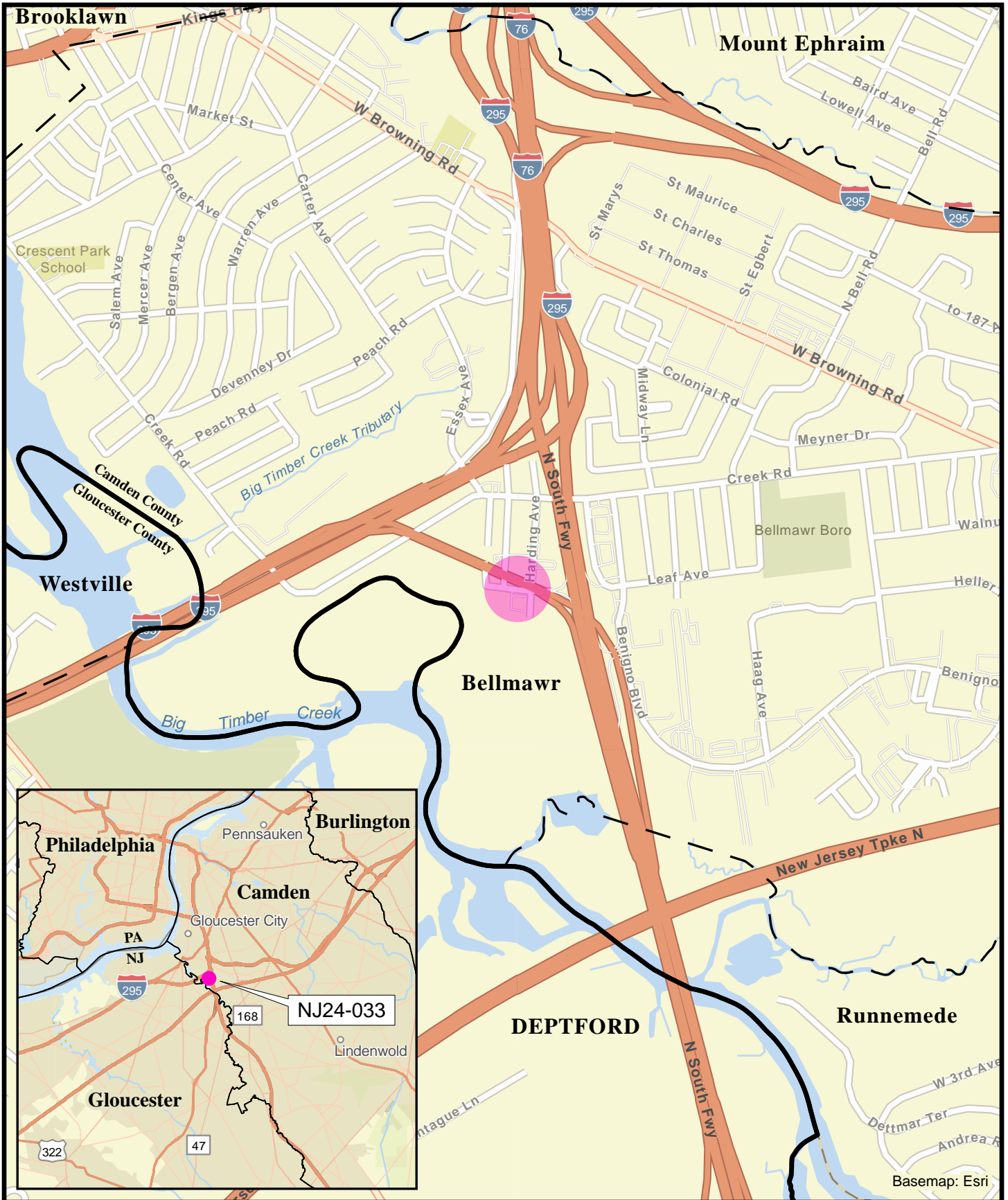
Before Proposed Action

Phase	Fund	TIP Program Years (\$ millions)				Out-Years					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP							8.000			
DES	NHPP			0.700							
PE	NHPP	0.400									
RO	NHPP				3.400						
Fiscal Year Total		0.400		0.700	3.400			8.000			
		Total FY2024-2027						Out-Year Cost		8.000	

After Proposed Action

Phase	Fund	TIP Program Years (\$ millions)									
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
RO	NHPP				3.400						
PE	NHPP	2.339									
DES	NHPP			0.700							
CON	NHPP							8.000			
Fiscal Year Total		2.339		0.700	3.400			8.000			
		Total FY2022 - 2025						Total FY2026 - 2031		8.000	

NJ24-033: Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)



Basemap: Esri

ACTION ITEM

Date Prepared: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

2b. NJ24-034: Planning and Research, Federal-Aid (DB #X30), Statewide – Increase PLS Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Planning Study (PLS) Phase of the Planning and Research, Federal-Aid project (DB #X30) in the Statewide Program, by \$18.927 M (\$10.683 M SPR/\$8.244 M STBGP-FLEX), from \$39.784 M SPR to \$50.467 M SPR and from \$12 M STBGP-FLEX to \$20.244 M STBGP-FLEX. The reason for the project increase is to match the remaining authorizations. These are new authorizations that are now able to occur because 1.) other projects have slipped out of FY24, 2.) other programs are not going to use all of their funding, and 3.) the anticipated increase in obligation authority from August Redistribution.

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives, and administration of the Local Technical Assistance Program.

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 NJDOT 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:

\$18.927 M (\$10.683 M SPR/\$8.244 M STBGP-FLEX)

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-034, NJDOT's request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 PLS Phase of the Planning and Research, Federal-Aid project (DB #X30) in the Statewide program, by \$18.927 M (\$10.683 M SPR/\$8.244 M STBGP-FLEX), from \$39.784 M SPR to \$50.467 M SPR and from \$12 M STBGP-FLEX to \$20.244 M STBGP-FLEX.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FCC #8

DVRPC FY2024 TIP for New Jersey

Action: NJ24-034

Highway/Transit/Statewide Program

Various

DB# X30 Planning and Research, Federal-Aid

A/Q Code X1

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

Prog Mgr: Swords, Andrew

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 PLS Phase of the Planning and Research, Federal-Aid project (DB #X30), in the Statewide Program, by \$18.927 M (\$10.683 M SPR/\$8.244 M STBGP-FLEX), from \$39.784 M SPR to \$50.467 M SPR and from \$12 M STBGP-FLEX to \$20.244 M STBGP-FLEX.

Mapped: Y

Before Proposed Action

Phase	Fund	TIP Program Years (\$ millions)				Out-Years					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
PLS	SPR	39.784	40.301	39.829	27.365	27.913	28.471	29.040	29.621	30.213	30.818
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
Fiscal Year Total		51.934	52.451	51.979	39.515	40.063	40.621	41.190	41.771	42.363	42.968
Total FY2024-2027					195.879	Out-Year Cost		248.976			

After Proposed Action

Phase	Fund	TIP Program Years (\$ millions)									
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
PLS	SPR	50.467	40.301	39.829	27.365	27.913	28.471	29.040	29.621	30.213	30.818
PLS	STBGP-FLEX	20.244	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
Fiscal Year Total		70.861	52.451	51.979	39.515	40.063	40.621	41.190	41.771	42.363	42.968
Total FY2022 - 2025				214.806	Total FY2026 - 2031		248.976				

ACTION ITEM

Date Prepared: May 30, 2024

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

June 11, 2024

Agenda Item:

2c. NJ24-035: Pavement Preservation (DB #X51), Statewide – Increase ERC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Right-of-Way/Construction (ERC) Phase of the Pavement Preservation project (DB #X51), in the Statewide program, in the amount of \$26.675 M STBGP-FLEX from \$6 M STBGP-FLEX to \$32.675 M STBGP-FLEX. This will increase DVRPC's Pavement Preservation balance by \$26.675 M from \$1.153 M to \$27.828 M and it will match the balance of remaining Pavement Preservation authorizations for FY24.

Remaining FY24 DVRPC Pavement Preservation Projects:

- Burlington:
 - Route 206, Park Avenue to Willow Grove Road/Old Indian Mill Road (CR 648) - \$2.539 M
 - Route 70, Barclay Boulevard to Eayrestown Road (CR 641) - \$3.117 M
- Camden:
 - Route 73, West Central Avenue to CR 534 (Jackson Road) - \$7.475 M
- Mercer:
 - Route 295, Route 195/Route 29 to Route 1 - \$14.697 M

This program allows NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and also allows for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

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 NJDOT 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:

\$26.675 M STBGP-FLEX

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-035, NJDOT's request to amend the FY2024 S/TIP for New Jersey by increasing the FY24 ERC Phase of the Pavement Preservation project (DB #X51), in the Statewide program, in the amount of \$26.675 M STBGP-FLEX from \$6 M STBGP-FLEX to \$32.675 M STBGP-FLEX. This will increase DVRPC's Pavement Preservation (PP) balance by \$26.675 M from \$1.153 M to \$27.828 M.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8
2. Project Location Map
3. FY24 Remaining Pavement Preservation Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-035

Highway/Transit/Statewide Program

Various

DB# X51 Pavement Preservation

A/Q Code S10

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Prog Mgr: Marshall, Robert

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by increasing the FY24 ERC Phase of the Pavement Preservation project (DB #X51), in the amount of \$26.675 M STBGP-FLEX from \$6 M STBGP-FLEX to \$32.675 M STBGP-FLEX. This will increase DVRPC's Pavement Preservation (PP) balance by \$26.675 M from \$1.153 M to \$27.828 M.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	31.000	36.000	36.000	4.500	4.500	4.500	4.500	4.500	4.500	4.500
ERC	STBGP-FLEX	6.000	10.000	10.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		37.000	46.000	46.000	5.500	5.500	5.500	5.500	5.500	5.500	5.500
Total FY2024-2027					134.500	Out-Year Cost		33.000			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	31.000	36.000	36.000	4.500	4.500	4.500	4.500	4.500	4.500	4.500
ERC	STBGP-FLEX	32.675	10.000	10.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		63.675	46.000	46.000	5.500	5.500	5.500	5.500	5.500	5.500	5.500
Total FY2022 - 2025				161.175	Total FY2026 - 2031			33.000			

UPC	Project Name	CON Auth Date	CON COST (Million)	County
	FFY 2024 - FEDERAL PRESERVATION (DVRPC) - X51			
234090	Route 73, West Central Avenue to CR 534 (Jackson Road)	5/9/2024	\$7.475	Camden
234100	Route 295, Route 195/Route29 to Route 1	8/14/2024	\$14.697	Mercer
243430	Route 206, Park Avenue to Willow Grove Road/Old Indian Mill Road (CR 648)	7/30/2024	\$2.539	Burlington
243510	Route 70, Barclay Boulevard to Eayrestown Road (CR 641)	8/20/2024	\$3.117	Burlington
			\$27.828	

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

JUNE 11, 2024

Agenda Item:

2d. NJ24-036: Safety Programs (DB #19370), Statewide – Increase ERC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Right of Way/Construction (ERC) Phase of the Safety Programs (DB #19370), in the Statewide Program, by \$21.803 M HSIP from \$5.584 M HSIP to \$27.387 M HSIP. The reason for the project increase is to match the needs for the remaining authorizations detailed below. These are new authorizations that are now able to occur because 1.) other projects have slipped out of FY24, 2.) other programs are not going to use all of their funding, and 3.) the anticipated increase in obligation authority from August Redistribution. NJDOT must have all three MPO Boards approve this action in order to proceed.

Remaining DVRPC Safety Programs Authorizations:

- Various Counties:
 - 2024 Utility Pole Relocation/Replacement - \$0.1 M
 - Interstate Improvement Program & Safety Corridor Program with Right of Way (ROW) - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County) - \$2 M
- Burlington:
 - Vulnerable Road User Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - \$0.7 M

The remaining funding is going towards authorizations for projects outside the DVRPC region in the amount of \$15.58 M. Please see the attached list for details. This program uses Highway Safety Improvement Program (HSIP) funding to support eligible safety improvement projects and pedestrian safety improvement projects, including engineering, ROW and construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples

of some of these improvements are: installing safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

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 NJDOT 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:

\$21.803 M HSIP

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-036, NJDOT’s request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 ERC Phase of the Safety Programs (DB #19370), in the Statewide Program, by \$21.803 M HSIP from \$5.584 M HSIP to \$27.387 M HSIP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8
2. Project Location Map
3. FY24 Remaining Safety Programs Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-036

Highway/Transit/Statewide Program

Various

DB# 19370 Safety Programs

A/Q Code S6

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

Prog Mgr: Swords, Andrew

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 ERC Phase of the Safety Programs (DB #19370), in the Statewide Program, by \$21.803 M HSIP from \$5.584 M HSIP to \$27.387 M HSIP.

Mapped: Y

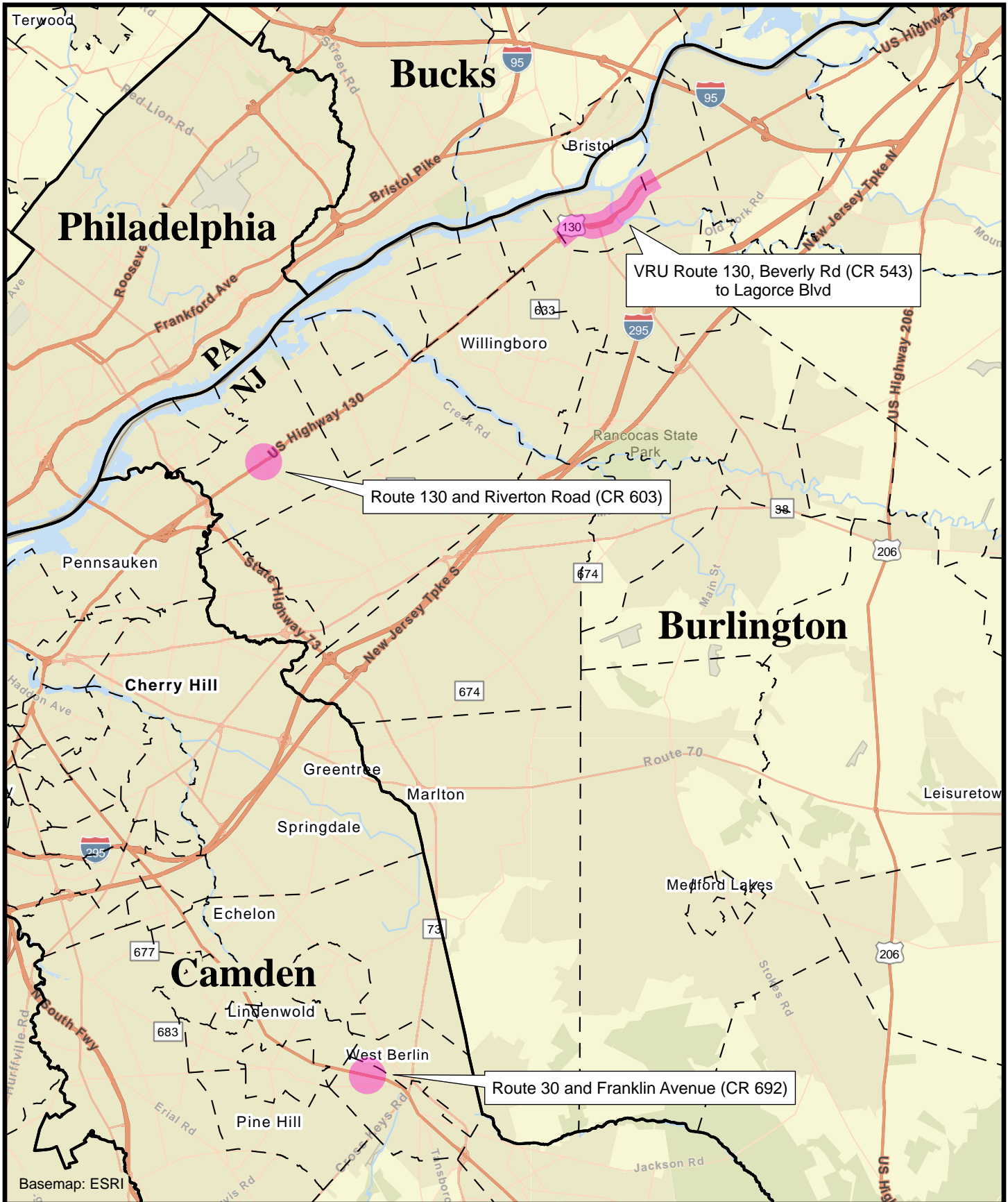
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	5.584	6.930	8.304	9.638	10.998	12.386	13.802	15.246	16.719	18.221
ERC	HSIP-VRUS	11.291	11.529	11.771	12.007	12.247	12.492	12.742	12.996	13.256	13.521
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Fiscal Year Total		17.125	18.709	20.325	21.895	23.495	25.128	26.794	28.493	30.225	31.992
Total FY2024-2027					78.054	Out-Year Cost		166.127			

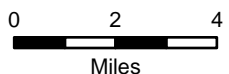
After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	27.387	6.930	8.304	9.638	10.998	12.386	13.802	15.246	16.719	18.221
ERC	HSIP-VRUS	11.291	11.529	11.771	12.007	12.247	12.492	12.742	12.996	13.256	13.521
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Fiscal Year Total		38.928	18.709	20.325	21.895	23.495	25.128	26.794	28.493	30.225	31.992
Total FY2022 - 2025				99.857	Total FY2026 - 2031			166.127			

NJ24-036: Safety Programs



Basemap: ESRI



Project Name	UPC	County	Sum of Modified HSIP Amount in Millions
2024 Statewide Utility Pole Relocation/Replacement	(blank)	Various	0.15
2024 Utility Pole Relocation/Replacement (DVRPC)	(blank)	Various	0.10
2024 Utility Pole Relocation/Replacement (NJTPA)	(blank)	Various	0.20
2024 Utility Pole Relocation/Replacement (SJTPO)	(blank)	Various	0.16
Passaic Ave, Ward Ave, Clifton City	183770	Passaic	0.50
VRU Route 130, CR 543 (Beverly Rd) to Lagorce Blvd	203370	Burlington	0.70
Rochelle Avenue	800027	Bergen	0
Weymouth Malaga	800027	Atlantic	0.5
Int. Impr. Prog. & Safety Corridor Prog. With ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County)	173770	Multiple	2.00
VRU RT 1&9, Dennis Place to east Grand St, MP 42.79-44.52, Linden/Elizabeth, Union Co	183230	Union	2.50
RT US 130 and Georges Road (CR 679) / Wheeling Road	173950	Middlesex	9.80
Route NJ 34 & Allaire Road (Allenwood Circle)	203260	Monmouth	1.07
Rt 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93)	183650	Hudson	0.70
			\$18.38M

ACTION ITEM

Date Prepared: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

**2e. NJ24-037: Bridge Deck/Superstructure Replacement Program (DB #03304),
Statewide – Increase ERC Phase**

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Right of Way/Construction (ERC) Phase of the Bridge Deck/Superstructure Replacement Program (DB #03304), in the Statewide Program, by \$27.753 M STBGP-FLEX from \$18.886 M STBGP-FLEX to \$46.639 M STBGP-FLEX. The reason for the project increase is to match the remaining authorizations detailed below. These are new authorizations that are now able to occur because 1.) other projects have slipped out of FY24, 2.) other programs are not going to use all of their funding, and 3.) the anticipated increase in obligation authority from August Redistribution. NJDOT must have all three MPO Boards approve this action in order to proceed.

Remaining Bridge Deck/Superstructure Replacement Program Authorizations:

- Route 280 EB, Bridges over Passaic River (Morris County) - \$12 M
- Perkintown Road (CR 644), Bridge over Route 295 (Salem County) - \$13.235 M
- North Munn Avenue, Bridge over Route 280 (Essex County) - \$22.8 M

This statewide program provides funding for design and construction of bridge deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. It will address an approved priority listing of deficient bridge decks. This program also provides funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

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 NJDOT 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:

\$27.753 M STBGP-FLEX

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-037, NJDOT's request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 ERC Phase of the Bridge Deck/Superstructure Replacement Program (DB #03304), in the Statewide Program, by \$27.753 M STBGP-FLEX from \$18.886 M STBGP-FLEX to \$46.639 M STBGP-FLEX.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8
2. FY24 Remaining Bridge Deck/Superstructure Replacement Program Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-037

Highway/Transit/Statewide Program

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

A/Q Code S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Prog Mgr: Yermack, Eric Various

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 ERC Phase of the Bridge Deck/Superstructure Replacement Program (DB #03304), in the Statewide Program, by \$27.753 M STBGP-FLEX from \$18.886 M STBGP-FLEX to \$46.639 M STBGP-FLEX.

Mapped: N

Before Proposed Action

Phase	Fund	TIP Program Years (\$ millions)				Out-Years					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP	0.684									
ERC	BFP-OS-BRDG	2.000	5.000	5.000							
ERC	HWYINF	6.814									
ERC	NHPP	6.300	44.000	44.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000
ERC	STBGP-FLEX	18.886									
ERC	STBGP-OS-BRDG	20.000	20.000	20.000	20.000	2.000	20.000	20.000	20.000	20.000	20.000
	Fiscal Year Total	54.684	69.000	69.000	44.000	26.000	44.000	44.000	44.000	44.000	44.000
		Total FY2024-2027			236.684	Out-Year Cost		246.000			

After Proposed Action

Phase	Fund	TIP Program Years (\$ millions)									
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP	0.684									
ERC	BFP-OS-BRDG	2.000	5.000	5.000							
ERC	HWYINF	6.814									
ERC	NHPP	6.300	44.000	44.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000
ERC	STBGP-FLEX	46.639									
ERC	STBGP-OS-BRDG	20.000	20.000	20.000	20.000	2.000	20.000	20.000	20.000	20.000	20.000
	Fiscal Year Total	82.437	69.000	69.000	44.000	26.000	44.000	44.000	44.000	44.000	44.000
		Total FY2022 - 2025			264.437	Total FY2026 - 2031		246.000			

UPC	Project Name	CON COST (Million)	County
173130	Route 280 EB, Bridges over Passaic River	\$12.000	Morris
153160	Perkintown Road (CR 644), Bridge over Route 295	\$13.235	Salem
173150	North Munn Avenue, Bridge over Route 280	\$22.800	Essex
		\$48.035	

ACTION ITEM

Date Prepared: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

2f. NJ24-038: Intelligent Traffic Signal Systems (DB #15343), Statewide – Increase EC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Construction (EC) Phase of the Intelligent Traffic Signal Systems project (DB #15343), in the Statewide Program, by \$12.802 M STBGP-FLEX from \$3.5 M STBGP-FLEX to \$16.302 M STBGP-FLEX.

The reason for the project increase is to fund the Route 23, Rt 80 to CR 694 (Paterson Hamburg Turnpike), ATS C#1 project located in Passaic County. NJDOT must have all three MPO Boards approve this action in order to proceed.

This program seeks to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of the total congestion that occurs in New Jersey. This program is focused on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real-time traffic response signals. These upgrades consist of installing new controllers, intelligent software and algorithms, and robust detection and communication equipment.

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 NJDOT 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:

\$12.802 M STBGP-FLEX

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-038, NJDOT's request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 EC Phase of the Intelligent Traffic Signal Systems project (DB #15343), in the Statewide Program, by \$12.802 M STBGP-FLEX from \$3.5 M STBGP-FLEX to \$16.302 M STBGP-FLEX.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8

DVRPC FY2024 TIP for New Jersey

Action: NJ24-038

Highway/Transit/Statewide Program

Various

DB# 15343 Intelligent Traffic Signal Systems

A/Q Code S7

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

Prog Mgr: Mirza, Wasif

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 EC Phase of the Bridge Deck/Superstructure Replacement Program (DB #03304), in the Statewide Program, by \$12.802 M STBGP-FLEX from \$3.5 M STBGP-FLEX to \$16.302 M STBGP-FLEX.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500
ERC	CMAQ	9.999	10.105	10.262	5.519	8.073	8.776	9.827	9.583	9.335	10.262
ERC	CR-FLEX	9.810	10.026	10.246	10.471	10.701	10.935	11.173	11.417	11.665	11.919
Fiscal Year Total		23.309	23.631	24.009	19.490	22.274	23.211	24.500	24.500	24.500	25.681
Total FY2024-2027					90.438	Out-Year Cost		144.665			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CMAQ	9.999	10.105	10.262	5.519	8.073	8.776	9.827	9.583	9.335	10.262
ERC	CR-FLEX	9.810	10.026	10.246	10.471	10.701	10.935	11.173	11.417	11.665	11.919
EC	STBGP-FLEX	16.302	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500
Fiscal Year Total		36.111	23.631	24.009	19.490	22.274	23.211	24.500	24.500	24.500	25.681
Total FY2022 - 2025				103.240	Total FY2026 - 2031			144.665			

ACTION ITEM

Date Prepared: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

2g. NJ24-039: Bridge Preventive Maintenance (DB #13323), Statewide – Increase EC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Construction (EC) Phase of the Bridge Preventive Maintenance program (DB #13323), in the Statewide Program, by \$44.617 M STBGP-FLEX from \$10 M STBGP-FLEX to \$54.617 M STBGP-FLEX. These are new authorizations that are now able to occur because 1.) other projects have slipped out of FY24, 2.) other programs are not going to use all of their funding, and 3.) the anticipated increase in obligation authority from August Redistribution. NJDOT must have all three MPO Boards approve this action in order to proceed.

Remaining Bridge Preventive Maintenance Authorizations:

- Bridge Preventive Maintenance Contract 2023-1 - \$10 M
- Bridge Preventive Maintenance Contract 2023-2 - \$7.5 M
- Bridge Preventive Maintenance Contract 2023-3 - \$10 M
- US-40 over Inside Thorofare Final Design - \$2.7 M
- NJ-47 over Grassy Sound Final Design - \$3 M

This statewide program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

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 NJDOT 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:

\$44.617M STBGP-FLEX

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-039, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY24 EC Phase of the Bridge Preventive Maintenance program (DB #13323), in the Statewide Program, by \$44.617 M STBGP-FLEX from \$10 M STBGP-FLEX to \$54.617 M STBGP-FLEX.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8
2. FY24 Remaining Bridge Preventive Maintenance Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-039

Highway/Transit/Statewide Program

Various

DB# 13323 Bridge Preventive Maintenance

A/Q Code S10

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

Prog Mgr: Solazzo, Douglas

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 EC Phase of the Bridge Preventive Maintenance program (DB #13323), in the Statewide Program, by \$44.617M STBGP-FLEX from \$10 M STBGP-FLEX to \$54.617 M STBGP-FLEX.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
EC	STBGP-FLEX	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
Total FY2024-2027					280.000	Out-Year Cost		420.000			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
EC	STBGP-FLEX	54.617	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		114.617	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
Total FY2022 - 2025				324.617	Total FY2026 - 2031			420.000			

Project Name	CON COST (Million)
Bridge Preventive Maint. Contract 2023-1	\$10.000
Bridge Preventive Maint. Contract 2023-2	\$7.500
Bridge Preventive Maint. Contract 2023-3	\$10.000
US-40 over Inside Thorofare Final Design	\$2.700
NJ-47 over Grassy Sound Final Design	\$3.000
	\$33.200

ACTION ITEM

Date Prepared: May 30, 2024

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

JUNE 11, 2024

Agenda Item:

**2h. NJ24-040: Mobility and Systems Engineering Program (DB #13306), Statewide
– Increase EC Phase**

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 Engineering/Construction (EC) Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by \$15.48 M NHPP from \$13.466 M NHPP to \$28.946 M NHPP. The reason for the project increase is to match the remaining authorizations. These are new authorizations that are now able to occur because 1.) other projects have slipped out of FY24, 2.) other programs are not going to use all of their funding, and 3.) the anticipated increase in obligation authority from August Redistribution. NJDOT must have all three MPO Boards approve this action in order to proceed.

Remaining Mobility and Systems Engineering Program Authorizations:

- FIFA 2026 Meadowlands area ITS improvements Contract 1 - \$3.5 M
- FIFA 2026 Meadowlands area ITS improvements Contract 2 - \$3.5 M
- I-280 Smart and Connected Corridor - \$3.5 M

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and

engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

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 NJDOT 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:

\$15.48 M NHPP

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-040, NJDOT's request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY24 EC Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by \$15.48 M NHPP from \$13.466 M NHPP to \$28.946 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #8
2. FY24 Remaining Mobility and Systems Engineering Program Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-040

Highway/Transit/Statewide Program

Various

DB# 13306 **Mobility and Systems Engineering Program**

A/Q Code S7

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

Prog Mgr: Mirza, Wasif

Summary of Action:

Action to amend the FY2024 S/TIP for New Jersey by increasing the FY24 EC Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by \$15.48 M NHPP from \$13.466 M NHPP to \$28.946 M NHPP.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	13.466	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		16.466	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2024-2027				Out-Year Cost					
		43.466				54.000					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	28.946	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		31.946	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2022 - 2025				Total FY2026 - 2031					
		58.946				54.000					

Project Name	CON COST (Million)
FIFA 2026 Meadowlands area ITS improvements Contract 1	\$3.500
FIFA 2026 Meadowlands area ITS improvements Contract 2	\$3.500
I-280 Smart and Connected Corridor	\$3.500
	\$10.500

ACTION ITEM

Date Prepared: May 30, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

2i. PA23-118: US Route 322: Chelsea Parkway – Market Street Interchange (Section 103) (MPMS #114034), Delaware County – Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the US 322: Chelsea Parkway – Market Street Interchange project in the amount of \$16,110,000 (FY24: \$2,319,000 STU/\$1,000,000 State 581/\$1,681,000 NHPP; FY25: \$932,000 STU/\$7,956,000 NHPP/\$2,222,000 State 581). The total construction cost estimate for this project is \$106,000,000.

An increase in CON funding is required due to:

- Increase in pavement material cost as a result of updated traffic counts and other material cost increases.
- Project delays from right-of-way (ROW) acquisition conflicts.
- Access requirements necessary as part of utility relocations.
- Additional demolition of existing buildings, which was not originally covered in demolition contracts.
- Inclusion of a median gate system to facilitate emergency turnarounds.
- Safety enhancements, including additional radar detection for traffic signals and barrier drop off protection.
- Enhancements to PennDOT ITS/fiber optic cable along the corridor.
- Inclusion of a concrete-lined channel to minimize surface water infiltration.
- Temporary excavation support to enable staged construction of the proposed culvert and the relocation of multiple public utilities.

The US 322: Chelsea Parkway – Market Street Interchange (Section 103) project involves the widening and reconstruction of US 322 in Upper Chichester Township,

Delaware County. The existing four-lane section will be modified to a four-lane typical section between Chelsea Parkway to east of Cherry Tree Road with a curbed grass median and exclusive left turn lanes. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four-lane section from Cherry Tree Road to the Market Street interchange will be improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements to Market Street.

As part of the project, one bridge and four culverts will be replaced, seven retaining walls, four advanced distribution management system (ADMS) utility structures, and three sign structures will be constructed. Environmental impacts will be mitigated by three sound barrier walls for noise abatement, a waste management plan, a stream mitigation plan, and tree cutting restrictions associated with the Indiana Bat habitat. This project will further build out the PennDOT fiber network, enhancing connectivity on this corridor.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$16,110,000 (\$3,252,000 STU/\$9,636,000 NHPP/\$3,222,000 State 581)

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-118, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the US 322: Chelsea Parkway – Market Street Interchange project in the amount of \$16,110,000 (FY24: \$2,319,000 STU/\$1,000,000 State 581/\$1,681,000 NHPP; FY25: \$932,000 STU/\$7,956,000 NHPP/\$2,222,000 State 581).

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #146
2. Project location map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-118

Delaware

MPMS# 114034 **US 322: Chelsea Parkway to Market St. Interchange (Section 103)**

AQ Code 2035M **LIMITS:** Chelsea Parkway to Market St. Interchange

Latitude: **MUNICIPALITIES**

Longitude: Roadway New Capacity

PROJ MANG: TSS/M. Saintval

This project involves widening and improving SR 322 to a four lane typical section with a median from Chelsea Parkway to the Market Street Interchange in Upper Chichester Township. The existing two lane section of SR 322 will be widened to four lanes with exclusive left turn lanes to accommodate left turns at the Cherry Tree Road / SR 3016 intersection. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four lane section from Cherry Tree Road to the Market Street interchange will be improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements made to Market Street.

•The total estimated cost for this project section is \$106,000,000.

•To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the US 322: Chelsea Parkway – Market Street Interchange project in the amount of \$16,110,000 (FY24: \$2,319,000 STU/\$1,000,000 State 581/\$1,681,000 NHPP; FY25: \$932,000 STU/\$7,956,000 NHPP/\$2,222,000 State 581). The total construction cost estimate for this project is \$106,000,000.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	4,008											
CON	581	1,002											
CON	NHPP		4,000										
CON	581		1,000										
CON	NHPP			9,008									
CON	581			2,252									
CON	STU				5,600								
CON	STP				8,400								
CON	581				2,100								
CON	581				1,250								
CON	STP					2,628							
CON	STU					3,380							
CON	581					1,502							
CON	NHPP						5,000						
CON	581						1,250						
CON	NHPP							12,000					
CON	581							3,000					
CON	NHPP								18,008				
CON	581								4,502				
		5,010	5,000	11,260	17,350	7,510	6,250	15,000	22,510	0	0	0	0
		Total FY2023-2026			38,620	Total FY2027-2030			51,270	Total FY2031-2034			0

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	4,008											

5/31/2024

DVRPC FY2023-2026 TIP for PA

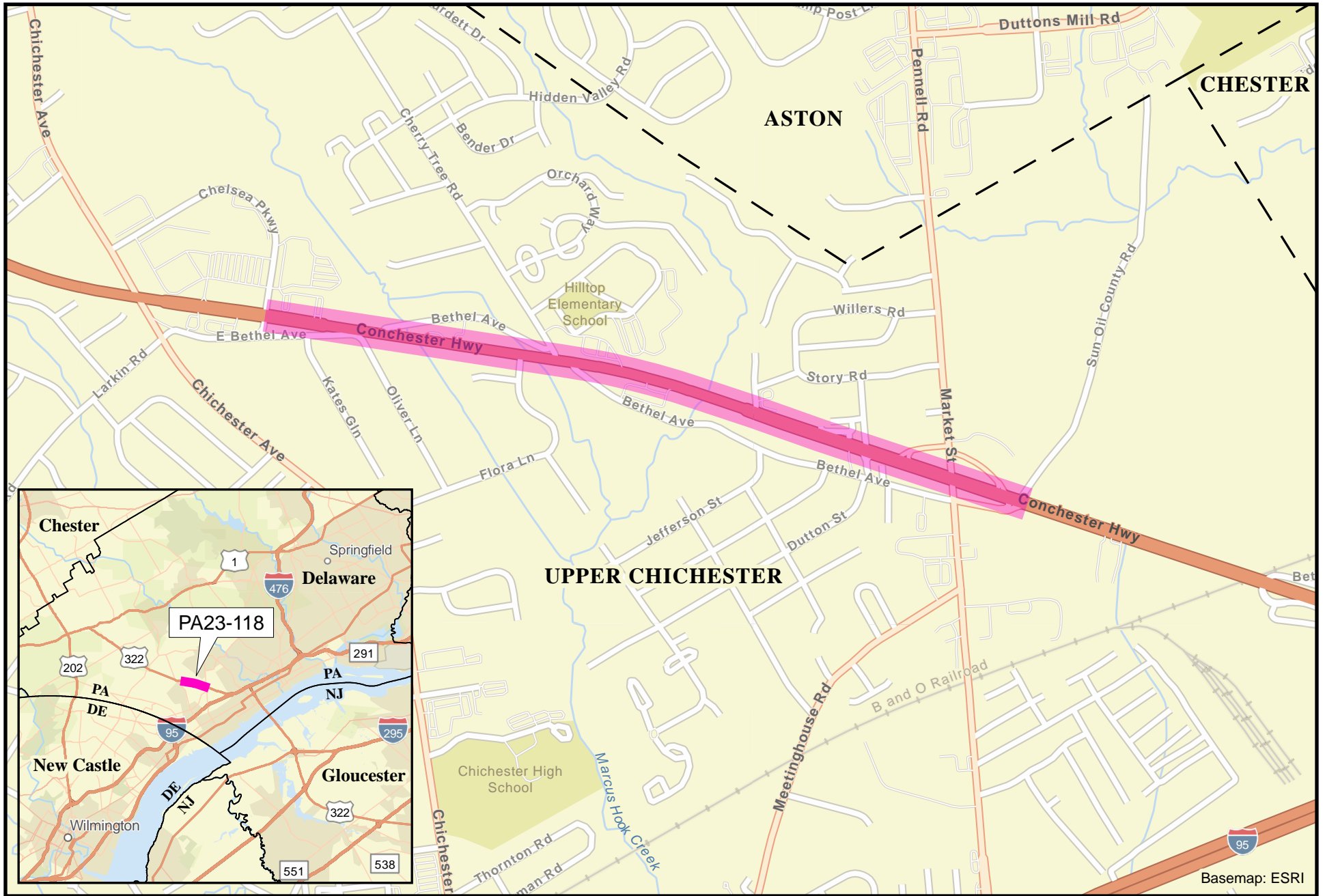
Pennsylvania - Highway and Transit Program

Action: PA23-118

Delaware

CON	581	1,002											
CON	NHPP	1,681											
CON	STU	2,319											
CON	NHPP	4,000											
CON	581	953											
CON	581	47											
CON	581	1,000											
CON	NHPP	7,956											
CON	STU	932											
CON	NHPP	9,008											
CON	581	2,252											
CON	581	1,482											
CON	581	740											
CON	STP		8,400										
CON	STU		5,600										
CON	581		1,250										
CON	581		2,100										
CON	STU			3,380									
CON	STP			2,628									
CON	581			1,502									
CON	NHPP				5,000								
CON	581				1,250								
CON	NHPP					12,000							
CON	581					3,000							
CON	NHPP						18,008						
CON	581						4,502						
		5,010	10,000	22,370	17,350	7,510	6,250	15,000	22,510	0	0	0	0
		Total FY2023-2026		54,730		Total FY2027-2030		51,270		Total FY2031-2034			0

PA23-118: US Route 322: Chelsea Parkway – Market Street Interchange



ACTION ITEM

Date Prepared: May 30, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

**2j. PA23-119: Downingtown Train Station Rehabilitation (MPMS #93586),
PennDOT – Reduce Funding in the TIP**

Background/Analysis/Issues:

PennDOT Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the FY2023 TIP for Pennsylvania by reducing funding in the TIP for the Construction Phase of the Downingtown Train Station Rehabilitation project by \$16,533,000 in the first four years of the TIP and reprogramming as follows: FY24: \$7,622,000 (\$3,903,000 Section 5337/\$2,195,000 Section 5307/\$1,524,000 State 341); FY26: \$27,170,000 (\$21,736,000 Section 5337/\$5,434,000 State 341). The total amount of funding shown in the DVRPC TIP for this project will be \$77,829,000 after this action.

Per the Statewide MOU, funding that originates from another Urbanized Area (UZA) must be shown on that UZA's TIP for a Keystone Corridor Project, such as the Downingtown Train Station Rehabilitation project. In FY23 and FY24, the Lancaster MPO's TIP will show \$26,223,000 and the Harrisburg MPO's TIP will show \$9,523,000 for this project. The total estimated construction cost of \$113,575,000 has not changed. The funding is being moved to the correct regional TIPs in order for PennDOT to obligate funding and place the funds in a grant before they expire at the end of the federal fiscal year.

This project will construct a new Downingtown Station at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and will

provide full ADA accessibility with two 550-foot-long high-level platforms for eastbound and westbound trains. The platforms will have canopies and will be accessed via four elevator/stair towers from the ground level parking areas, which combined will have approximately 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including the removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 13 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 20 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 24 stops per day at Downingtown Station. Amtrak ridership numbers for the station were 33,985 passengers per day in FY2022 and are increasing annually following a dip due to the COVID-19 pandemic.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT 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:

Reduce overall TIP funding by \$16,533,000 and reprogram FY24: 7,622,000 (\$3,903,000 Section 5337/\$2,195,000 Section 5307/\$1,524,000 State 341) and FY26: \$27,170,000 (\$21,736,000 Section 5337/\$5,434,000 State 341)

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-119, PennDOT Bureau of Rail, Freight, Ports, and Waterways' request that DVRPC amend the FY2023 TIP for Pennsylvania by reducing funding in the TIP for the Construction Phase of the Downingtown Train Station Rehabilitation project by \$16,533,000 for first four years of the TIP and reprogramming as follows: FY24: \$7,622,000 (\$3,903,000 Section 5337/\$2,195,000 Section 5307/\$1,524,000 State 341); FY26: \$27,170,000 (\$21,736,000 Section 5337/\$5,434,000 State 341). The total amount of funding shown in the DVRPC TIP for this project will be \$77,829,000 after this action.

Staff Contact:

Alyson Dressman

Attachments:

1. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-119

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

AQ Code 2035M **LIMITS:**

Latitude: 40.001994 **MUNICIPALITIES** Downingtown Borough

Longitude: -75.710 Transit Improvements

PROJ MANG:

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station. Amtrak ridership numbers for the station are 81,326 (FFY 2019).

This Keystone Corridor project, totaling approximately \$113,575,000 million, is funded with federal Keystone Corridor funds provided by FTA which will be reflected in TIPs of three different UZA areas: DVRPC (FY23: \$6,787,000, FY24: \$7,622,000, FY25: \$36,250,000, FY26: \$27,170,000), Harrisburg Area Transportation Study (FY23: \$3,834,000, FY24: 5,689,000), and Lancaster MPO (FY23: \$10,656,000, FY24: \$15,567,000).

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by reducing funding in the TIP for the Construction Phase of the Downingtown Train Station Rehabilitation project by \$16,533,000 in the first four years of the TIP and reprogramming as follows: FY24: \$7,622,000 (\$3,903,000 Section 5337/\$2,195,000 Section 5307/\$1,524,000 State 341); FY26: \$27,170,000 (\$21,736,000 Section 5337/\$5,434,000 State 341).

Before Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
CON	5337	5,446													
CON	341	1,341													
CON	5337		20,320												
CON	5307		10,740												
CON	341		7,765												
CON	5307			9,000											
CON	5337			20,000											
CON	341			7,250											
CON	5337				10,000										
CON	341				2,500										
		6,787	38,825	36,250	12,500	0	0	0	0	0	0	0	0		
		Total FY2023-2026			94,362	Total FY2027-2030				0	Total FY2031-2034				0

After Proposed Action

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

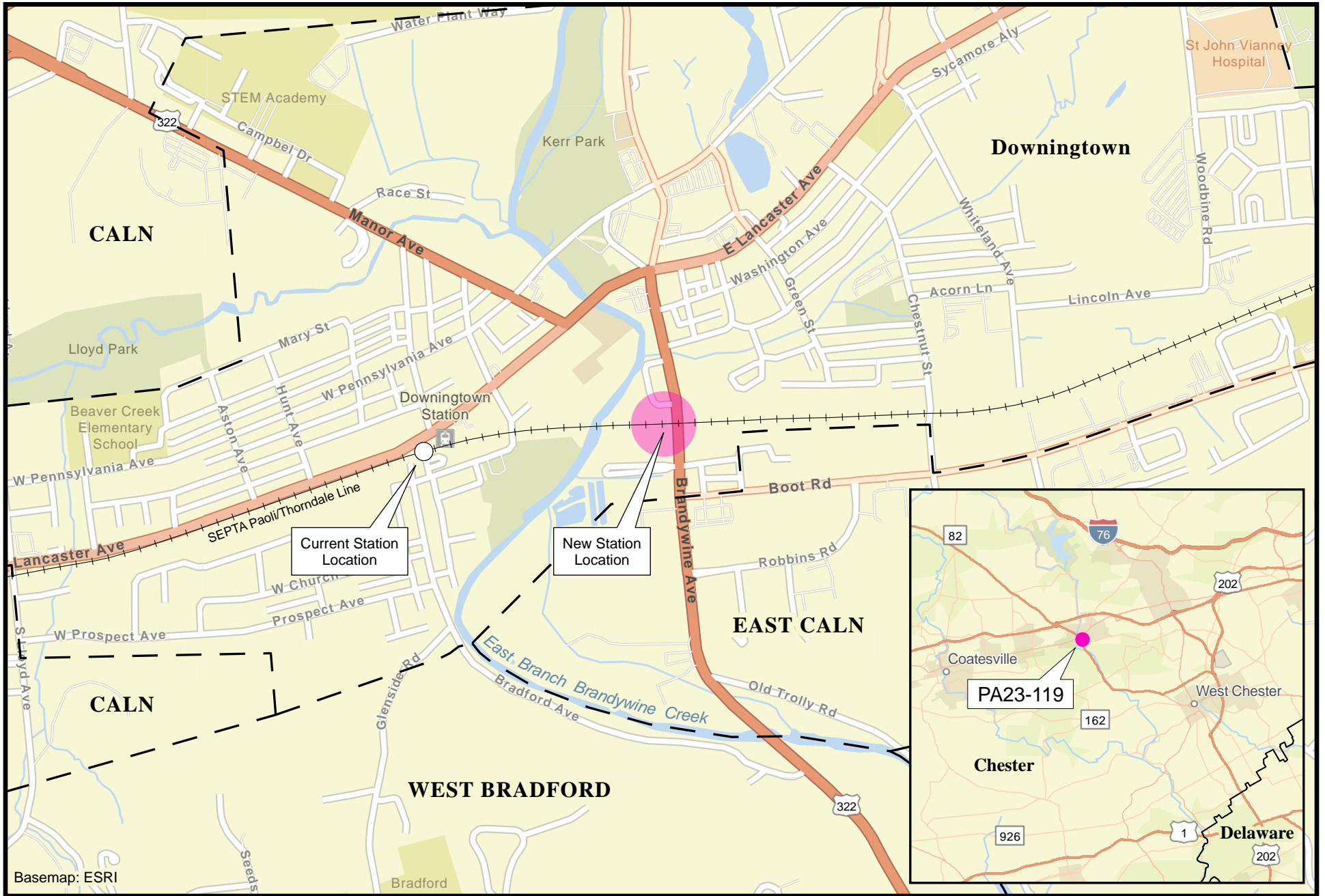
Action: PA23-119

PennDOT

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	5337	5,446												
CON	341	1,341												
CON	5337		3,903											
CON	5307		2,195											
CON	341		1,524											
CON	5337			20,000										
CON	5307			9,000										
CON	341			7,250										
CON	5337				21,736									
CON	341				5,434									
		6,787	7,622	36,250	27,170	0	0	0	0	0	0	0	0	
		Total FY2023-2026		77,829		Total FY2027-2030				0	Total FY2031-2034			0

PA23-119: Downingtown Train Station Rehabilitation



ACTION ITEM

Date Prepared: May 30, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

2k. PA23-120: Communication, Signals, & Technology Program (MPMS #102571), SEPTA – Add New Projects to Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding two new projects, the Positive Train Control Enhancements & Technology Refresh project and the Operational Technology Cybersecurity project, to the Communication, Signals, & Technology Program (MPMS #102571).

No new funding will be added to the current TIP. These projects will be added to the Communication, Signals, & Technology program description for pre-award authority purposes. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence. These two projects are included, and fully funded, in the Draft FY2025 PA TIP. The Positive Train Control (PTC) Enhancements & Technology Refresh project involves the replacement of SEPTA's PTC system as system components reach the end of their useful life. The PTC project is programmed in the amount of \$25 M (FY25-29) on the Draft FY2025 PA TIP. The Operational Technology Cybersecurity project provides numerous cybersecurity measures to decrease SEPTA's vulnerability to cyber threats for its communication and signal systems. The project includes software, hardware, and the support of Cybersecurity & Infrastructure Security technology firms. The Operational Technology Cybersecurity project is programmed in the amount of \$58 M (FY25-FY29) on the Draft FY2025 PA TIP.

SEPTA's Communication, Signals, & Technology Program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure, including vehicle and facility video systems. Some projects included in this program include the replacement of SEPTA's Computer Aided Radio Dispatch

(CARD) System, installation of Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade of dispatching and scheduling systems, and implementation of a real-time vehicle arrival information display system. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

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:

The overall funding of the program will not change.

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-120, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding two new projects, the Positive Train Control Enhancements & Technology Refresh project and the Operational Technology Cybersecurity project, to the Communication, Signals, & Technology Program (MPMS #102571).

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-120

SEPTA

MPMS# 102571 **Communications, Signals, & Technology Improvements**

AQ Code M6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.90M (FY 2022 – FY 2028)
- Positive Train Control - \$174.02M (Prior Year funding \$160.3M - FY 2021) (Continuing Intregation with Partner Railroads FY 2021 - FY 2023)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (FY 2021 – FY 2023)
- Railroad Interlocking Improvement Program - \$183.96M (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$57.99M (Prior Years - FY 2022)
- Regional Railroad Signal Improvement Program - \$40M (FY 2028 – FY 2034)
- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2023)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2028 – FY 2034)
- Market Frankford Line Positive Train Control - \$82M (FY 2022 – FY 2028)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control and ROW Improvements - \$90.12M (Prior Years – FY 2023)
- Signal System Renewal on the Norristown High Speed Line - \$80M (FY 2022 – FY 2023 Design) (FY 2023 – FY 2030 Construction)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$124.82M (Prior Years - FY2026)
- Control Center Wall Display - \$6.39M (FY2021- FY2023)
- Crash Hardened Video Recorders - \$7.73M (Prior Years - FY2022)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2024)
- Telecommunications System Replacement - \$13.71M (FY 2022 – FY 2025)
- Facilities Video System - \$1.86M (Prior Years – FY 2022)
- Fare Payment System Equipment (\$28M) (FY 2023 – FY 2024)
- Information Technology Program - \$134.32M (Ongoing)
- Operations Training Simulators - \$6.59M (Prior Years - FY2022)
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$1.9M (FY 2022 – FY 2024)
- Transit Asset Management - \$6.77M (Prior Years – FY 2023)
- Video Systems Refreshment Program - \$42.37M (FY 2023 – FY 2034)
- Regional Rail VHF Radio Upgrade - \$57M (FY2024 - FY2028)
- Positive Train Control Enhancements & Technology Refresh - \$25M (FY 2025 - FY 2029)
- Operational Technology Cybersecurity - \$58M (FY 2025 - FY 2029)

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding two new projects, the Positive Train Control Enhancements & Technology Refresh project and the Operational Technology Cybersecurity project , to the Communication, Signals, & Technology Program (MPMS #102571).

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	11,381											
CAP	5307	13,600											
CAP	1514	50,427											
CAP	LOC	1,680											
CAP	OTH	15,000											
CAP	5307		35,008										

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-120

SEPTA

CAP	5337	47,968											
CAP	1514	24,710											
CAP	LOC	13,949											
CAP	OTH	5,000											
CAP	5307		10,400										
CAP	5337		8,000										
CAP	1514		26,741										
CAP	OTH		55,000										
CAP	LOC		891										
CAP	5307			25,627									
CAP	5337			18,400									
CAP	1514			10,652									
CAP	LOC			355									
CAP	5307				10,400								
CAP	5337				8,000								
CAP	1514				22,028								
CAP	LOC				734								
CAP	5337					5,601							
CAP	5307					10,400							
CAP	1514					17,668							
CAP	LOC					589							
CAP	5337						8,000						
CAP	1514						25,273						
CAP	LOC						842						
CAP	5337							8,000					
CAP	1514							19,227					
CAP	LOC							641					
CAP	1514								47,806				
CAP	OTH								857				
CAP	LOC								1,594				
CAP	1514									60,700			
CAP	LOC									2,024			
CAP	5307										9,783		
CAP	1514										59,185		
CAP	LOC										1,973		
CAP	1514											75,323	
CAP	OTH											11,000	
CAP	LOC											2,510	
		92,088	126,635	101,032	55,034	41,162	34,258	34,115	27,868	50,257	62,724	70,941	88,833
		Total FY2023-2026		374,789		Total FY2027-2030		137,403		Total FY2031-2034		272,755	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	11,381											
CAP	5307	13,600											
CAP	1514	50,427											
CAP	OTH	15,000											
CAP	LOC	1,680											
CAP	5337		47,968										

5/30/2024

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-120

SEPTA

CAP	5307	35,008											
CAP	1514	24,710											
CAP	OTH	5,000											
CAP	LOC	13,949											
CAP	5307		10,400										
CAP	5337		8,000										
CAP	1514		26,741										
CAP	OTH		55,000										
CAP	LOC		891										
CAP	5307			25,627									
CAP	5337			18,400									
CAP	1514			10,652									
CAP	LOC			355									
CAP	5307				10,400								
CAP	5337				8,000								
CAP	1514				22,028								
CAP	LOC				734								
CAP	5307					10,400							
CAP	5337					5,601							
CAP	1514					17,668							
CAP	LOC					589							
CAP	5337						8,000						
CAP	1514						25,273						
CAP	LOC						842						
CAP	5337							8,000					
CAP	1514							19,227					
CAP	LOC							641					
CAP	1514								47,806				
CAP	LOC								1,594				
CAP	OTH								857				
CAP	1514									60,700			
CAP	LOC									2,024			
CAP	5307										9,783		
CAP	1514										59,185		
CAP	LOC										1,973		
CAP	1514											75,323	
CAP	OTH											11,000	
CAP	LOC											2,510	
		92,088	126,635	101,032	55,034	41,162	34,258	34,115	27,868	50,257	62,724	70,941	88,833
		Total FY2023-2026		374,789		Total FY2027-2030		137,403		Total FY2031-2034		272,755	



May 17, 2024

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 two (2) amendments to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting six (6) projects to be added to the TIP to meet pre-award authority requirements. These projects are included and fully funded in the upcoming FY 2025 TIP. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence.

The projects to be included are:

MPMS #102571 - Communication, Signals, & Technology Program

- Positive Train Control Enhancements & Technology Refresh - \$25M (FY 2025 – FY 2029)
- Operational Technology Cyber Security - \$58.00M (FY 2025 – FY 2029)

MPMS # 107011 - Safety & Security Improvements Program

- Cleaning Equipment - \$33.43M (Ongoing)
- SEPTA Transit Police Department Equipment – \$7.10M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (FY 2025 – FY2026)
- 2026 Events Preparedness - \$5M (FY2025)

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.

Sincerely,

A handwritten signature in black ink that reads 'Brian McFadden'.

Brian McFadden
Director, Capital Budgets & Grant Development

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

ACTION ITEM

Date Prepared: May 30, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

**2I. PA23-121: Safety & Security Improvements Program (MPMS #107011), SEPTA
– Add New Projects to Program**

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding four new projects, the Cleaning Equipment, SEPTA Transit Police Department Equipment, Fare Evasion Technology Program, and 2026 Events Preparedness projects to the Safety & Security Improvements Program (MPMS #107011).

No new funding will be added to the current TIP. These projects will be added to the Safety & Security Improvements program description for pre-award authority purposes. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence. These projects are included, and fully funded, in the Draft FY2025 PA TIP under the Safe, Clean, and Secure program (MPMS #121367). The projects include the following elements and funding on the Draft FY2025 PA TIP:

- Cleaning Equipment – to provide for the purchase of various cleaning equipment and the construction of a 5,000 square foot cleaning equipment storage facility at Fern Rock Shop - (\$33.43 M, ongoing)
- SEPTA Transit Police Department Equipment – to provide equipment for the SEPTA Police Department to support and enhance the department's effectiveness in fulfilling its mission, improve operational capabilities, and ensure the safety of passengers and personnel. - (\$7.1 M, ongoing)
- Fare Evasion Technology Program - to test new fare gate technology to deter and reduce fare evasion - (\$16.4 M, FY25-26)

- 2026 Events Preparedness – to prepare for 2026 events (Semiquincentennial, FIFA World Cup, Major League Baseball’s All-Star Game), SEPTA will be working with regional partners to deploy numerous upgrades to stations and facilities - (\$5 M, FY25)

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. The Safety & Security Improvements 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:

The overall funding for the program will not change.

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make recommendations at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-121, SEPTA’s request that DVRPC amend the FY2023 TIP for Pennsylvania by adding four new projects, the Cleaning Equipment, SEPTA Transit Police Department

Equipment, Fare Evasion Technology Program, and 2026 Events Preparedness projects to the Safety & Security Improvements Program (MPMS #107011).

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-121

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
- Vacuum Train Project - \$1M (FY 2024 - FY 2030)
- Cleaning Equipment - \$33.43M (Ongoing)
- SEPTA Transit Police Department Equipment - \$7.1M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (FY 2025 - FY 2026)
- 2026 Events Preparedness - \$5M (FY 2025)

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding four new projects, the Cleaning Equipment, SEPTA Transit Police Department Equipment, Fare Evasion Technology Program, and 2026 Events Preparedness projects to the Safety & 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							

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-121

SEPTA

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			
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				

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-121

SEPTA

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	

PennDOT Fiscal Constraint Charts
(June 2024)

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

MA IDs: 134726, 134727, 134728

TIP MODIFICATIONS FOR APRIL 2024

Chart #137

Chart: 137

* 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 2027-2030			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			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	1,763,126	0	0	2,414,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,133,034	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	1,971,000	0	0	(1,971,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	HSIP		0	0	0	3,734,126	0	0	443,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,133,034		
CASTOR AVE: OXFORD CIRCLE - COTTMAN AVE PHILADELPHIA	111194	CON	Before	HSIP		0	0	0	1,971,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,971,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
			Adjust	HSIP		0	0	0	(1,971,000)	0	0	1,971,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR,1005,SP2			After	HSIP		0	0	0	0	0	0	1,971,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,971,000
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	3,734,126	0	0	443,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,133,034	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	(2,600,000)	0	0	0	0	0	2,348,270	0	0	0	0	0	0	0	0	0	(251,730)	
			After	HSIP		0	0	0	1,134,126	0	0	443,000	0	0	14,095,178	0	0	106,504,000	0	0	108,705,000	0	0	230,881,304		
LANSDOWNNE AVE CORRIDOR SAFETY IMPROVEMENTS	115427	CON	Before	CRPU		1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.
DELAWARE			Adjust	CRPU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR,2005,SP2			After	CRPU		1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000
LANSDOWNNE AVE CORRIDOR SAFETY IMPROVEMENTS	115427	CON	Before	HSIP		0	0	0	0	0	0	0	0	0	2,348,270	0	0	0	0	0	0	0	0	0	2,348,270	ADVANCING FUNDS BASED ON CURRENT PROJECT SCHEDULE AND SWITCHING OUT REGIONAL HSP FOR HVRU.
DELAWARE			Adjust	HSIP		0	0	0	0	0	0	0	0	0	(2,348,270)	0	0	0	0	0	0	0	0	0	0	(2,348,270)
SR,2005,SP2			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LANSDOWNNE AVE CORRIDOR SAFETY IMPROVEMENTS	115427	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SWITCHING OUT REGIONAL HSP FOR HVRU AS PROJECT IS ELIGIBLE. ALSO ADVANCING FUNDS BASED ON CURRENT PROJECT SCHEDULE.
DELAWARE			Adjust	HVRU		0	0	0	2,600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,600,000
SR,2005,SP2			After	HVRU		0	0	0	2,600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,600,000
Before FFY Totals						1,300,000	0	0	7,468,252	0	0	2,857,000	0	0	25,842,086	0	0	213,008,000	0	0	217,410,000	0	0	467,885,338		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						1,300,000	0	0	7,468,252	0	0	2,857,000	0	0	25,842,086	0	0	213,008,000	0	0	217,410,000	0	0	467,885,338		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 134729, 134730

TIP MODIFICATIONS FOR APRIL 2024

Chart #138

Chart: 138

* 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 2027-2030			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				
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRPU		0	0	0	8,891,410	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	30,485,246	LINE ITEM	
			Adjust	CRPU		0	0	0	(1,023,283)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,023,283)	
			After	CRPU		0	0	0	7,868,127	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	0	29,461,963	
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	6,593,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	0	35,444,255	LINE ITEM	
			Adjust	STU	581	0	0	0	162,119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162,119	
			After	STU	581	0	0	0	6,755,613	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	0	35,606,374		
ADA RAMPS CENTER CITY PHILA(C) PHILADELPHIA SR,3010,ADM	112463	CON	Before	CRPU	TC	292,354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292,354	ADDING FUNDS TO ACCOUNT FOR LOW BID COST INCREASE AND TO ACCOUNT FOR THE STU FUNDS RETURNED TO THE LINE ITEM.	
			Adjust	CRPU	TC	0	0	0	0	1,023,283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,023,283
			After	CRPU	TC	292,354	0	0	0	1,023,283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,315,637
ADA RAMPS CENTER CITY PHILA(C) PHILADELPHIA SR,3010,ADM	112463	CON	Before	CRP	TC	2,208,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,208,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	CRP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	CRP	TC	2,208,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,208,000
ADA RAMPS CENTER CITY PHILA(C) PHILADELPHIA SR,3010,ADM	112463	CON	Before	STU	TC	0	0	0	980,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	980,000	RETURNING UNOBLIGATED STU FUNDS AND REPLACING WITH CRPU FUNDS.	
			Adjust	STU	TC	0	0	0	0	(162,119)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(162,119)
			After	STU	TC	0	0	0	817,881	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		817,881
Before FFY Totals						2,500,354	0	0	16,464,904	438,644	0	17,473,863	689,272	250,000	12,909,818	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	69,409,855			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						2,500,354	0	0	16,464,904	438,644	0	17,473,863	689,272	250,000	12,909,818	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	69,409,855			

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 134731, 134732

TIP MODIFICATIONS FOR APRIL 2024

Chart #139

Chart: 139

* 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 2027-2030			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					
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	6,755,613	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	28,119,374	LINE ITEM			
			Adjust	STU	581	0	0	0	210,826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,826			
			After	STU	581	0	0	0	6,966,439	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	28,330,200				
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,115,346	1,433,377	1,443,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,439,855	LINE ITEM			
			Adjust	BOF	185	0	0	0	116,624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116,624			
			After	BOF	185	0	348,000	204,835	1,231,970	1,433,377	1,443,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,556,479				
TCDI ADMINISTRATION PHILADELPHIA SR,-----	97311	CON	Before	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$2,476.00 FPN 223E- T060-104		
			Adjust	STU	TC	0	0	0	(2,476)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,476)		
			After	STU	TC	0	0	0	(2,476)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,476)		
CHESTNUT ST @ 30TH ST O/ SCHUYLKILL(C) PHILADELPHIA SR,0003,CH1	17816	UTL	Before	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$24,862.25 FPN Y230- X065-296	
			Adjust	STU		0	0	0	(24,862)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(24,862)	
			After	STU		0	0	0	(24,862)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(24,862)	
SWANSON ST: COLUMBUS BLVD - OREGON AVE PHILADELPHIA SR,-----	70231	PE	Before	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$183,487.50 FPN Q230- T065-186	
			Adjust	STU	TC	0	0	0	(183,488)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(183,488)	
			After	STU	TC	0	0	0	(183,488)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(183,488)	
WATERMARK RD O/ MUDDY RUN(C) CHESTER SR,7015,021	86696	FD	Before	BOF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$116,623.99 FPN L110- X062-211	
			Adjust	BOF		0	0	0	(116,624)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(116,624)	
			After	BOF		0	0	0	(116,624)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(116,624)	
Before FFY Totals						0	348,000	204,835	7,870,959	1,872,021	1,443,239	6,783,845	969,481	275,000	2,006,000	1,590,000	2,327,000	4,639,000	1,864,000	3,775,000	66,323,000	59,267,849	0	161,559,229				
FFY Adjustment Totals						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	348,000	204,835	7,870,959	1,872,021	1,443,239	6,783,845	969,481	275,000	2,006,000	1,590,000	2,327,000	4,639,000	1,864,000	3,775,000	66,323,000	59,267,849	0	161,559,229				

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR MAY 2024

Chart #140

MA IDs:

Chart: 140

* 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 2027-2030			3RD 4 YRS			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581		0	0	0	6,966,439	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	0	35,817,200	LINE ITEM		
			Adjust	STU	581		0	0	0	5,221,000	1,055,000	0	(2,650,000)	(575,000)	0	(1,471,000)	(280,000)	0	(1,130,000)	(200,000)	0	0	0	0	0	0	(1,360,000)		
			After	STU	581		0	0	0	12,187,439	1,493,644	0	4,133,845	114,272	250,000	535,000	1,310,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	0	0	34,457,200		
ST P LINE ITEM BUCKS	79927	CON	Before	STP	581		0	0	327,000	710,647	0	0	910,131	0	0	305,000	0	0	5,527,000	564,000	3,410,000	303,890	334,000	318,970	0	22,211,638	LINE ITEM		
			Adjust	STP	581		0	0	0	1,229,000	0	0	(500,000)	0	0	(200,000)	0	0	(566,000)	0	0	0	0	0	0	0	(603,000)		
			After	STP	581		0	0	327,000	1,939,647	0	0	410,131	0	0	105,000	0	0	4,961,000	564,000	3,410,000	303,890	334,000	318,970	0	21,608,638			
ROUTE 1 IMP FRONTAGE BUCKS SR,001,RC3	93446	UTL	Before	STU	581		0	0	0	1,821,000	656,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,477,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	581		0	0	0	(1,821,000)	(455,000)	0	1,500,000	375,000	0	321,000	80,000	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	581		0	0	0	0	201,000	0	1,500,000	375,000	0	321,000	80,000	0	0	0	0	0	0	0	0	0	0	2,477,000	
ROUTE 1 IMP FRONTAGE BUCKS SR,001,RC3	93446	UTL	Before	NHPP	581		0	0	0	802,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	802,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	NHPP	581		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP	581		0	0	0	802,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	802,000	
ROUTE 1 IMP FRONTAGE BUCKS SR,001,RC3	93446	ROW	Before	STU	581		0	0	0	2,400,000	2,191,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,591,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	581		0	0	0	(2,400,000)	(600,000)	0	800,000	200,000	0	800,000	200,000	0	800,000	200,000	0	0	0	0	0	0	1,000,000		
			After	STU	581		0	0	0	0	1,591,000	0	800,000	200,000	0	800,000	200,000	0	800,000	200,000	0	0	0	0	0	0	0	5,591,000	
ROUTE 1 IMP FRONTAGE BUCKS SR,001,RC3	93446	ROW	Before	NHPP	581		3,965,000	991,000	0	6,365,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,321,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	NHPP	581		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP	581		3,965,000	991,000	0	6,365,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,321,000	
BALTIMORE PIKE & NEWARK RD CHESTER SR,3033,OBP	110312	ROW	Before	STP	TC		0	0	0	1,229,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,229,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STP	TC		0	0	0	(1,229,000)	0	0	500,000	0	0	200,000	0	0	566,000	0	0	0	0	0	0	0	0	603,000	
			After	STP	TC		0	0	0	0	0	0	500,000	0	0	200,000	0	0	566,000	0	0	0	0	0	0	0	0	1,832,000	
BLACK ROCK RD O/ TRIB SCHUYLKILL RIVER MONTGOMERY SR,0113,MTS	118005	CON	Before	STU	TC		0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	TC		0	0	0	(1,000,000)	0	0	350,000	0	0	350,000	0	0	330,000	0	0	0	0	0	0	0	0	360,000	
			After	STU	TC		0	0	0	0	0	0	350,000	0	0	350,000	0	0	330,000	0	0	0	0	0	0	0	0	1,360,000	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581		0	0	0	12,187,439	1,493,644	0	4,133,845	114,272	250,000	535,000	1,310,000	1,836,000	1,531,000	1,003,000	3,775,000	283,000	0	0	0	0	28,452,200	LINE ITEM	
			Adjust	STU	581		0	0	0	(7,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(7,000,000)	
			After	STU	581		0	0	0	5,187,439	1,493,644	0	4,133,845	114,272	250,000	535,000	1,310,000	1,836,000	1,531,000	1,003,000	3,775,000	283,000	0	0	0	0	21,452,200		

TIP MODIFICATIONS FOR MAY 2024

Chart #140

Chart: 140

* Positive number denotes a surplus/Negative denotes a deficit

US 202 & PA 29 SINKHOLE REMEDICATION MONTGOMERY SR,0202,SNK	107175	CON	Before	PRTCT	TC	0	0	0	12,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	12,000,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	PRTCT	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
			After	PRTCT	TC	0	0	0	12,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	12,000,000
US 202 & PA 29 SINKHOLE REMEDICATION MONTGOMERY SR,0202,SNK	107175	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
			Adjust	STU	TC	0	0	0	7,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7,000,000	
			After	STU	TC	0	0	0	7,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	7,000,000
Before FFY Totals						3,965,000	991,000	327,000	45,481,525	4,779,288	0	11,827,821	803,544	500,000	2,846,000	2,900,000	3,672,000	9,415,000	2,770,000	10,960,000	869,890	334,000	318,970	119,901,038		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						3,965,000	991,000	327,000	45,481,525	4,779,288	0	11,827,821	803,544	500,000	2,846,000	2,900,000	3,672,000	9,415,000	2,770,000	10,960,000	869,890	334,000	318,970	119,901,038		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR MAY 2024
Chart #141

MA IDs:

Chart: 141

* 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 2027-2030			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				
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	5,187,439	1,493,644	0	4,133,845	114,272	250,000	535,000	1,310,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	21,300,200	LINE ITEM		
			Adjust	STU	581	0	0	0	0	0	0	(668,000)	0	0	(350,000)	0	0	0	0	0	0	0	0	0	(1,018,000)		
			After	STU	581	0	0	0	5,187,439	1,493,644	0	3,465,845	114,272	250,000	185,000	1,310,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	20,282,200			
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	1,939,647	0	0	410,131	0	0	105,000	0	0	4,961,000	564,000	3,410,000	303,890	334,000	318,970	12,673,638	LINE ITEM		
			Adjust	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	(1,521,000)	0	0	0	0	0	0	(1,521,000)		
			After	STP	581	0	0	327,000	1,939,647	0	0	410,131	0	0	105,000	0	0	3,440,000	564,000	3,410,000	303,890	334,000	318,970	11,152,638			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,231,970	1,433,377	1,443,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,556,479	LINE ITEM		
			Adjust	BOF	185	0	0	0	0	2,465,000	0	0	1,742,000	0	0	0	0	(300,000)	0	0	(1,494,000)	0	0	2,413,000			
			After	BOF	185	0	348,000	204,835	1,231,970	3,898,377	1,443,239	0	2,022,209	25,000	0	0	491,000	2,130,000	361,000	0	66,040,000	57,773,849	0	135,969,479			
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	FD	Before		185	0	0	0	1,623,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,623,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. PROJECT IS CURRENTLY FEDERALIZED.	
			Adjust		185	0	0	0	0	(1,623,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,623,000)	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
			Adjust	STU	TC	0	0	0	0	0	0	418,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	668,000	
			After	STU	TC	0	0	0	0	0	0	418,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	668,000	
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
			Adjust	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	1,004,000	0	0	0	0	0	0	1,004,000		
			After	STP	TC	0	0	0	0	0	0	0	0	0	0	0	1,004,000	0	0	0	0	0	0	0	1,004,000		
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	ROW	Before		185	0	0	0	0	842,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	842,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. PROJECT IS CURRENTLY FEDERALIZED.
			Adjust		185	0	0	0	0	(842,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(842,000)	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
			Adjust	STU	TC	0	0	0	0	0	0	250,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	350,000	
			After	STU	TC	0	0	0	0	0	0	250,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	350,000	
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
			Adjust	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	517,000	0	0	0	0	0	0	517,000		
			After	STP	TC	0	0	0	0	0	0	0	0	0	0	0	517,000	0	0	0	0	0	0	0	517,000		

Chart: 141

* Positive number denotes a surplus/Negative denotes a deficit

SHIP RD O/ VALLEY CREEK CHESTER SR,1001,CB2	98039	CON	Before	185	0	0	0	0	0	0	0	871,000	0	0	100,000	0	0	462,000	0	0	0	0	1,433,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
			Adjust	185	0	0	0	0	0	0	0	(871,000)	0	0	0	0	0	0	150,000	0	0	747,000	0		26,000	
			After	185	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0	612,000	0	0	747,000	0		1,459,000	
BIRCHRUN RD O/ BIRCH RUN CHESTER SR,1030,CB7	98041	CON	Before	185	0	0	0	0	0	0	0	871,000	0	0	100,000	0	0	296,000	0	0	0	0	1,267,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
			Adjust	185	0	0	0	0	0	0	0	(871,000)	0	0	0	0	0	150,000	0	0	747,000	0	26,000			
			After	185	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0	446,000	0	0	747,000	0		1,739,000	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,231,970	3,898,377	1,443,239	0	2,022,209	25,000	0	0	491,000	1,560,000	258,000	0	66,040,000	57,773,849	0	137,787,479	LINE ITEM	
			Adjust	BOF	185	0	0	0	0	(2,750,000)	0	0	0	(1,250,000)	0	0	0	0	0	0	0	0	0	0		(4,000,000)
			After	BOF	185	0	348,000	204,835	1,231,970	1,148,377	1,443,239	0	772,209	25,000	0	0	0	491,000	1,560,000	258,000	0	66,040,000	57,773,849	0		133,787,479
BRIDGE GROUP U(C) CHESTER SR,3003,HBU	109599	CON	Before	185	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	ADDING FUNDS TO PAY FOR POTTSTOWN PIKE(SR 100) SUPERSTRUCTURE REPLACEMENT.	
			Adjust	185	0	0	0	0	0	2,750,000	0	0	1,250,000	0	0	0	0	0	0	0	0	0	0	4,000,000		
			After	185	0	0	0	0	0	4,750,000	0	0	1,250,000	0	0	0	0	0	0	0	0	0	0	6,000,000		
Before FFY Totals					0	696,000	736,670	9,591,026	11,290,398	2,886,478	4,543,976	4,158,690	300,000	640,000	1,510,000	2,818,000	10,030,000	3,244,000	7,185,000	132,666,890	117,375,698	318,970	312,482,796			
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals					0	696,000	736,670	9,591,026	11,290,398	2,886,478	4,543,976	4,158,690	300,000	640,000	1,510,000	2,818,000	10,030,000	3,244,000	7,185,000	132,666,890	117,375,698	318,970	312,528,796			

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

MA IDs:

TIP MODIFICATIONS FOR MAY 2024

Chart #142

Chart: 142

* 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 2027-2030			3RD 4 YRS FFY 2031			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			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,231,970	1,148,377	1,443,239	0	772,209	25,000	0	0	491,000	2,130,000	361,000	0	66,040,000	57,773,849	0	131,969,479	LINE ITEM	
			Adjust	BOF	185	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	3,000,000	0	0	0	0	5,000,000	
			After	BOF	185	0	348,000	204,835	1,231,970	1,148,377	1,443,239	0	772,209	25,000	0	2,000,000	491,000	2,130,000	3,361,000	0	66,040,000	57,773,849	0	136,969,479		
SCHUYLKILL RIVER SWING BRDG TIGER 7(C) PHILADELPHIA SR,----,SSB	102274	CON	Before		185	0	890,000	0	0	2,340,000	0	0	1,770,000	0	0	3,500,000	0	0	10,094,000	0	0	0	0	18,594,000	PER AGREEMENT WITH FHWA THEY ARE NOW WILLING TO PARTICIPATE IN SOME ADDITIONAL COSTS (SSM) FOR THE PROJECT SWAMPING OUT STATE BRIDGE FUNDS FOR C&G FUNDS.	
			Adjust		185	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	3,000,000	0	0	0	0	5,000,000		
			After		185	0	890,000	0	0	2,340,000	0	0	1,770,000	0	1,500,000	0	0	7,094,000	0	0	0	0	0	13,594,000		
CMAQ LINE ITEM BUCKS	84318	CON	Before	CAQ		68,451	0	0	7,051,586	0	32,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	99,966,037	LINE ITEM	
			Adjust	CAQ		0	0	0	(5,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,000,000)	
			After	CAQ		68,451	0	0	2,051,586	0	32,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	94,966,037		
SCHUYLKILL RIVER SWING BRDG TIGER 7(C) PHILADELPHIA SR,----,SSB	102274	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PER AGREEMENT WITH FHWA, THEY ARE NOW WILLING TO PARTICIPATE IN SOME ADDITIONAL COSTS (SSM) FOR THE PROJECT.
			Adjust	CAQ	TC	0	0	0	5,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	
			After	CAQ	TC	0	0	0	5,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	
SCHUYLKILL RIVER SWING BRDG TIGER 7(C) PHILADELPHIA SR,----,SSB	102274	CON	Before		185	0	890,000	0	0	2,340,000	0	0	1,770,000	0	0	1,500,000	0	0	7,094,000	0	0	0	0	13,594,000	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After		185	0	890,000	0	0	2,340,000	0	0	1,770,000	0	1,500,000	0	0	7,094,000	0	0	0	0	0	13,594,000		
Before FFY Totals						68,451	2,128,000	204,835	8,283,556	5,828,377	1,475,239	7,585,000	4,312,209	25,000	7,965,000	5,000,000	1,482,000	37,766,000	17,549,000	0	106,677,000	57,773,849	0	319,438,516		
FFY Adjustment Totals						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	2,128,000	204,835	8,283,556	5,828,377	1,475,239	7,585,000	4,312,209	25,000	7,965,000	5,000,000	1,482,000	37,766,000	17,549,000	0	106,677,000	57,773,849	0	319,438,516		

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

MA IDs: 134932

TIP MODIFICATIONS FOR MAY 2024
Chart #143

Chart: 143

* 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 2027-2030			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					
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	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	23,576,000	LINE ITEM		
			Adjust	CAQ		0	0	0	(1,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(1,800,000)	
			After	CAQ		0	0	0	4,182,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0		21,776,000	
SCHUYLKILL BANKS TRAIL: CHRISTIAN- CRESCENT TIGER(C) PHILADELPHIA SR,----,SBT	110415	CON	Before	CAQ	TC	0	0	0	1,292,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,292,000	ADDING FUNDS FOR CON COST INCREASE.		
			Adjust	CAQ	TC	0	0	0	1,800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,800,000	
			After	CAQ	TC	0	0	0	3,092,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,092,000	
Before FFY Totals						0	0	0	7,274,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	24,868,000		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	0	0	7,274,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	24,868,000	

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

MA IDs:

TIP MODIFICATIONS FOR MAY 2024

Chart #144

Chart: 144

* 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 2027-2030			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				
TAPHTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	3,594,521	0	0	8,266,000	0	0	8,438,000	0	0	33,752,000	0	0	33,754,000	0	0	87,804,521	LINE ITEM		
			Adjust	TAU		0	0	0	(1,450,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,450,000)		
			After	TAU		0	0	0	2,144,521	0	0	8,266,000	0	0	8,438,000	0	0	33,752,000	0	0	33,754,000	0	0	86,354,521			
IRON WORK CR SIDEWALK BUCKS SR,0232,IWC	110774	CON	Before	TAU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2018 REGIONALLY SELECTED TASA PROJECT.	
			Adjust	TAU	TC	0	0	0	1,450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000		
			After	TAU	TC	0	0	0	1,450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	
CMAQ LINE ITEM BUCKS SR,----,SSS	84318	CON	Before	CAQ		68,451	0	0	2,051,586	0	32,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	94,966,037	LINE ITEM		
			Adjust	CAQ		0	0	0	(350,000)	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	CAQ		68,451	0	0	1,701,586	0	32,000	7,935,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	94,966,037			
SIGNAL RE-TIMING PROGRAM PHILADELPHIA SR,----,---	84457	PRA	Before	CAQ		350,000	0	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	700,000	ADVANCING FUNDS FOR AC CONVERSION.		
			Adjust	CAQ		0	0	0	350,000	0	0	(350,000)	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	CAQ		350,000	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,231,970	1,148,377	1,443,239	0	772,209	25,000	0	2,000,000	491,000	2,130,000	3,361,000	0	66,040,000	57,773,849	0	136,969,479	LINE ITEM		
			Adjust	BOF	185	0	0	0	2,465,000	0	0	(300,000)	0	0	(1,119,000)	0	0	(1,120,000)	0	0	0	0	0	0	(74,000)		
			After	BOF	185	0	348,000	204,835	1,231,970	3,613,377	1,443,239	0	472,209	25,000	0	881,000	491,000	2,130,000	2,241,000	0	66,040,000	57,773,849	0	136,895,479			
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	FD	Before		185	0	0	0	0	1,623,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,623,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust		185	0	0	0	0	(1,623,000)	0	0	200,000	0	0	736,000	0	0	736,000	0	0	0	0	0	49,000		
			After		185	0	0	0	0	0	0	0	200,000	0	0	736,000	0	0	736,000	0	0	0	0	0	1,672,000		
RIDGE AVE O/ AMTRAK PHILADELPHIA SR,3009,PAR	92554	ROW	Before		185	0	0	0	0	842,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	842,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust		185	0	0	0	0	(842,000)	0	0	100,000	0	0	383,000	0	0	384,000	0	0	0	0	0	25,000		
			After		185	0	0	0	0	0	0	100,000	0	0	383,000	0	0	384,000	0	0	0	0	0	0	867,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,231,970	3,613,377	1,443,239	0	472,209	25,000	0	881,000	491,000	2,130,000	2,241,000	0	66,040,000	57,773,849	0	136,895,479	LINE ITEM		
			Adjust	BOF	185	0	0	0	(726,749)	(2,405,673)	(169,809)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,302,231)	
			After	BOF	185	0	348,000	204,835	505,221	1,207,704	1,273,430	0	472,209	25,000	0	881,000	491,000	2,130,000	2,241,000	0	66,040,000	57,773,849	0	133,593,248			
BROWNSVILLE RD O/ NESHAMINY CR BUCKS	78516	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING NEW PHASE TO THE PROJECT.	
			Adjust		185	0	0	0	0	345,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	345,000		

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

MA IDs: 134948

TIP MODIFICATIONS FOR MAY 2024
Chart #145

Chart: 145

* 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 2027-2030			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					
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		0	0	0	4,182,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	21,776,000	LINE ITEM		
			Adjust	CAQ		0	0	0	(179,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(179,000)	
			After	CAQ		0	0	0	4,003,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0		21,597,000	
CONSHOHOCKEN & SPRING MILL RD(C) MONTGOMERY SR.0023.LMT	114114	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUCS.		
			Adjust	CAQ	TC	0	0	0	179,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		179,000	
			After	CAQ	TC	0	0	0	179,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		179,000	
Before FFY Totals						0	0	0	4,182,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	21,776,000		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	0	0	4,182,000	0	0	9,747,000	0	0	7,847,000	0	0	0	0	0	0	0	0	0	0	0	21,776,000	

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

MA IDs:

TIP MODIFICATIONS FOR JUNE 2024

Chart #146

Chart: 146

* Positive number denotes a surplus/Negative denotes a deficit

Project Title	MPMS	Phs	Amts.	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027-2030			3RD 4 YRS			TOTAL	Remarks	
				Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
Administrative Action																										
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	57,750	47,000	0	4,842,636	704,129	0	18,491,000	0	0	1,000	0	0	0	0	0	24,143,515	LINE ITEM	
			Adjust	NHPP	581	0	0	0	0	0	0	3,113,000	778,000	0	(8,793,000)	0	0	0	0	0	0	0	0	0	(4,902,000)	
			After	NHPP	581	0	0	0	57,750	47,000	0	7,955,636	1,482,129	0	9,698,000	0	0	1,000	0	0	0	0	0	0	19,241,515	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	2,824,011	1,383,018	0	3,465,845	114,272	250,000	185,000	1,310,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	17,808,146	LINE ITEM	
			Adjust	STU	581	0	0	0	3,113,000	778,000	0	0	0	0	0	778,000	0	0	0	0	0	0	0	0	4,669,000	
			After	STU	581	0	0	0	5,937,011	2,161,018	0	3,465,845	114,272	250,000	185,000	2,088,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	22,477,146		
US 30 & PA 82 INTERCHANGE IMP. CHESTER SR,0030,082	107554	FD	Before	STU	581	0	0	0	3,113,000	778,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,891,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	581	0	0	0	(3,113,000)	(778,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,891,000)		
			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
US 30 & PA 82 INTERCHANGE IMP. CHESTER SR,0030,082	107554	FD	Before	NHPP	581	0	0	0	0	0	0	3,113,000	778,000	0	3,113,000	778,000	0	0	0	0	0	0	0	7,782,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. ALSO TOLL CREDITING THE PHASE.	
			Adjust	NHPP	581	0	0	0	0	0	0	(3,113,000)	(778,000)	0	8,793,000	(778,000)	0	0	0	0	0	0	0	0	4,124,000	
			After	NHPP	TC	0	0	0	0	0	0	0	0	0	0	11,906,000	0	0	0	0	0	0	0	0	11,906,000	
Administrative Action																										
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	57,750	47,000	0	7,955,636	1,482,129	0	9,698,000	0	0	1,000	0	0	0	0	0	19,241,515	LINE ITEM	
			Adjust	NHPP	581	0	0	0	1,623,000	0	0	0	0	0	(9,698,000)	0	0	0	0	0	0	0	0	0	(8,075,000)	
			After	NHPP	581	0	0	0	1,680,750	47,000	0	7,955,636	1,482,129	0	0	0	0	1,000	0	0	0	0	0	0	11,166,515	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	5,937,011	2,161,018	0	3,465,845	114,272	250,000	185,000	2,088,000	1,836,000	1,379,000	1,003,000	3,775,000	283,000	0	0	22,477,146	LINE ITEM	
			Adjust	STU	581	0	0	0	1,990,000	903,000	0	3,613,000	903,000	0	0	903,000	0	(57,960)	0	0	0	0	0	8,254,040		
			After	STU	581	0	0	0	7,927,011	3,064,018	0	7,078,845	1,017,272	250,000	185,000	2,991,000	1,836,000	1,321,040	1,003,000	3,775,000	283,000	0	0	30,731,186		
ST P LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	1,053,647	0	0	384,131	0	0	105,000	0	0	3,440,000	564,000	3,410,000	303,890	334,000	318,970	10,240,638	LINE ITEM	
			Adjust	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	(450,000)	0	0	0	0	0	0	(450,000)	
			After	STP	581	0	0	327,000	1,053,647	0	0	384,131	0	0	105,000	0	0	2,990,000	564,000	3,410,000	303,890	334,000	318,970	9,790,638		
SR 30 & AIRPORT RD INTERCHANGE IMP. CHESTER SR,0030,AIR	107553	FD	Before	NHPP	581	0	0	0	1,623,000	0	0	0	0	0	3,613,000	903,000	0	0	0	0	0	0	0	6,139,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. ALSO TOLL CREDITING THE PHASE.	
			Adjust	NHPP	581	0	0	0	(1,623,000)	0	0	0	0	0	0	9,698,000	(903,000)	0	0	0	0	0	0	0	7,172,000	
			After	NHPP	TC	0	0	0	0	0	0	0	0	0	0	13,311,000	0	0	0	0	0	0	0	0	13,311,000	
SR 30 & AIRPORT RD INTERCHANGE IMP. CHESTER SR,0030,AIR	107553	FD	Before	STU	581	0	0	0	1,990,000	903,000	0	3,613,000	903,000	0	0	0	0	0	0	0	0	0	0	7,409,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. ALSO TOLL CREDITING THE PHASE.	
			Adjust	STU	581	0	0	0	(1,990,000)	(903,000)	0	(3,613,000)	(903,000)	0	0	0	0	0	57,960	0	0	0	0	0	(7,351,040)	
			After	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	57,960	0	0	0	0	0	57,960	
SR 30 & AIRPORT RD INTERCHANGE IMP.			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED. ALSO TOLL CREDITING THE PHASE.		

TIP MODIFICATIONS FOR JUNE 2024
Chart #146

Chart: 146

* Positive number denotes a surplus/Negative denotes a deficit

CHESTER		107553	FD	Adjust	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	0	0	0	0	0	0	450,000		
SR.0030,AIR				After	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	0	0	0	0	0	0	450,000		
Amendment																													
NHPP RESERVE LINE ITEM		82216	CON	Before	NHPP	581	0	0	0	1,680,750	47,000	0	7,955,636	1,482,129	0	0	0	0	1,000	0	0	0	0	0	0	0	11,166,515	LINE ITEM	
DISTRICT WIDE				Adjust	NHPP	581	0	0	0	(1,680,750)	(47,000)	0	(7,955,636)	(1,482,129)	0	0	0	0	0	0	0	0	0	0	0	0	(11,165,515)		
				After	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	1,000		
ST U LINE ITEM		79980	CON	Before	STU	581	0	0	0	7,927,011	3,064,018	0	7,078,845	1,017,272	250,000	185,000	2,991,000	1,836,000	1,321,040	1,003,000	3,775,000	283,000	0	0	0	30,731,186	LINE ITEM		
BUCKS				Adjust	STU	581	0	0	0	(2,319,250)	(953,000)	0	(932,364)	(739,871)	0	0	0	0	0	0	0	0	0	0	0	0	(4,944,485)		
				After	STU	581	0	0	0	5,607,761	2,111,018	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	1,321,040	1,003,000	3,775,000	283,000	0	0	0	0	25,786,701		
US322: CHELSEA PARKWAY-MARKET ST INT.		114034	CON	Before	STU	581	4,008,000	1,002,000	0	0	0	0	0	0	0	5,600,000	0	0	3,380,000	0	0	0	0	0	0	0	13,990,000	ADDING FUNDS TO MATCH LATEST PHASE ESTIMATE	
DELAWARE				Adjust	STU	581	0	0	0	2,319,250	953,000	0	932,364	739,871	0	0	0	0	0	0	0	0	0	0	0	0	4,944,485		
SR.0322,103				After	STU	581	4,008,000	1,002,000	0	2,319,250	953,000	0	932,364	739,871	0	5,600,000	0	0	3,380,000	0	0	0	0	0	0	0	18,934,485		
US322: CHELSEA PARKWAY-MARKET ST INT.		114034	CON	Before	STP	581	0	0	0	0	0	0	0	0	0	8,400,000	3,350,000	0	2,628,000	1,502,000	0	0	0	0	0	0	15,880,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
DELAWARE				Adjust	STP <td>581</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td>	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR.0322,103				After	STP <td>581</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>8,400,000</td> <td>3,350,000</td> <td>0</td> <td>2,628,000</td> <td>1,502,000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15,880,000</td> <td></td>	581	0	0	0	0	0	0	0	0	0	8,400,000	3,350,000	0	2,628,000	1,502,000	0	0	0	0	0	0	15,880,000		
US322: CHELSEA PARKWAY-MARKET ST INT.		114034	CON	Before	NHPP	581	0	0	0	4,000,000	1,000,000	0	9,008,000	2,252,000	0	0	0	0	35,008,000	8,752,000	0	0	0	0	0	0	60,020,000	ADDING FUNDS TO MATCH LATEST PHASE ESTIMATE	
DELAWARE				Adjust	NHPP	581	0	0	0	1,680,750	47,000	0	7,955,636	1,482,129	0	0	0	0	0	0	0	0	0	0	0	0	11,165,515		
SR.0322,103				After	NHPP	581	0	0	0	5,680,750	1,047,000	0	16,963,636	3,734,129	0	0	0	0	35,008,000	8,752,000	0	0	0	0	0	0	71,185,515		
Before FFY Totals							4,008,000	1,002,000	327,000	30,263,930	9,430,054	0	50,882,574	8,847,203	750,000	49,575,000	11,420,000	5,508,000	48,538,040	13,827,000	14,735,000	1,152,890	334,000	318,970	328,019,701				
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	
After FFY Totals							4,008,000	1,002,000	327,000	30,263,930	9,430,054	0	50,882,574	8,847,203	750,000	49,575,000	11,420,000	5,508,000	48,538,040	13,827,000	14,735,000	1,152,890	334,000	318,970	328,019,701				

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR JUNE 2024

Chart #147

MA IDs:

Chart: 147

* 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 2027-2030			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						
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU		0	0	0	7,868,127	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	29,461,963	LINE ITEM			
			Adjust	CRPU		0	0	0	(6,500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,500,000)			
			After	CRPU		0	0	0	1,368,127	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	0	0	22,961,963		
STU LINE ITEM	BUCKS	79980	CON	Before	STU	581	0	0	0	5,607,761	2,111,018	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	1,321,040	1,003,000	3,775,000	283,000	0	0	25,786,701	LINE ITEM			
				Adjust	STU	581	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000		
				After	STU	581	0	0	0	6,107,761	2,111,018	0	6,146,481	277,401	250,000	185,000	2,991,000	1,836,000	1,321,040	1,003,000	3,775,000	283,000	0	0	26,286,701				
STP LINE ITEM	BUCKS	79927	CON	Before	STP	581	0	0	327,000	1,053,647	0	0	384,131	0	0	105,000	0	0	2,990,000	564,000	3,410,000	303,890	334,000	318,970	9,790,638	LINE ITEM			
				Adjust	STP	581	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
				After	STP	581	0	0	327,000	3,053,647	0	0	384,131	0	0	105,000	0	0	2,990,000	564,000	3,410,000	303,890	334,000	318,970	11,790,638				
ADA RAMPS PHILADELPHIA 2024	PHILADELPHIA	120702	CON	Before	STP	TC	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	SWAPING STP FOR CRPU FUNDS AS THE PROJECT IS ELIGIBLE			
				Adjust	STP	TC	0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)		
				After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ADA RAMPS PHILADELPHIA 2024	PHILADELPHIA	120702	CON	Before	STU	TC	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	SWAPING STU FOR CRPU FUNDS AS THE PROJECT IS ELIGIBLE		
				Adjust	STU	TC	0	0	0	(500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(500,000)	
				After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADA RAMPS PHILADELPHIA 2024	PHILADELPHIA	120702	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDDING CRPU FUNDS TO THIS ELIGIBLE PROJECT, ALSO INCREASING THE COST TO MATCH THE LATEST ESTIMATE.	
				Adjust	CRPU	TC	0	0	0	6,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,500,000	
				After	CRPU	TC	0	0	0	6,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,500,000	
Before FFY Totals						0	0	327,000	17,029,535	2,111,018	0	17,220,630	277,401	250,000	11,193,818	2,991,000	1,836,000	4,311,040	1,567,000	7,185,000	586,890	334,000	318,970	67,539,302					
FFY Adjustment Totals						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	327,000	17,029,535	2,111,018	0	17,220,630	277,401	250,000	11,193,818	2,991,000	1,836,000	4,311,040	1,567,000	7,185,000	586,890	334,000	318,970	67,539,302					

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134686) 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 / Central Office	75891	CON	Before	NHPP					8,460,431			30,660,501			38,865,504			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP					(168,823)										
			After	NHPP					8,291,608				30,660,501			38,865,504			
Interstate ITS Contract 2020(C) / Bucks	114592	CON	Before	NHPP														Increase to cover AUC.	
			Adjust	NHPP					168,823										
			After	NHPP					168,823										
Before Totals						\$0	\$0	\$0	\$8,460,431	\$0	\$0	\$30,660,501	\$0	\$0	\$38,865,504	\$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	\$8,460,431	\$0	\$0	\$30,660,501	\$0	\$0	\$38,865,504	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134794) D6-0 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-95S: Columbia-Ann St N (C) 95/GR4 Philadelphia	79827	CON	Before	NHPP		3,596,870			12,454,557									Deobligation	
			Deob	NHPP						(554,946)									
			After	NHPP			3,596,870			11,899,611									
Interstate Contingency / Central Office	75891	CON	Before	NHPP					8,191,608			29,660,501			37,865,504			Funds returned to Interstate Contingency LI	
			Adjust	NHPP					554,946										
			After	NHPP					8,746,554			29,660,501			37,865,504				
Before Totals						\$3,596,870	\$0	\$0	\$20,646,165	\$0	\$0	\$29,660,501	\$0	\$0	\$37,865,504	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$554,946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$3,596,870	\$0	\$0	\$20,646,165	\$0	\$0	\$29,660,501	\$0	\$0	\$37,865,504	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134634) D6-0 DVRPC TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Hillman Dr Ext R8	118392	CON	Before		411					1,089,464								Adding private sponsor match. Additional to the TIP and STIP.
1/MT5			Adjust		411						326,839							
Delaware			After		411						1,089,464	326,839						
Before Totals						\$0	\$0	\$0	\$0	\$1,089,464	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$326,839	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$0	\$1,089,464	\$326,839	\$0	\$0	\$0	\$0	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134646) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			FFY 2031-2034			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Main St, 6th St & CSX Crossing Improvement 2005/383 Delaware	103217	CON	Before	RRX											369,000									Remove RRX funds from 2023-26 DVRPC TIP. Funds carried on 2025 TIP. Estimated let date: 10/10/2024	
			Adjust	RRX												(369,000)			369,000						
			After	RRX																369,000					
Highland Ave. Railroad Preemption 291/386 Delaware	113251	CON	Before	RRX											200,000									Remove RRX funds from 2023-26 DVRPC TIP. Funds carried on 2025 TIP.	
			Adjust	RRX												(200,000)			200,000						
			After	RRX																200,000					
Lake Road West RR Xing /290 Chester	118183	CON	Before	RRX																	300,000			Advance RRX funds to 2023-26 DVRPC TIP.	
			Adjust	RRX								100,000				200,000			(300,000)						
			After	RRX								100,000				200,000						300,000			
Lake Road East RR Xing /291 Chester	118184	CON	Before	RRX																	300,000			Advance RRX funds to 2023-26 DVRPC TIP.	
			Adjust	RRX												300,000			(300,000)						
			After	RRX												300,000									
Central Ave. Xing /290 Montgomery	118187	CON	Before	RRX																	325,000			Advance RRX funds to 2023-26 DVRPC TIP.	
			Adjust	RRX												325,000			(325,000)						
			After	RRX												325,000									
Crowl Toot Rd RR Xing /292 Chester	118189	CON	Before	RRX																		315,000		Advance RRX funds to 2023-26 DVRPC TIP.	
			Adjust	RRX												315,000			(315,000)						
			After	RRX												315,000									
RRX Reserve / Central Office	98255	CON	Before	RRX					712,960			199,914			712,364				677,811			27,543,313		RRX Reserve line item	
			Adjust	RRX								(100,000)			(571,000)				(569,000)			315,000			
			After	RRX					712,960			99,914			141,364				108,811			27,858,313			
Before Totals						\$0	\$0	\$0	\$712,960	\$0	\$0	\$199,914	\$0	\$0	\$1,281,364	\$0	\$0	\$1,602,811	\$0	\$0	\$27,858,313	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$925,000)	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$712,960	\$0	\$0	\$199,914	\$0	\$0	\$1,281,364	\$0	\$0	\$677,811	\$0	\$0	\$27,858,313	\$0	\$0		

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FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134688) D6-0 Statewide 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		
Southport Berth Development & Port Expansion / Philadelphia	121301	CON	Before	INFRA														Add phase for approved INFRA project. INFRA \$49M/OTH \$68M/PRIV \$11M These funds are additional to the STIP	
			Adjust	INFRA					49,000,000		79,000,000								
			After	INFRA					49,000,000		79,000,000								
Tioga Marine Terminal Warehouse & Gate Relocation / Philadelphia	121303	CON	Before	INFRA														Add phase for approved INFRA project. INFRA \$20,341,494/OTH \$13,560,996 These funds are additional to the STIP	
			Adjust	INFRA							20,341,494		13,560,996						
			After	INFRA							20,341,494		13,560,996						
Connector Bridge at Packer Ave Marine Terminal / Philadelphia	121304	CON	Before	INFRA														Add phase for approved INFRA project. INFRA \$13,017,024/OTH \$8,678,016 These funds are additional to the STIP	
			Adjust	INFRA											13,017,024		8,678,016		
			After	INFRA											13,017,024		8,678,016		
Before Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Adjustment Totals						\$0	\$0	\$0	\$49,000,000	\$0	\$79,000,000	\$20,341,494	\$0	\$13,560,996	\$13,017,024	\$0	\$8,678,016		
After Totals						\$0	\$0	\$0	\$49,000,000	\$0	\$79,000,000	\$20,341,494	\$0	\$13,560,996	\$13,017,024	\$0	\$8,678,016		

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FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134733) 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	
Castor & Wyoming Ave. Roundabout 1005/SP3 Philadelphia	110958	CON	Before	sHSIP					262,200			500,000						Increase phase and partially advance funds. HSIP App ID 2017-06-15 cost amendment approved 5/1/2020. Est let date: 9/12/2024
			Adjust	sHSIP						500,000			3,809,600					
			After	sHSIP						762,200			4,309,600					
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					2,476,177			7,702,713			30,904,396			HSIP Set Aside Reserve source of funds to maintain fiscal constraint.
			Adjust	sHSIP						(500,000)			(3,809,600)					
			After	sHSIP						1,976,177			3,893,113			30,904,396		
Before Totals						\$0	\$0	\$0	\$2,738,377	\$0	\$0	\$8,202,713	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$2,738,377	\$0	\$0	\$8,202,713	\$0	\$0	\$30,904,396	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134812) Statewide & DVRPC 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			
Township Rd o/ W Br Big Elk Creek 7015/297 Chester	86276	CON	Before	sSTP					1,270,000										Cashflowing funds to align with current project schedule	
			Adjust	sSTP						(1,270,000)				1,270,000						
			After	sSTP										1,270,000						
STP Reserve Central Office	102620	CON	Before	sSTP					902,655				11,859,232			25,887,048			STP Reserve is being utilized as a balancing source to maintain fiscal constraint.	
			Adjust	sSTP					1,270,000				(1,270,000)							
			After	sSTP					2,172,655				10,589,232			25,887,048				
Before Totals						\$0	\$0	\$0	\$2,172,655	\$0	\$0	\$11,859,232	\$0	\$0	\$25,887,048	\$0	\$0			
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		Actions do not affect air quality conformity.
After Totals						\$0	\$0	\$0	\$2,172,655	\$0	\$0	\$11,859,232	\$0	\$0	\$25,887,048	\$0	\$0			

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134901) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
6-0 Systemwide Ped Countdown Signals(PCS)(C) /SIP Montgomery	119301	CON	Before	sHVRU					2,000,000			3,051,553						Project let 5/9/2024 - low bid cost savings. Advance funds to covert remaining AC amount.
			Adjust	sHVRU					581,406			(2,830,553)						
			After	sHVRU					2,581,406			221,000						
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					1,976,177			3,893,113			30,904,396			Return low bid cost savings to HSIP Set Aside Reserve line item.
			Adjust	sHSIP					(581,406)			2,830,553						
			After	sHSIP					1,394,771			6,723,666			30,904,396			
Before Totals						\$0	\$0	\$0	\$3,976,177	\$0	\$0	\$6,944,666	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$3,976,177	\$0	\$0	\$6,944,666	\$0	\$0	\$30,904,396	\$0	\$0	

NOTES

NJDOT Fiscal Constraint Charts
(June 2024)

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	33.661	32.532	171.358	237.551
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	18313	BEFORE		Camden	0.400	0.000	0.000	0.000	0.400
		PE	NHPP		1.939	0.000	0.000	0.000	1.939
		AFTER			2.339	0.000	0.000	0.000	2.339
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	1.939	0.000	0.000	0.000	1.939
		ERC	VAR FEDERAL-F		(1.939)	0.000	0.000	0.000	(1.939)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	33.661	32.532	171.358	237.551
<i>... 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)</i>									

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				0.000	33.661	32.532	171.358	237.551	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 41 and Deptford Center Road	15302	BEFORE		Gloucester	2.000	0.000	0.000	0.000	2.000
		DES	NHPP		(2.000)	0.000	0.000	0.000	(2.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
Route 1, Alexander Road to Mapleton Road	17419	BEFORE		Mercer	1.419	0.000	0.000	0.000	1.419
		DES	NHPP		(1.419)	0.000	0.000	0.000	(1.419)
		AFTER			0.000	0.000	0.000	0.000	0.000
Route 168, Merchant Street to Ferry Avenue, Pavement	10341	BEFORE		Camden	8.000	0.000	0.000	0.000	8.000
		CON	INFRA		(8.000)	8.000	0.000	0.000	0.000
		AFTER			0.000	8.000	0.000	0.000	8.000
Route 168, Merchant Street to Ferry Avenue, Pavement	10341	BEFORE		Camden	13.384	0.000	0.000	0.000	13.384
		CON	NHPP		(13.384)	13.384	0.000	0.000	0.000
		AFTER			0.000	13.384	0.000	0.000	13.384
ADA South, Contract 4	15423	BEFORE		Camden	8.150	0.000	0.000	0.000	8.150
		CON	STBGP-FLEX		(8.150)	8.150	0.000	0.000	0.000
		AFTER			0.000	8.150	0.000	0.000	8.150
Route 130, Bridge over Main Branch of Newton Creek	16340	BEFORE		Camden	1.200	0.000	0.000	0.000	1.200
		ROW	BFP		(1.200)	1.200	0.000	0.000	0.000
		AFTER			0.000	1.200	0.000	0.000	1.200
Route 1B, Bridge over Shabakunk Creek	16336	BEFORE		Mercer	0.500	0.000	0.000	0.000	0.500
		ROW	BFP		(0.500)	0.500	0.000	0.000	0.000
		AFTER			0.000	0.500	0.000	0.000	0.500
Route 30, Gibbsboro Road (CR 686)	16319	BEFORE		Camden	1.200	0.000	0.000	0.000	1.200
		DES	STBGP-FLEX		(1.200)	1.200	0.000	0.000	0.000
		AFTER			0.000	1.200	0.000	0.000	1.200
Route 73, Granite Avenue to Route 41	18383	BEFORE		Burlington	1.600	0.000	0.000	0.000	1.600
		PE	HSIP-VRUS		(1.600)	1.600	0.000	0.000	0.000
		AFTER			0.000	1.600	0.000	0.000	1.600
Route 206, Hilltop Drive	15301	BEFORE		Mercer	1.000	0.000	0.000	0.000	1.000
		PE	NHPP		(1.000)	1.000	0.000	0.000	0.000
		AFTER			0.000	1.000	0.000	0.000	1.000
Pavement Preservation	X51	BEFORE		Various	6.000	0.000	0.000	0.000	6.000
		ERC	STBGP-FLEX		26.675	0.000	0.000	0.000	26.675
		AFTER			32.675	0.000	0.000	0.000	32.675

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	33.661	32.532	171.358	237.551

PROJECT MODIFICATIONS

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Rail-Highway Grade Crossing Program, Federal	X35A1	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		EC	HSIP		3.650	0.000	0.000	0.000	3.650
		AFTER			3.650	0.000	0.000	0.000	3.650
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	3.172	0.000	0.000	0.000	3.172
		ERC	VAR FEDERAL-F		(3.172)	0.000	0.000	0.000	(3.172)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					(11.300)	35.034	0.000	0.000	23.734

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	9.927	32.532	171.358	213.817

... 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)

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				4.600	(4.600)	0.000	0.000	0.000	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	HWYINF		6.814	0.000	0.000	0.000	6.814
		AFTER			6.814	0.000	0.000	0.000	6.814
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	32.000	0.000	0.000	0.000	32.000
		ERC	NHPP		(25.700)	0.000	0.000	0.000	(25.700)
		AFTER			6.300	0.000	0.000	0.000	6.300
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	STBGP-FLEX		18.886	0.000	0.000	0.000	18.886
		AFTER			18.886	0.000	0.000	0.000	18.886
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				11.414	(4.600)	0.000	0.000	6.814	
<i>... 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)</i>									

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				11.414	(4.600)	0.000	0.000	6.814	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Intelligent Traffic Signal Systems	15343	BEFORE		Various	3.500	0.000	0.000	0.000	3.500
		EC	STBGP-FLEX		12.802	0.000	0.000	0.000	12.802
		AFTER			16.302	0.000	0.000	0.000	16.302
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	18.886	0.000	0.000	0.000	18.886
		ERC	STBGP-FLEX		27.753	0.000	0.000	0.000	27.753
		AFTER			46.639	0.000	0.000	0.000	46.639
Planning and Research, Federal-Aid	X30	BEFORE		Various	39.784	0.000	0.000	0.000	39.784
		PLS	SPR		10.683	0.000	0.000	0.000	10.683
		AFTER			50.467	0.000	0.000	0.000	50.467
Planning and Research, Federal-Aid	X30	BEFORE		Various	12.000	0.000	0.000	0.000	12.000
		PLS	STBGP-FLEX		8.244	0.000	0.000	0.000	8.244
		AFTER			20.244	0.000	0.000	0.000	20.244
Safety Programs	19370	BEFORE		Various	5.584	0.000	0.000	0.000	5.584
		ERC	HSIP		21.803	0.000	0.000	0.000	21.803
		AFTER			27.387	0.000	0.000	0.000	27.387
Traffic Monitoring Systems	X66	BEFORE		Various	12.000	0.000	0.000	0.000	12.000
		PLS	NHPP		8.250	0.000	0.000	0.000	8.250
		AFTER			20.250	0.000	0.000	0.000	20.250
Bridge Preventive Maintenance	13323	BEFORE		Various	10.000	0.000	0.000	0.000	10.000
		EC	STBGP-FLEX		44.617	0.000	0.000	0.000	44.617
		AFTER			54.617	0.000	0.000	0.000	54.617
Mobility and Systems Engineering Program	13306	BEFORE		Various	13.466	0.000	0.000	0.000	13.466
		EC	NHPP		15.480	0.000	0.000	0.000	15.480
		AFTER			28.946	0.000	0.000	0.000	28.946
Resurfacing, Federal	99327A	BEFORE		Various	50.000	50.000	50.000	35.000	185.000
		ERC	NHPP		(48.000)	(5.000)	(5.000)	(5.000)	(63.000)
		AFTER			2.000	45.000	45.000	30.000	122.000
Bridge Maintenance Scour Countermeasures	17358	BEFORE		Various	4.355	0.000	0.000	0.000	4.355
		ERC	NHPP		(4.355)	0.000	0.000	0.000	(4.355)
		AFTER			0.000	0.000	0.000	0.000	0.000
Bridge Maintenance Scour Countermeasures	17358	BEFORE		Various	3.484	0.000	0.000	0.000	3.484
		ERC	STBGP-FLEX		(3.484)	0.000	0.000	0.000	(3.484)
		AFTER			0.000	0.000	0.000	0.000	0.000

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		11.414	(4.600)	0.000	0.000	6.814

PROJECT MODIFICATIONS

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Guiderail Upgrade	X201	BEFORE		Various	24.000	0.000	0.000	0.000	24.000
		ERC	NHPP		(11.584)	0.000	0.000	0.000	(11.584)
		AFTER			12.416	0.000	0.000	0.000	12.416
High-Mast Light Poles	97008	BEFORE		Various	1.000	0.000	0.000	0.000	1.000
		ERC	NHPP		(1.000)	0.000	0.000	0.000	(1.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
High-Mast Light Poles	97008	BEFORE		Various	1.000	0.000	0.000	0.000	1.000
		ERC	STBGP-FLEX		(0.900)	0.000	0.000	0.000	(0.900)
		AFTER			0.100	0.000	0.000	0.000	0.100
Sign Structure Rehabilitation/Replacement Program	X239A	BEFORE		Various	1.000	0.000	0.000	0.000	1.000
		ERC	STBGP-FLEX		(0.900)	0.000	0.000	0.000	(0.900)
		AFTER			0.100	0.000	0.000	0.000	0.100
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	68.000	0.000	0.000	0.000	68.000
		ERC	VAR FEDERAL-F		(68.000)	0.000	0.000	0.000	(68.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					11.409	(5.000)	(5.000)	(5.000)	(3.591)

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.005	0.400	5.000	5.000	10.405

... 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)

SEPTA Fiscal Constraint Charts
(June 2024)

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

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	35,008	4,225	141	Amendment to add projects to meet pre-award authority requirements.
			Before	5337	1514	47,968	9,463	315	
			Before	OTH	1514	0	0	5,000	
			Before	n/a	1514	0	11,022	13,493	
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	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	
Safety and Security Improvements	107011	ERC	Before	5307	1514	12,987	2,755	92	Amendment to add projects to meet pre-award authority requirements.
			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			984,829	446,971	259,534	
			Adjust			0	0	0	
			After			984,829	446,971	259,534	

NJ TRANSIT Fiscal Constraint Charts ***(June 2024)***

DVRPC FY2024 TIP for New Jersey
Fiscal Constraint Chart
DVRPC Regional Transit (NJ TRANSIT) Program (in Millions)
DVRPC Fiscal Constraint Chart #9

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

Project Title/ Program/ County	DB #	Phase	Action	Fund Type	Prior Years		Four Years of the TIP (FY22-25)					Out Years					Out Yrs Total	10-Yr Total	Remarks		
					2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032				2033	
Bridge and Tunnel Rehabilitation NJ TRANSIT Various Counties	T05	ERC	Before	STBGP-OS-BRDG		39.100	0.000	0.000				0.000						0.000	0.000	Administrative Action NJ24-026 will modify the TIP by moving \$39.1 M STBGP-OS-BRDG prior year funds in the ERC Phase from FY23 to the FY24.	
			Adjust	STBGP-OS-BRDG		-39.100	39.100	0.000				39.100							0.000		39.100
			After	STBGP-OS-BRDG		0.000	39.100	0.000	0.000	0.000	39.100										0.000
Grand Total (Adjust)						-39.100	39.100	0.000	0.000	0.000	39.100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	39.100		
Grand Total (After)						0.000	39.100	0.000	0.000	0.000	39.100								0.000	39.100	

**DVRPC FY2024 TIP for New Jersey
Fiscal Constraint Chart
DVRPC Regional Transit (NJ TRANSIT) Program (in Millions)
DVRPC Fiscal Constraint Chart #10**

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

Project Title/ Program/ County	DB #	Phase	Action	Fund Type	Prior Years		Four Years of the TIP (FY24-27)					Out Years						10-Yr Total	Remarks		
					2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total	
Preventive Maintenance-Bus NJ TRANSIT Various Counties	T135	CAP	Before	SECT 5307		17.904	24.222	26.545	40.791	45.153	136.711	63.261	65.309	67.398	69.528	71.701	73.918	411.115	547.826	Administrative Action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$15.228M SECT 5307.	
			Adjust	SECT 5307		-15.228	15.228				15.228								0.000		15.228
			After	SECT 5307		2.676	39.450	26.545	40.791	45.153	151.939	63.261	65.309	67.398	69.528	71.701	73.918	411.115	563.054		
Technology Improvements NJ TRANSIT Various Counties	T500	EC	Before	SECT 5307		0.943	0.000	0.000			0.000							0.000	0.000	Administrative Action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$0.943 M SECT 5307.	
			Adjust	SECT 5307		-0.943	0.943	0.000			0.943								0.000		0.943
			After	SECT 5307		0.000	0.943	0.000			0.943								0.000		0.943
Bus Support Facilities and Equipment NJ TRANSIT Various Counties	T08	ERC	Before	SECT 5307		1.000	0.000	0.000			0.000							0.000	0.000	Administrative Action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$3.74 M (\$1 M SECT 5307/\$2.46 M SECT 5337/\$0.28 M SECT 5339).	
			Adjust	SECT 5307		-1.000	1.000	1.000			2.000								0.000		2.000
			After	SECT 5307		0.000	1.000	1.000			2.000					0.000	0.000		0.000		2.000
	Before	SECT 5337		2.460		0.000			0.000									0.000	0.000		
	Adjust	SECT 5337		-2.460	2.460	0.000			2.460									0.000	2.460		
	After	SECT 5337		0.000	2.460	0.000			2.460							0.000	0.000	0.000	2.460		
T08	ERC	Before	SECT 5339		0.280	0.115	0.115	0.115	0.115	0.460	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.690	1.150		
		Adjust	SECT 5339		-0.280	0.280	0.000			0.280								0.000	0.280		
		After	SECT 5339		0.000	0.395	0.115	0.115	0.115	0.740	0.115	0.115	0.115		0.115	0.115	0.690	1.430			
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI) NJ TRANSIT Various Counties	T210	ERC	Before	STP-TE		0.920	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	Administrative action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$9.645 M (\$0.92 M STP-TE/\$8.725 M SECT 5339).	
			Adjust	STP-TE		-0.920	0.920	0.000	0.000	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.920
			After	STP-TE		0.000	0.920	0.000	0.000	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.920
	Before	SECT 5339		8.725	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			
	Adjust	SECT 5339		-8.725	8.725	0.000			8.725									0.000	8.725		
	After	SECT 5339		0.000	8.725	0.000	0.000	0.000	8.725	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.725		
Rail Rolling Stock Procurement NJ TRANSIT Various Counties	T112	CAP	Before	SECT 5307		2.898	0.073	0.737	1.442	1.442	3.694	1.442	1.442	1.442	1.442			5.768	9.462	Administrative action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$7.808 M (\$2.898 M SECT 5307/\$4.91 M SECT 5337).	
			Adjust	SECT 5307		-2.898	2.898	0.000			2.898								0.000		2.898
			After	SECT 5307		0.000	2.971	0.737	1.442	1.442	6.592	1.442	1.442	1.442	1.442	0.000	0.000		5.768		12.360
	Before	SECT 5337		4.910	3.095	3.728	3.728	3.728	14.279	3.728	3.728	3.728	3.728				14.912	29.191			
	Adjust	SECT 5337		-4.910	4.910	0.000			4.910									0.000	4.910		
	After	SECT 5337		0.000	8.005	3.728	3.728	3.728	19.189	3.728	3.728	3.728	3.728	0.000	0.000		14.912	34.101			
Preventive Maintenance-Rail NJ TRANSIT Various Counties	T39	CAP	Before	SECT 5307		9.232	4.380	5.970	5.970	5.970	22.290	5.970	5.970	5.970	5.970	5.970	5.970	35.820	58.110	Administrative action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$13.35 M (\$9.232 M SECT 5307/\$4.118 M SECT 5337).	
			Adjust	SECT 5307		-9.232	9.232	0.000			9.232								0.000		9.232
			After	SECT 5307		0.000	13.612	5.970	5.970	5.970	31.522	5.970	5.970	5.970	5.970	5.970	5.970		35.820		67.342
	Before	SECT 5337		15.141	9.758	11.747	12.710	15.254	49.469	15.639	16.033	16.434	16.843	17.260	17.686		99.895	149.364			
	Adjust	SECT 5337		-4.118	4.118	0.000			4.118									0.000	4.118		
	After	SECT 5337		11.023	13.876	11.747	12.710	15.254	53.587	15.639	16.033	16.434	16.843	17.260	17.686		99.895	153.482			
Section 5310 Program NJ TRANSIT Various Counties	T150	CAP	Before	SECT 5310		2.710	2.687	2.740	2.821	2.878	11.126	2.935	2.994	3.054	3.115	3.177	3.241	18.516	29.642	Administrative Action NJ24-029 will modify the TIP by increasing the program line item by moving prior year FY23 funds to FY24 in the amount of \$1.333 M SECT 5310.	
			Adjust	SECT 5310		-1.333	1.333	0.000			1.333								0.000		1.333
			After	SECT 5310		1.377	4.020	2.740	2.821	2.878	12.459	2.935	2.994	3.054	3.115	3.177	3.241		18.516		30.975
NEC Improvements NJ TRANSIT Various Counties	T44	ERC	Before	SECT 5307		5.739	6.043	3.952	3.952	5.139	19.086	5.139	5.139	5.139	5.139	5.139	5.139	30.834	49.920	Administrative Action NJ24-029 will modify the TIP by moving prior year FY23 funds to FY24 in the amount of \$5.739 M SECT 5307.	
			Adjust	SECT 5307		-5.739	5.739	0.000			5.739								0.000		5.739
			After	SECT 5307		0.000	11.782	3.952	3.952	5.139	24.825	5.139	5.139	5.139	5.139	5.139	5.139		30.834		55.659
Grand Total (Before)						72.862	44.330	51.582	67.577	74.540	238.029	93.090	95.591	98.141	100.741	98.223	100.930	586.716	824.745	Financial Constraint is Maintained.	
Grand Total (Adjust)						-57.786	52.047	1.000	0.000	0.000	53.047	0.000	0.000	0.000	0.000	0.000	0.000	0.000	53.047		
Grand Total (After)						0.000	44.330	52.582	67.577	74.540	239.029	93.090	95.591	98.141	100.741	98.223	100.930	586.716	825.745		

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

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PROJECT PHASES OF WORK (Continued)

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

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S – Denotes State Funding
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HIGHWAY PROJECT FUNDING SOURCES

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

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)			
Acronym		Definition	Description
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 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
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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.

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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






OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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Connect With Us!     

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

ACTION ITEM

Date Prepared: May 23, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

3. NJ24-041: Recommended Safe Routes to School Program Projects

Staff requests to amend the FY2024 TIP for New Jersey (TIP Action NJ24-041) by adding four (4) projects, totaling \$5.000 million TA-FLEX funds, from the DVRPC NJ region to the Safe Routes to School Program (DB #99358) in the Statewide Program, accordingly:

- 1.\$1,510,000 for Hopewell Borough Sidewalk and Safety Improvements in Hopewell Borough, Mercer County;
- 2.\$725,000 for Carlton Street Pedestrian Safety Improvements in Lindenwold Borough, Camden County;
- 3.\$1,276,000 for the Medford Village Safe Routes to School in Medford Township, Burlington County;
- 4.\$1,489,000 for the Medford Lakes Pedestrian Improvements in Medford Lakes Borough, Burlington County;

The New Jersey Safe Routes to School Program (SRTS) is a competitive federal program established for projects and activities that support and encourage students to walk and ride bicycles to school. The DVRPC NJ region received 16 SRTS applications requesting approximately \$15.784 million total. DVRPC and NJDOT review committee members, including the four NJ counties, evaluated these applications by using an agreed upon selection criteria from NJDOT.

Financial Constraint:

Financial constraint will be maintained in accordance with the TIP Memorandum of Understanding.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as these projects

are exempt from the regional conformity analysis.

Cost and Source of Funds:

\$5.000 million Statewide TA-FLEX

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make a recommendation at the June 11, 2024 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee (RTC) recommend Board approval of DVRPC staff request to amend the FY2024 TIP for New Jersey (TIP Action NJ24-041) by adding four (4) projects, totaling \$5.000 million TA-FLEX funds, from the DVRPC NJ region to the Safe Routes to School Program (DB #99358) in the Statewide Program, accordingly:

1. \$1,510,000 for Hopewell Borough Sidewalk and Safety Improvements in Hopewell Borough, Mercer County;
2. \$725,000 for Carlton Street Pedestrian Safety Improvements in Lindenwold Borough, Camden County;
3. \$1,276,000 for the Medford Village Safe Routes to School in Medford Township, Burlington County;
4. \$1,489,000 for the Medford Lakes Pedestrian Improvements in Medford Lakes Borough, Burlington County;

Staff Contact:

John Coscia, Jr.

Attachments:

1. List of Recommended Safe Routes to School Projects
2. Map of the Recommended Four (4) Project Locations

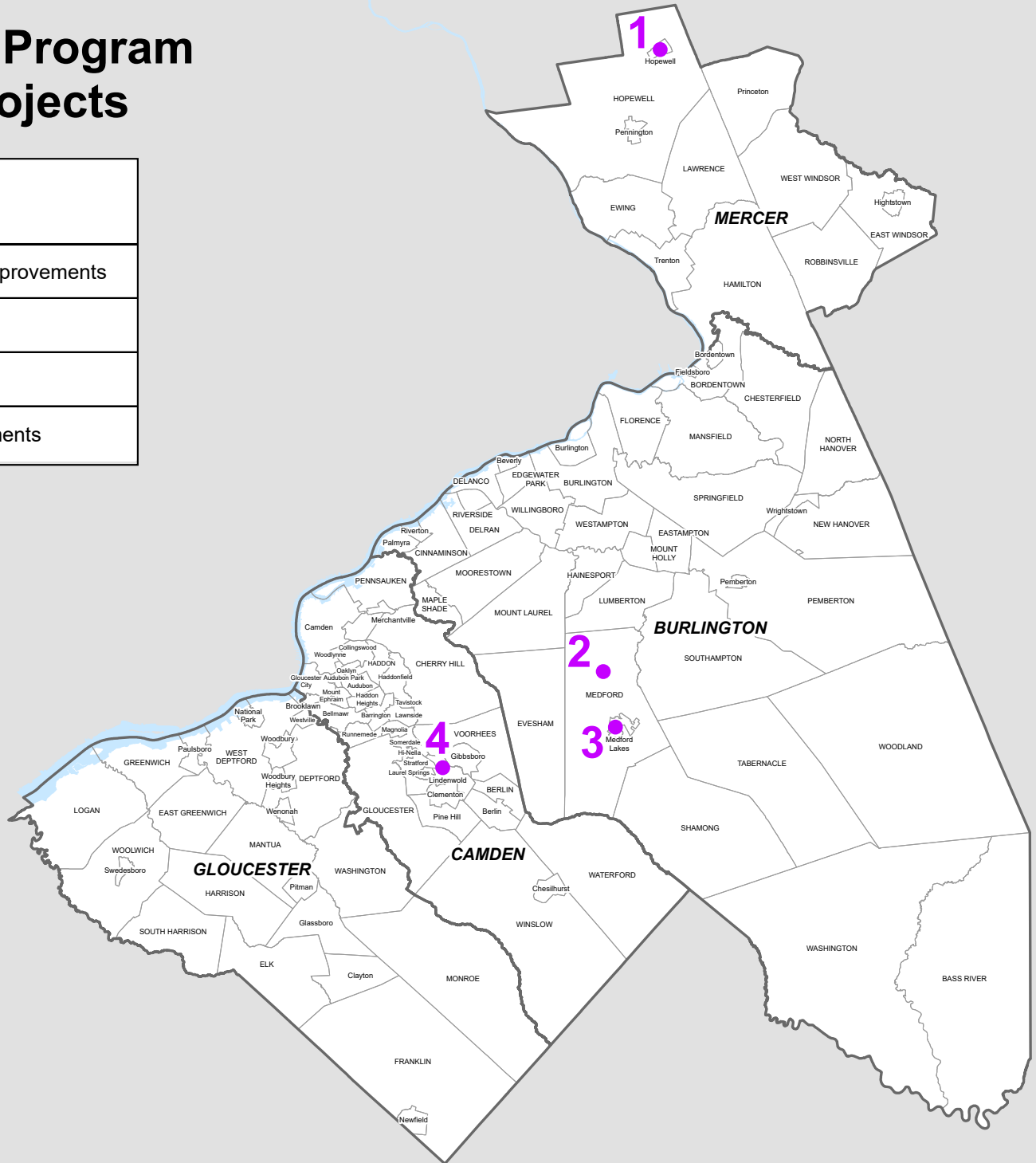
**Project Selections for the New Jersey
Safe Routes to School Program (SRTS):**

Project Title	Sponsor	Award Amount
Hopewell Borough Sidewalk and Safety Improvements	Hopewell Borough	\$1,510,000
Carlton Street Pedestrian Safety Improvements	Lindenwold Borough	\$725,000
Medford Village Safe Routes to School	Medford Township	\$1,276,000
Medford Lakes Pedestrian Improvements	Medford Lakes Borough	\$1,489,000
	Total	\$5,000,000

Safe Routes to School Program 2024 New Jersey Projects

Map Number	Project
1	Hopewell Borough Sidewalk and Safety Improvements
2	Medford Village Safe Routes to School
3	Medford Lakes Pedestrian Improvements
4	Carlton Street Pedestrian Safety Improvements

● Project Location



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JUNE 11, 2024

Agenda Item:**4. Updated Memorandums of Understanding (DVRPC/SJTPO/WILMAPCO and DVRPC/RATS)**

Background/Analysis/Issues:

Federal regulations state that when part of an urban area served by one Metropolitan Planning Organization (MPO) extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. These updated Memorandums of Understanding (MOU) reflect the new 2020 Urban Area boundaries. The first MOU outlines planning responsibilities between DVRPC, the South Jersey Transportation Planning Organization (SJTPO), and the Wilmington Area Planning Council (WILMAPCO). The second MOU outlines planning responsibilities and defines the sharing of Surface Transportation Urban (STU) funds between DVRPC and the Berks County MPO, the Reading Area Transportation Study (RATS).

As a result of the updated census and new boundaries, the Pottstown Urban Area has been combined with the Philadelphia Urban Area and the combined Urban Area extends into Berks County. In the past, when the Pottstown Urban Area extended into Berks County; there were no STU funds associated with that area to be shared. With the absorption of the Pottstown UA into the Philadelphia UA, that is no longer the case and DVRPC will transfer 0.3564% of STU funds, beginning in FY 2025, to RATS.

Cost and Source of Funds:

Not Applicable

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make a recommendation at the June 11, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the Board approve the Memorandums of Understanding (MOU) between DVRPC, SJTPO, and WILMAPCO; and between DVRPC and RATS.

Staff Contact:

Michael Boyer

Attachments:

- 1) MOU between DVRPC, SJTPO, and WILMAPCO
- 2) MOU between DVRPC and RATS

MEMORANDUM OF UNDERSTANDING

MPO Boundaries and Coordination of Transportation Planning and Programming Between

The Delaware Valley Regional Planning Commission (DVRPC), The South Jersey Transportation Planning Organization (SJTPO), and The Wilmington Area Planning Council (WILMAPCO)

Background and Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Organization (MPO) boundaries and transportation planning and programming responsibilities as they relate to the following Urban Areas (UA): the portion of the Philadelphia, PA-NJ-DE-MD UA that extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey; the portion of the Vineland, NJ UA that extends into Gloucester County, New Jersey; and the portion of the Hammonton, NJ UA that extends into Camden County, New Jersey.

The Philadelphia PA-NJ-DE-MD UA includes portions of twelve (12) counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania; Burlington, Camden, Gloucester, and Salem Counties in New Jersey; New Castle County in Delaware; and Cecil County in Maryland. The Vineland, NJ UA includes portions of Atlantic, Cumberland, and Gloucester Counties in New Jersey. The Hammonton, NJ UA includes portions of Atlantic and Camden Counties in New Jersey. DVRPC, SJTPO and WILMAPCO operate as independent MPOs within the Philadelphia, PA-NJ-DE-MD UA and DVRPC and SJTPO operate as independent MPOs in the Vineland, NJ UA and Hammonton, NJ UA. Each MPO is responsible for a specific planning area.

- The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania.
- The SJTPO planning area consists of Atlantic, Cape May, Cumberland, and Salem Counties in New Jersey.
- The WILMAPCO planning area consists of New Castle County in Delaware and Cecil County in Maryland.
- The shared DVRPC and WILMAPCO MPO boundary is now and has been coincident with the common boundaries between Delaware and Chester Counties, representing the DVRPC region; and New Castle and Cecil Counties representing the WILMAPCO region and is proposed to remain so.
- The shared WILMAPCO and SJTPO MPO boundary is now and has been coincident with the common boundary between New Castle County, representing the WILMAPCO region; and Salem County representing the SJTPO region and is proposed to remain so.
- The shared SJTPO and DVRPC MPO boundary is now and has been coincident with the common boundaries between Atlantic, Cumberland, and Salem Counties, representing the SJTPO region; and Camden and Gloucester Counties representing the

DVRPC region and is proposed to remain so.

- The Year 2020 Census-defined Urban Area for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "*DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urbanized Areas*" attached hereto and made a part of this MOU.

As required by Federal regulation pertaining to MPO boundaries, where part of a UA served by one MPO extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs

With a population exceeding 200,000 in each of these planning areas, the DVRPC, SJTPO and WILMAPCO counties are MPOs designated as Transportation Management Areas (TMAs). TMA status includes additional planning requirements and Surface Transportation Block Group Program-Urban Allocation (STBGP-Urban) funding based on the UA population.

Responsibilities

- The MPO boundaries of DVRPC, SJTPO and WILMAPCO detailed above, will remain unchanged.
- DVRPC will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Burlington, Camden, and Gloucester Counties in New Jersey along with the portion of the Vineland, NJ UA in Gloucester County, New Jersey and Hammonton, NJ UA in Camden County, New Jersey. SJTPO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Salem County, New Jersey as well as the portion of the Vineland, NJ UA in Atlantic and Cumberland Counties, New Jersey and the Hammonton, NJ UA in Atlantic County, New Jersey. WILMAPCO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in New Castle County, Delaware and Cecil County, Maryland. These responsibilities include but are not limited to:
 1. Unified Planning Work Program (UPWP) development and action
 2. Long-Range Transportation Plan (LRTP) development and updates
 3. Transportation Improvement Program (TIP) development and updates
 4. Traffic and Highway Performance Monitoring System (HPMS) data collection
 5. Travel demand modeling
 6. Air quality modeling and conformity determinations
 7. Special and corridor studies
 8. Congestion Management Process (CMP) planning and implementation
 9. Highway functional classification updates
 10. Transportation Performance Management target development and monitoring.

- DVRPC, SJTPO and WILMAPCO agree to abide by the methodologies and processes used to allocate federal funds, which are not affected by this MOU.
- STBGP-Urban funds will not be shared by the three MPOs and will continue to be allocated separately to each MPO.
- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a continuing, cooperative and coordinated fashion. They agree to comply with federal planning regulations, including participating in quadrennial certification reviews by US DOT.
- Staff from the three MPOs will communicate regularly, share information, and meet as needed to foster cooperation and coordination.

Future Review

This agreement supersedes and replaces the previous MOUs between the three MPOs pertaining to the 2010 Decennial Census UA boundaries. This agreement will be revisited when one of the entities identifies the need for a review, but no later than 2033 or following the definition of 2030 UAs as a result of the year 2030 Decennial Census.

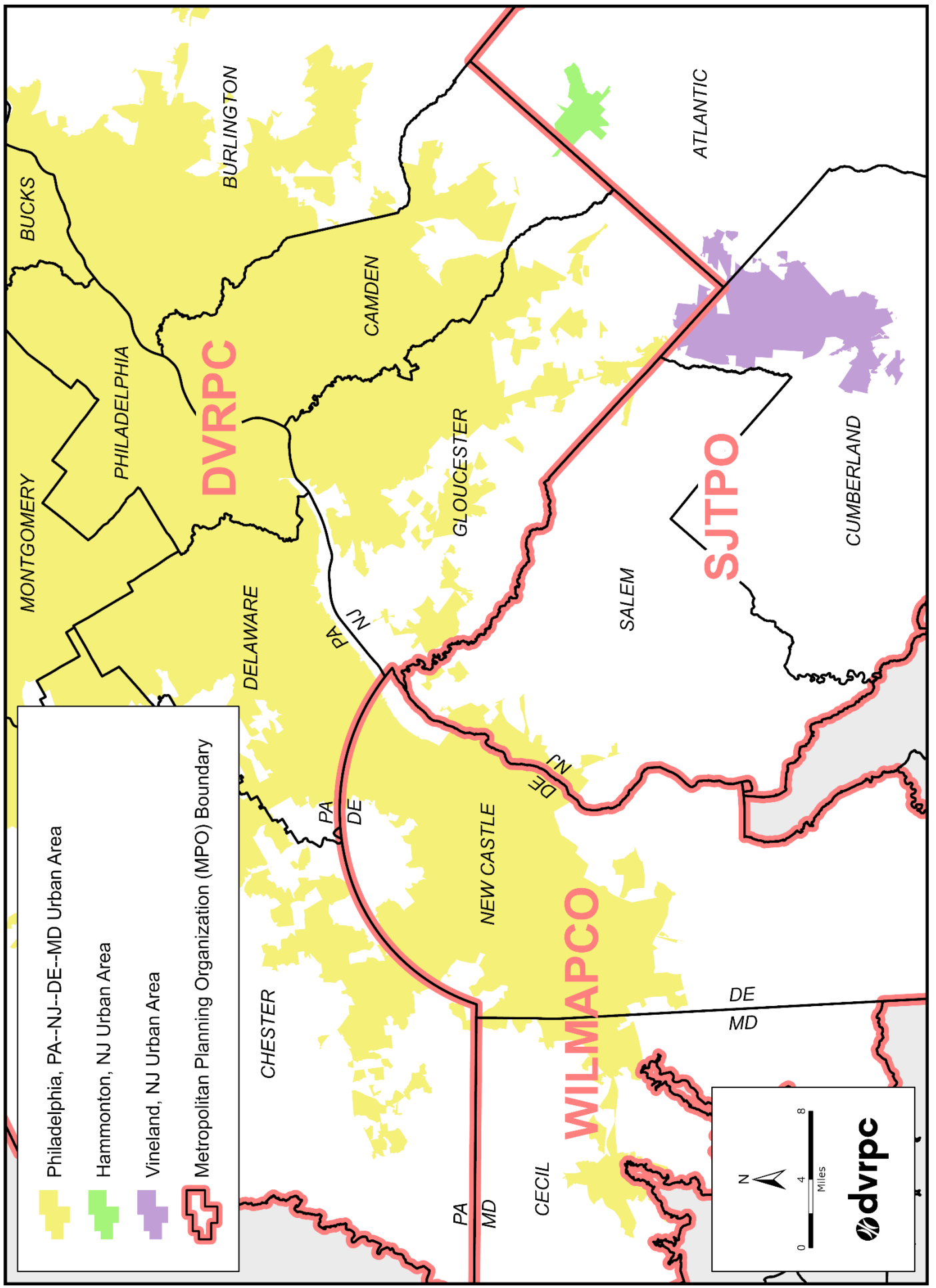
Agreed to this ____ day of _____, 2024 by:

Francis K. O'Connor
Chair, DVRPC Board

Leonard Desiderio
Chair, SJTPO Policy Board

John Sisson
Chair, WILMAPCO Council

DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urban Areas



MEMORANDUM OF UNDERSTANDING
MPO Boundaries and Coordination of Transportation Planning and Programming
Between
The Delaware Valley Regional Planning Commission (DVRPC),
and The Reading Area Transportation Study (RATS)

Background and Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Organization (MPO) boundaries and transportation planning and programming responsibilities as they relate to a portion of the Philadelphia, PA-NJ-DE-MD Urban Area (UA) and the Pennsburg/Upper Hanover/East Greenville, PA UA that extends into Berks County, Pennsylvania.

The Philadelphia, PA-NJ-DE-MD UA includes portions of twelve (12) counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania; Burlington, Camden, Gloucester, and Salem Counties in New Jersey; New Castle County in Delaware; and Cecil County in Maryland. The Pennsburg/Upper Hanover/East Greenville, PA UA includes portions of Montgomery and Berks Counties in Pennsylvania. DVRPC and RATS operate as independent MPOs within the Philadelphia, PA-NJ-DE-MD, and Pennsburg/Upper Hanover/East Greenville UAs. Each is responsible for a specific planning area.

- The DVRPC planning area consists of Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania, together with Burlington, Camden, Gloucester, and Mercer Counties in New Jersey.
- The RATS planning area consists of Berks County, Pennsylvania.
- The shared DVRPC and RATS MPO boundary is now and has been coincident with the common boundaries between Montgomery and Chester Counties, representing the DVRPC region; and Berks County representing the RATS region and is proposed to remain so.
- The Year 2020 Census-defined Urban Area (UA) for Philadelphia, PA-NJ-DE-MD, and Pennsburg/Upper Hanover/East Greenville, PA is delineated on the map entitled "*DVRPC and RATS 2020 Census Shared Urban Areas*" attached hereto and made a part of this MOU.

As required by Federal regulation pertaining to MPO boundaries, where part of an urban area served by one MPO extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs

With a population exceeding 200,000 in each of these planning areas, the DVRPC and RATS counties are MPOs designated as Transportation Management Areas (TMAs). TMA status includes additional planning requirements and Surface Transportation Urban (STU) funding based on the UA population.

Responsibilities

- The MPO boundaries of DVRPC and RATS detailed above will remain unchanged.
- DVRPC will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Montgomery and Chester Counties, Pennsylvania, and the portion of the Pennsburg/Upper Hanover/East Greenville UA in Montgomery County, Pennsylvania. RATS will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD and Pennsburg/Upper Hanover/East Greenville UAs in Berks County, Pennsylvania. These responsibilities include but are not limited to:
 1. Unified Planning Work Program (UPWP) development and action
 2. Long Range Transportation Plan (LRTP) development and updates
 3. Transportation Improvement Program (TIP) development and updates
 4. Traffic and Highway Performance Monitoring System (HPMS) data collection
 5. Travel demand modeling
 6. Air quality modeling and conformity determinations
 7. Special and corridor studies
 8. Congestion Management Process (CMP) planning and implementation
 9. Highway functional classification updates
 10. Transportation Performance Management target development and monitoring.
- DVRPC and RATS agree to abide by the methodologies and processes used to allocate federal funds that are not affected by this MOU.
- Beginning with the Fiscal Year 2025 funding in the DVRPC Pennsylvania Transportation Improvement Program, 0.3564 percent of the DVRPC MPO's Surface Transportation Urban (STU) funding will be transferred to the RATS MPO. This percentage is based upon the estimated proportion of the Pennsylvania portion of the Philadelphia, PA-NJ-DE-MD UA that extends into Berks County, as reported in the 2020 Census.

The Census population and percentage figures used for this calculation are as follows:

- Total 2020 Population in the Pennsylvania portion of the Philadelphia, PA-NJ-DE-MD UA: 3,999,608
- 2020 Population in the Pennsylvania portion of the Philadelphia, PA-NJ-DE-MD UA isolated in Berks County: 14,253
- Percentage of the 2020 Population in the Pennsylvania portion of the Philadelphia, PA-NJ-DE-MD UA isolated in Berks County: 0.3564%

Surface Transportation Urban (STU) funds will not be shared within the Pennsburg/Upper Hanover/East Greenville UA.

- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a continuing, cooperative, and coordinated fashion. They agree to comply with federal planning regulations, including participating in quadrennial

certification reviews conducted by by US DOT.

- Staff from the MPOs will communicate regularly, share information, and meet as needed to foster cooperation and coordination.

Future Review

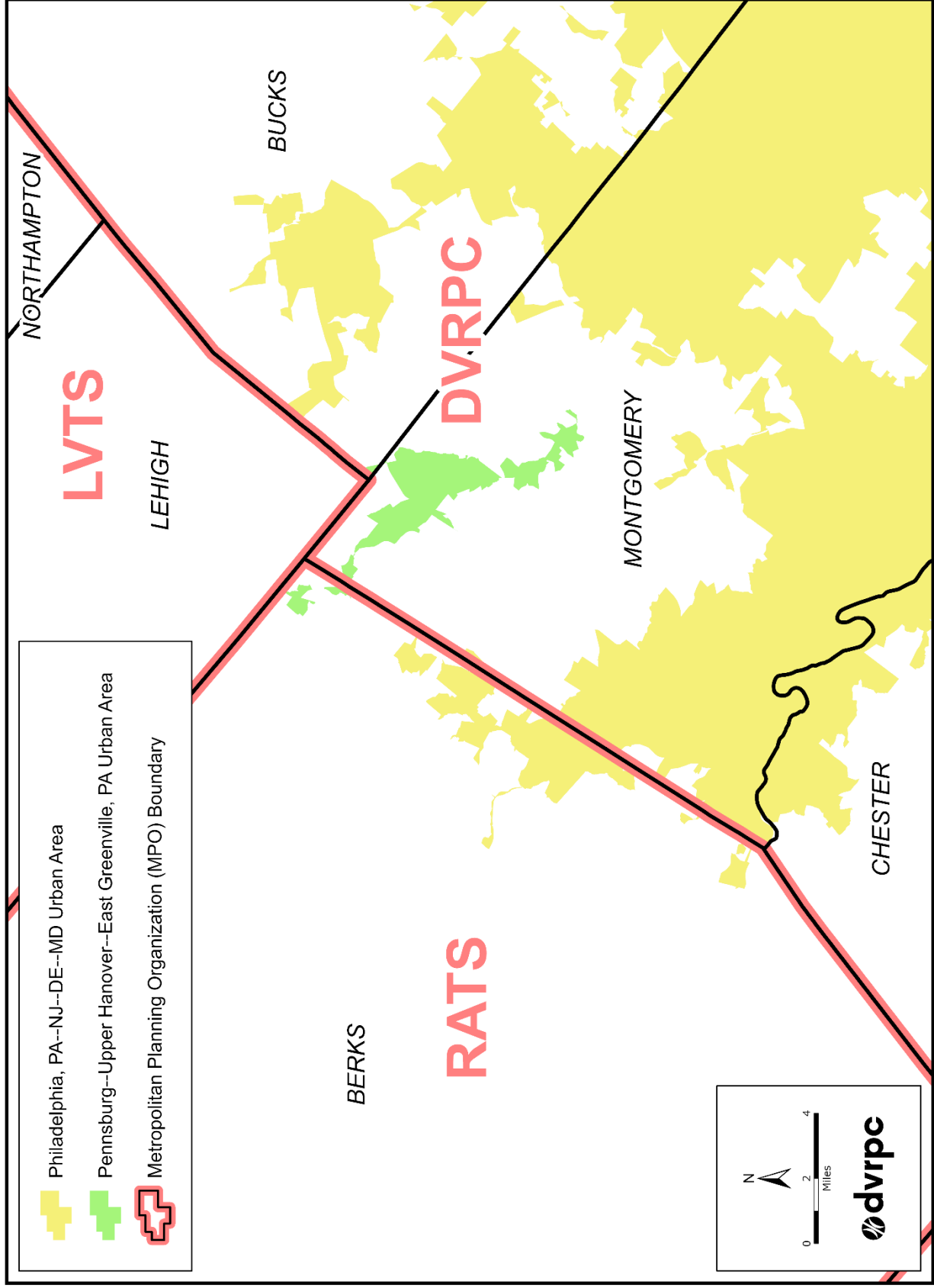
This agreement will be reviewed when one of the entities identifies the need for a review, but no later than 2033 or following the definition of 2030 UAs resulting from the year 2030 Decennial Census.

Agreed to this ____ day of _____, 2024 by:

Francis K. O'Connor
Chair, DVRPC Board

Mr. Chris Kufro
Chair, RATS Coordinating Committee

DVRPC and RATS 2020 Census Shared Urban Areas



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JUNE 11, 2024

Agenda Item:

5. Adjustments to the PM3 CMAQ Congestion Four-Year Performance Targets for the Philadelphia PA-NJ-DE-MD and Trenton, NJ Urban Areas.

Background/Analysis/Issues:

Federal Regulations (23 CFR 490) require that MPOs in Urban Areas (UAs) with populations over 200,000 that are also in air quality nonattainment or maintenance areas for any of three pollutants (ozone, carbon monoxide or particulate matter) set Transportation Performance Management targets, including two PM3 CMAQ traffic congestion measures:

- Percent Non-Single Occupant Vehicle (Non-SOV) travel;
- Annual hours of Peak Hour Excessive Delay (PHED) per capita.

Requirements include establishing two- and four-year targets, reporting mid-performance period progress, and evaluating adjustments to four-year targets.

DVRPC facilitated and coordinated efforts with the Philadelphia, PA-NJ-DE-MD and Trenton, NJ Urban Areas planning partners to review mid-performance period progress and evaluate four-year target adjustments for the measures for the second performance period (2022-2025). MPO, state DOT, FHWA, and other interested agency representatives from each of the Urban Areas were invited to an April 25th meeting to review mid-performance period progress and potentially adjust four-year targets. The meeting resulted in each Urban Area coordination group reaching agreement to support four-year target adjustment increases for the Percent Non-SOV travel measure and keep the PHED four-year target the same. DVRPC staff followed up with agencies unable to participate in that meeting to ensure consensus.

DVRPC plans to participate in efforts in reviewing mid-performance period progress and potentially adjusting four-year targets led by the North Jersey Transportation

Planning Authority (NJTPA) for the New York-Newark, NJ-NJ-CT Urban Area and the Lehigh Valley Planning Commission (LVPC)/PennDOT for the Allentown-Easton, PA-NJ Urban Area since small portions of these Urban Areas extend into the DVRPC MPO region, but meetings have not been scheduled yet.

Date Action Required:

June 11, 2024

Recommendations:

RTC – Will make a recommendation at the June 11th, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends that the Board adopt the PM3 CMAQ Congestion four-year target adjustments for the Percent Non-SOV Travel Measure for the Philadelphia, PA-NJ-DE-MD UA and Trenton, NJ UA.

Staff Contact:

Thomas K. Edinger, AICP, Manager, Congestion Management Programs

Attachment:

RTC Presentation Slides

PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Supporting 4-year Target Adjustments



DVRPC Regional Technical Committee | June 11, 2024
Thomas K. Edinger, AICP
Manager, Regional Congestion Management Programs



Federal Performance Measure

PM3 Requirements



- Regulations (23 CFR 490) require that MPOs in urbanized areas with populations over 200,000 that are also in air quality nonattainment or maintenance areas for any of three pollutants (ozone, carbon monoxide, or particulate matter) conduct performance-based planning using National Performance Measures
- PM3 requirements include establishing Congestion Mitigation Air Quality (CMAQ) Traffic Congestion two- and four-year targets, report mid-performance progress, and evaluate adjusting 4-year targets for the following measures:
 - Percent non-Single Occupant vehicle (non-SOV) travel
 - Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Performance Period (2022-2025)
- Urbanized Areas (UZAs)
 - Philadelphia, PA-NJ-DE-MD*
 - Trenton, NJ*
 - New York-Newark, NY-NJ-CT
 - Allentown-Bethlehem-Easton, PA-NJ

** DVRPC led efforts in working with partnering agencies in setting targets*

Federal Performance Measure PM3 Requirements (continued)



- In 2022, DVRPC as the lead MPO for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ urbanized areas established baseline and two- and four-year targets amongst the partnering agencies (MPOs, DOTs, FHWA, and other) for the 2nd four-year performance period (2022-2025)
- In April 2024, reported mid-performance progress, and evaluated adjusting four-year targets for the measures with the Coordination Groups
- Reporting on two-year progress and potentially adjusted four-year targets are due to FHWA by October 1, 2024
 - Targets for entire UZA
 - All DOTs and MPOs with National Highway System (NHS) mileage in UZA
 - MPOs incorporate targets and system performance into CMAQ Performance Plans
 - State DOTs report progress and targets to FHWA

Traffic Congestion Performance Measures



- **Percent of non-single occupant vehicle (Non-SOV) travel**
 - Data: Journey-to-work; U.S. Census 5-year American Community Survey (ACS) estimates
 - Everything but drive-alone (transit, carpool, walk/bike, telecommute, taxi, etc.)
- **Annual hours of peak hour excessive delay (PHED) per capita**
 - Data: National Performance Measures Research Data Set (NPMRDS)
 - National highway system (NHS) roadways
 - Excessive Delay
 - Delay threshold 60% of posted speed limit or 20 mph, whichever is greater
 - 6-10 am and 3-7 pm
 - Traffic volumes, vehicle mix and average vehicle occupancies
 - Total excessive delay shared by everyone; divided by 5-year UZA ACS population

General Target Considerations

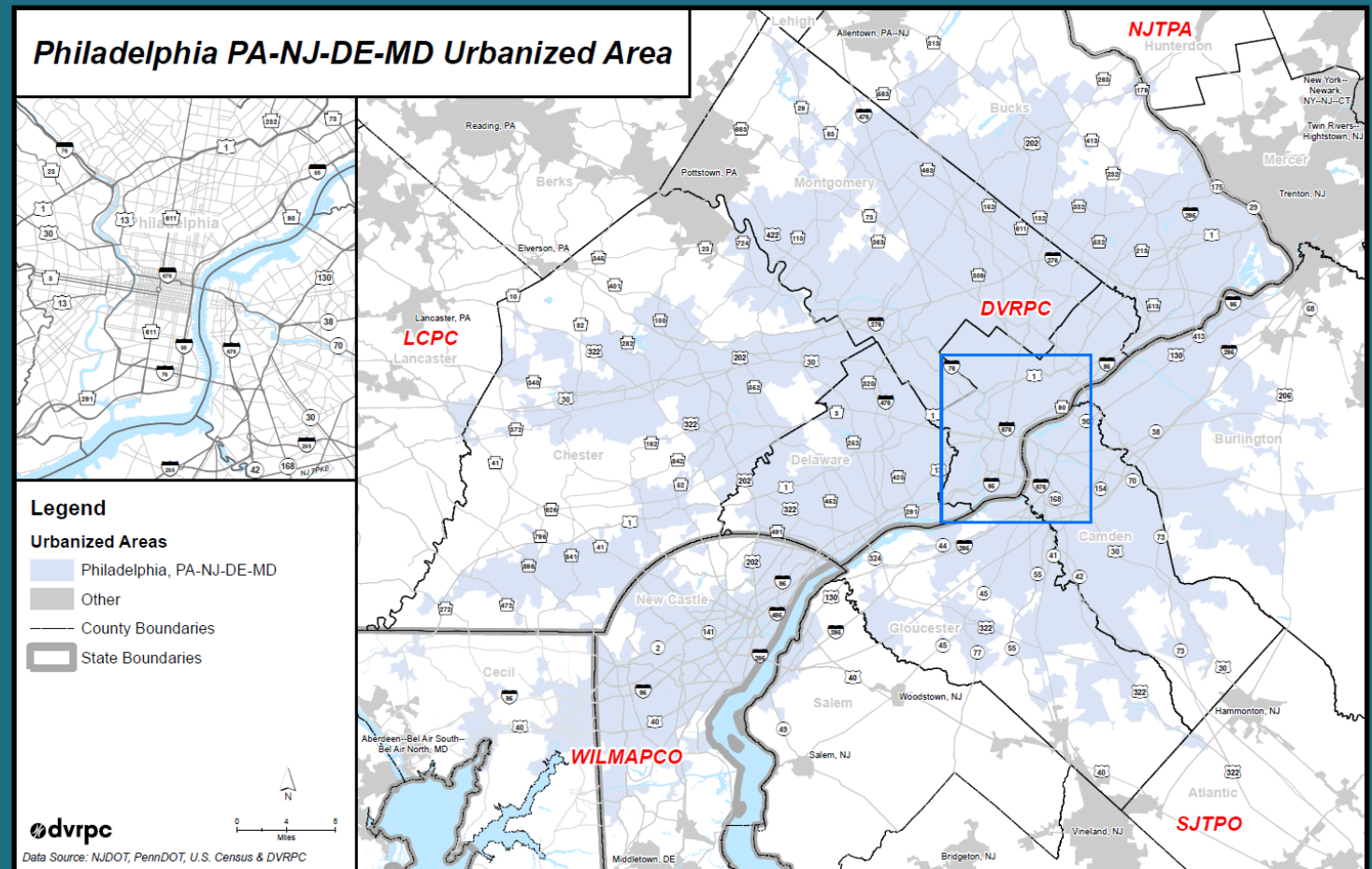


- **Goals, long-range planning/policy**
 - Increase Percent Non-SOV travel
 - Reduce excessive delay (or PHED)
- **FHWA strongly discourages the use of aspirational targets (CFR 490.101)**
 - Setting data-driven targets, rather than aspirational ones that are not data driven, realistic or achievable, will enable decision makers to utilize resources in ways that will result in increased accountability and transparency by allowing the public to better understand expectations and expenditure results
- **Trends**
 - Percent non-SOV travel - 5-year and 1-year ACS
 - PHED (not substantial data history compared to Percent non-SOV travel)
 - Other (population, VMT, transit ridership)
- **Identify TIP projects that are scheduled to be completed in the next two years that might “move the needle” on the measures**
- **Recognize uncertainties (work-from-home policies; inflation, and energy and supply chain disruptions)**

Philadelphia, PA-NJ-DE-MD Urbanized Area Coordination

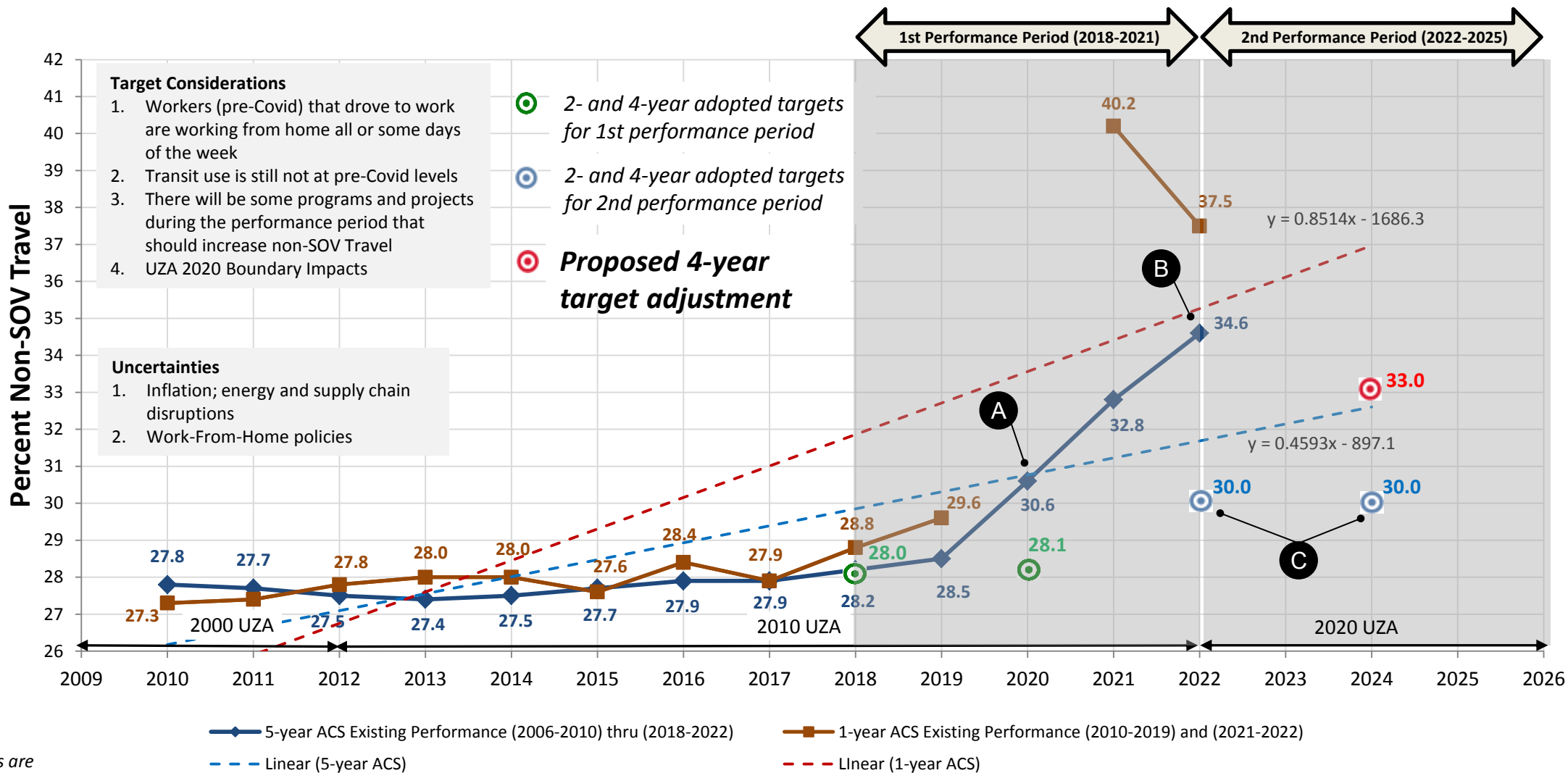


- MPOs: DVRPC, WILMAPCO, NJTPA, SJTPO, LCPC
- DOTs: PennDOT, NJDOT, DeIDOT & MDOT
- FHWA Divisions: PA & NJ
- Data/tool providers: UMD-CATT Lab, U.S. Census



Philadelphia PA-NJ-DE-MD UZA: Non-SOV Travel Measure, Proposed 4-Year Target Adjustment

Percent Non-SOV Travel (Journey To Work), Philadelphia, PA-NJ-DE-MD Urbanized Area



- A** 5-year ACS 2020 baseline year; 30.6% (2022-2025)
- B** New 5-year ACS 2022 Mid-Performance year (2022-2025); 34.6%
- C** Adopted 2- and 4-year targets; both 30.0% (2022-2025)

Note 1: Conservative targets are lower and aggressive targets are higher

Note 2: Margin of Error 0.2% for 5-year and 0.5% for 1-year

Note 3: 2-year and 4-year targets based on ACS 5-year estimates

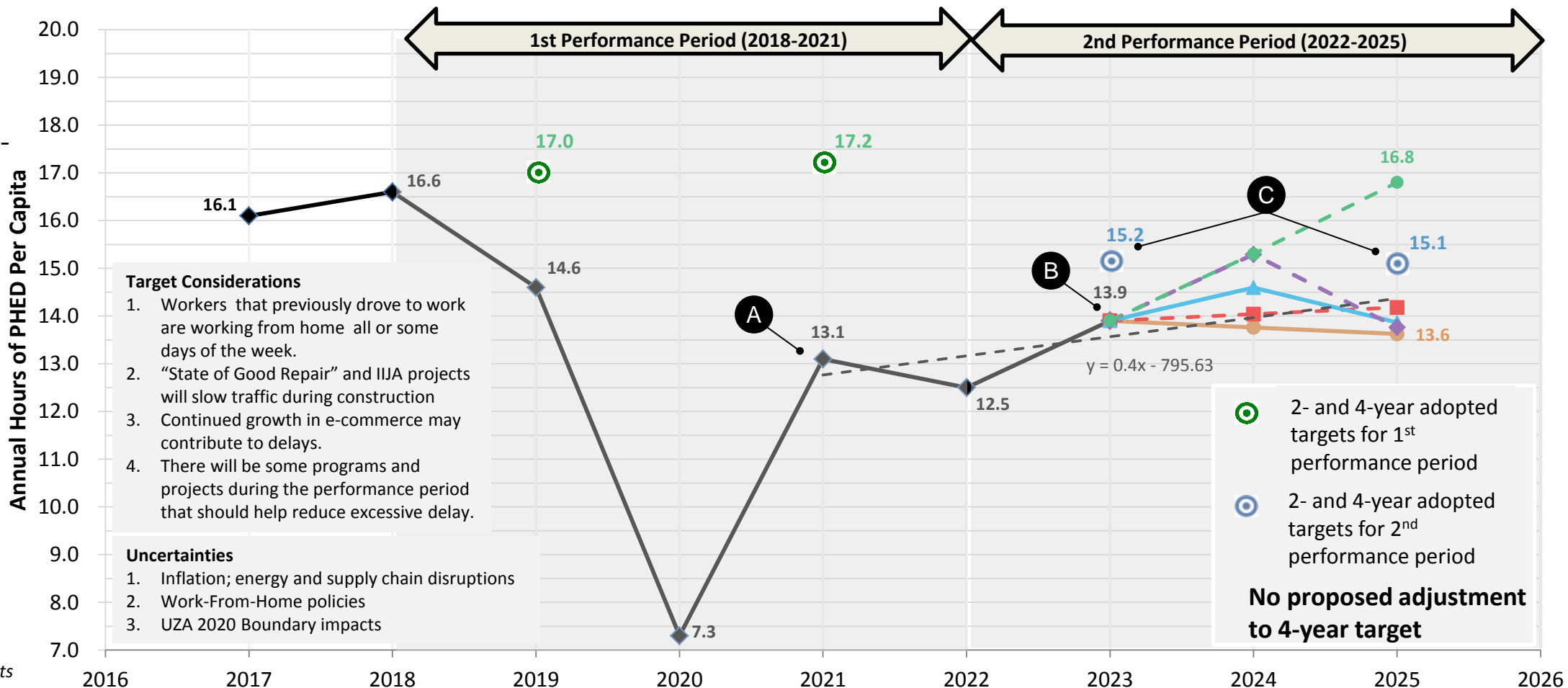
Note 4: 1-year ACS in 2020 not available due to Covid-19

Note 5: 2-year and 4-year targets are established based on a 2-year lag in availability of ACS 5-year data

Philadelphia PA-NJ-DE-MD UZA: PHED Measure, No Proposed 4-Year Target Adjustment

Annual Hours PHED Per Capita, Philadelphia PA-NJ-DE-MD Urbanized Area

- A** 2021 baseline year: 13.1
- B** New 5-year ACS 2022 Mid-Performance year (2022-2025); 13.9
- C** Adopted 2- and 4-year targets (2022-2025)



Note 1: Conservative targets are higher and aggressive targets are lower

Date 4/25/2024

Data Source: RITIS

PDA Suite Map 21

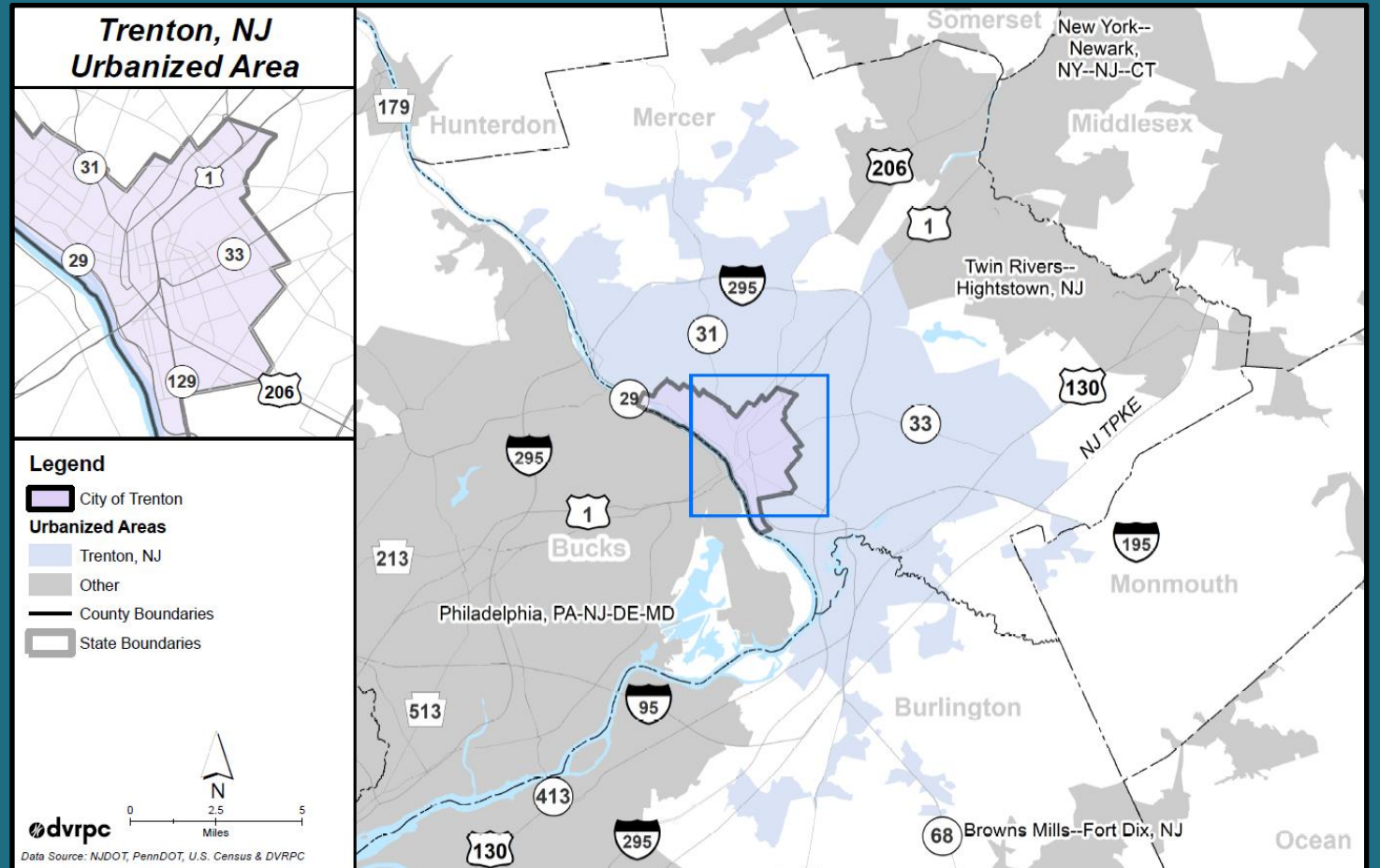
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- ◆— PHED Existing Performance (2017-2023)
- Scn 1 Slight decrease in excessive delay: WFH closer to 2020 levels and transit/carpool closer to 2019 levels; PHED decreases 1% annually from 2023
- Scn 2 Slight increase in excessive delay: WFH and transit/carpool closer to 2019 levels; PHED increases 1% annually from 2023
- ▲— Scn 3 Moderate increase and then decrease in excessive delay: WFH and transit/carpool closer to 2019 levels; PHED increases 5% annually from 2023, and then drops 5% from 3rd to 4th year due to project improvements
- ◆— Scn 4 Large increase and then decrease in excessive delay: More workers; some construction delay; and WFH and transit/carpool closer to 2019 levels; PHED increases 10% annually from 2021, and then decreases 10% from 3rd to 4th year
- Scn 5 Large increase in excessive delay: More workers; high construction delay; more safety projects; WFH goes towards 2019 levels, and transit/carpool closer to 2019 levels; PHED increases 10% annually from 2023
- Scn 6 Trend Line 2021-2023

Trenton, NJ Urbanized Area Coordination



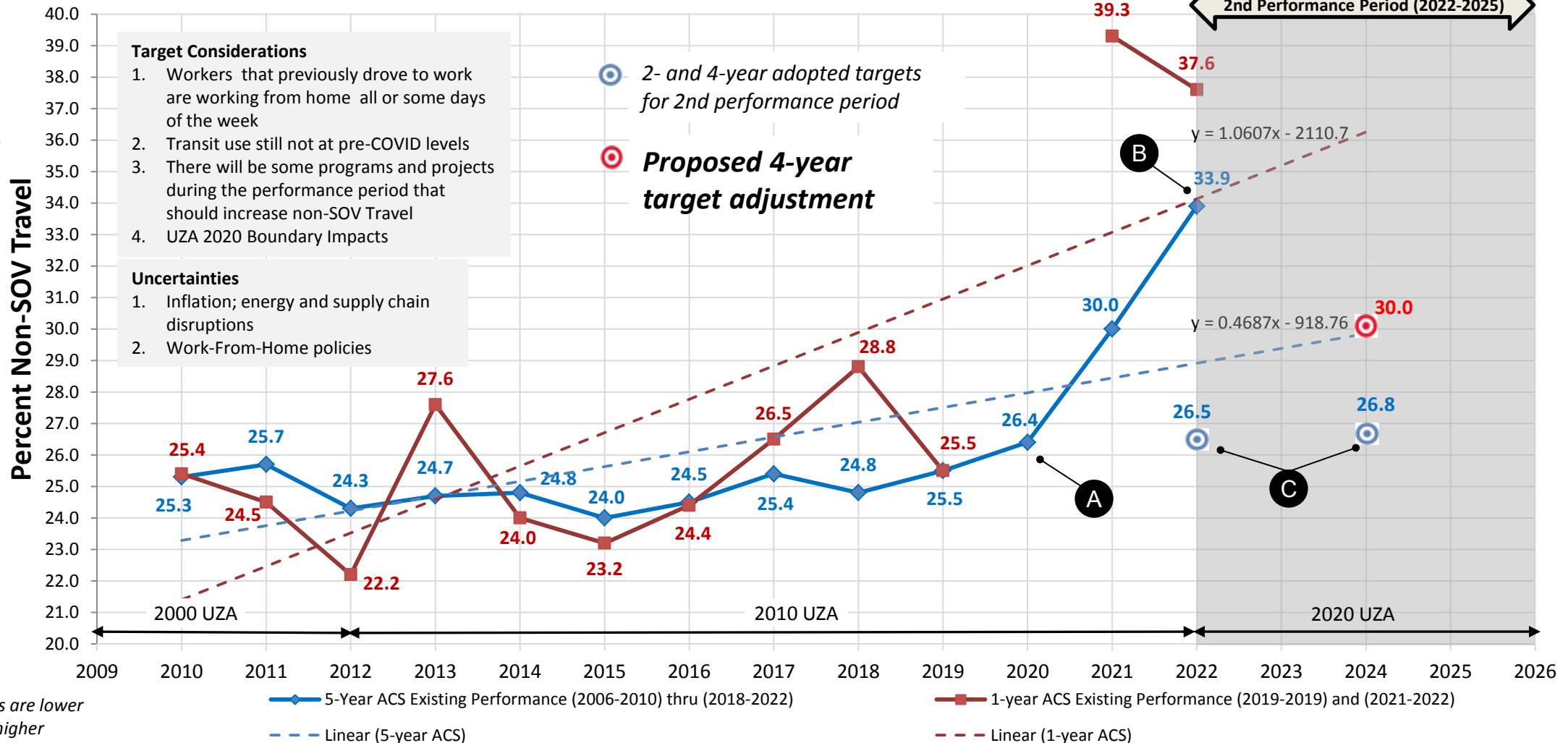
- MPO: DVRPC
- DOT: NJDOT
- FHWA Division: NJ
- Data/tool providers: UMD-CATT Lab, U.S. Census



Trenton, NJ UZA: Non-SOV Travel Measure, Proposed 4-Year Target Adjustment

Percent Non-SOV Travel (Journey To Work)

Trenton, NJ Urbanized Area



Note 1: Conservative targets are lower and aggressive targets are higher

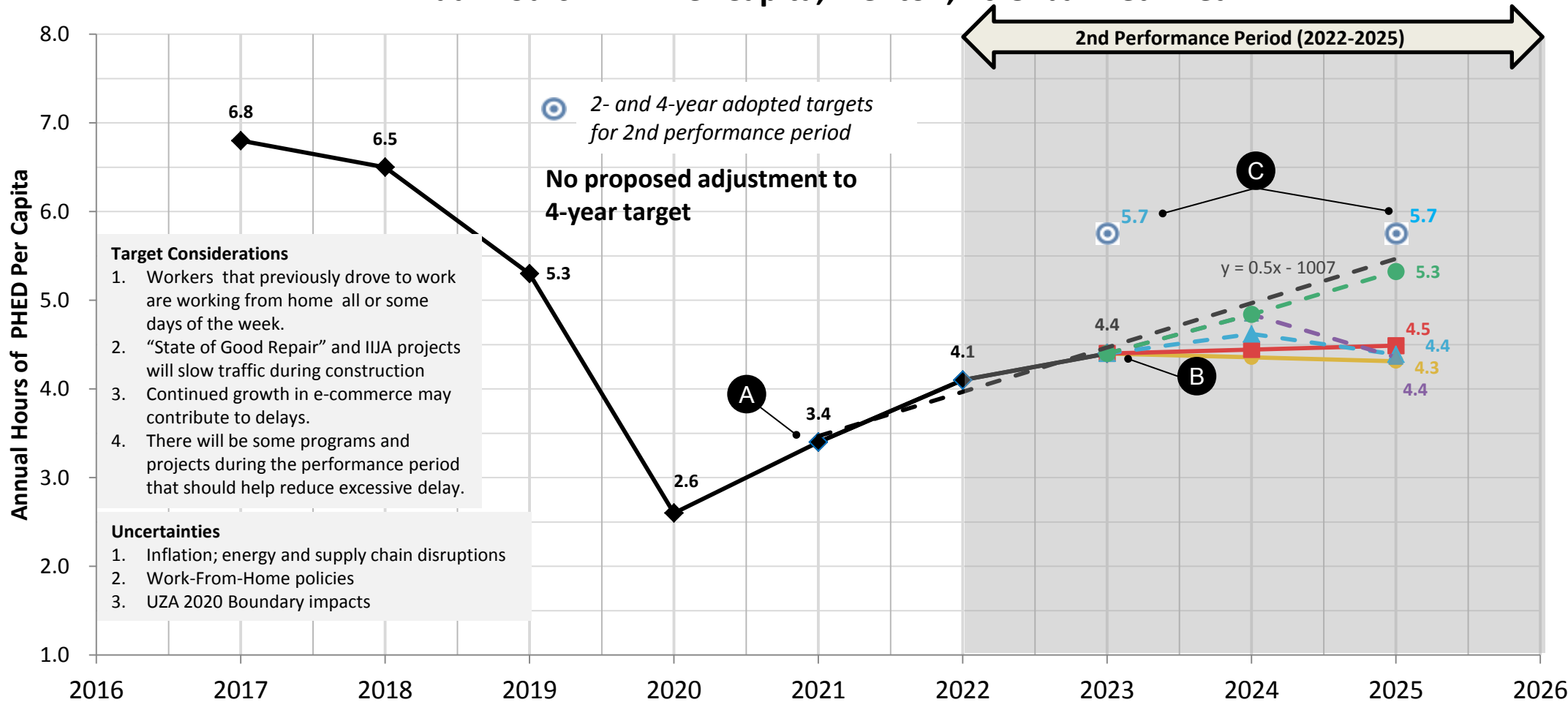
Note 2: Margin of Error 0.7% for 5-year and 1.6% for 1-year

Note 3: 2-year and 4-year targets based on ACS 5-year estimates

Note 4: 2-year and 4-year targets are established based on a 2-year lag in availability of ACS 5-year data

Trenton, NJ UZA: PHED Measure, No Proposed 4-Year Target Adjustment

Annual Hours PHED Per Capita, Trenton, NJ Urbanized Area



- A** 2021 baseline year value for PHED is 3.4
- B** New 2023 Mid-Performance is 4.4
- C** Adopted 2- and 4-year targets, both at 5.7

- PHED Existing Performance (2017-2023)
- Scn 1 Slight decrease in excessive delay: WFH closer to 2021 levels and transit closer to 2019 levels; PHED increases 1% annually from 2023
- Scn 2 Slight increase in excessive delay: WFH and transit closer to 2019 levels; PHED increases 1% annually from 2023
- ▲— Scn 3 Moderate increase and then decrease in excessive delay: WFH and transit closer to 2019 levels; PHED increases 5% in 2024, and then drops 5% in 2025 due to project improvements
- ▲— Scn 4 Large increase and then decrease in excessive delay: more workers, some construction delay, and WFH and transit closer to 2019 levels; PHED increases 10% in 2024, and then decreases 10% in 2025
- Scn 5 Large increase in excessive delay: more workers, high construction delay, more safety projects, and WFH and transit closer to 2019 levels; PHED increases 10% annually from 2023
- Scn 6 Trend Line 2021-2023

Note 1: Conservative targets are higher and aggressive targets are lower

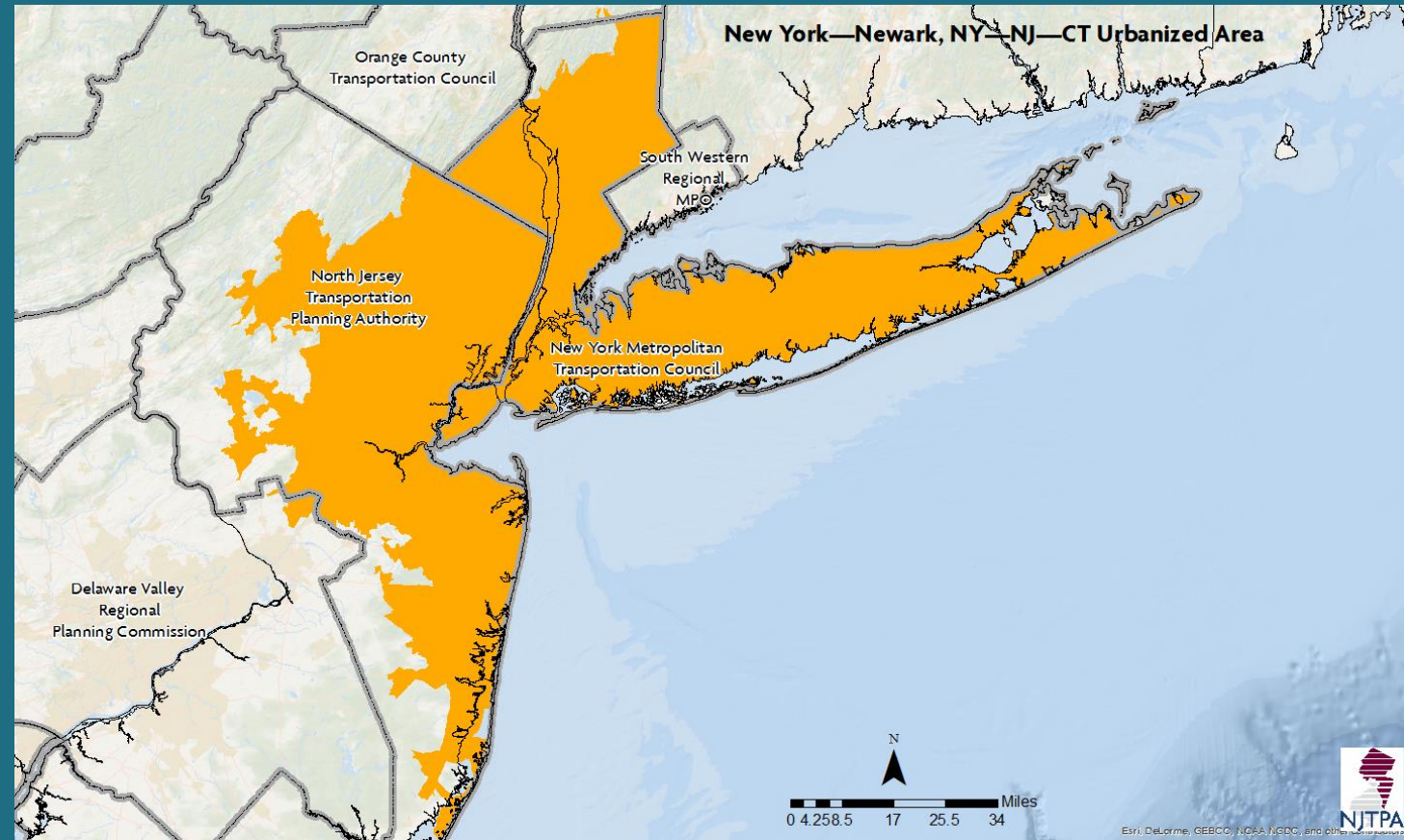
Date 4/25/2024

Data Source: RITIS
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New York-Newark, NY-NJ-CT Urbanized Area Coordination



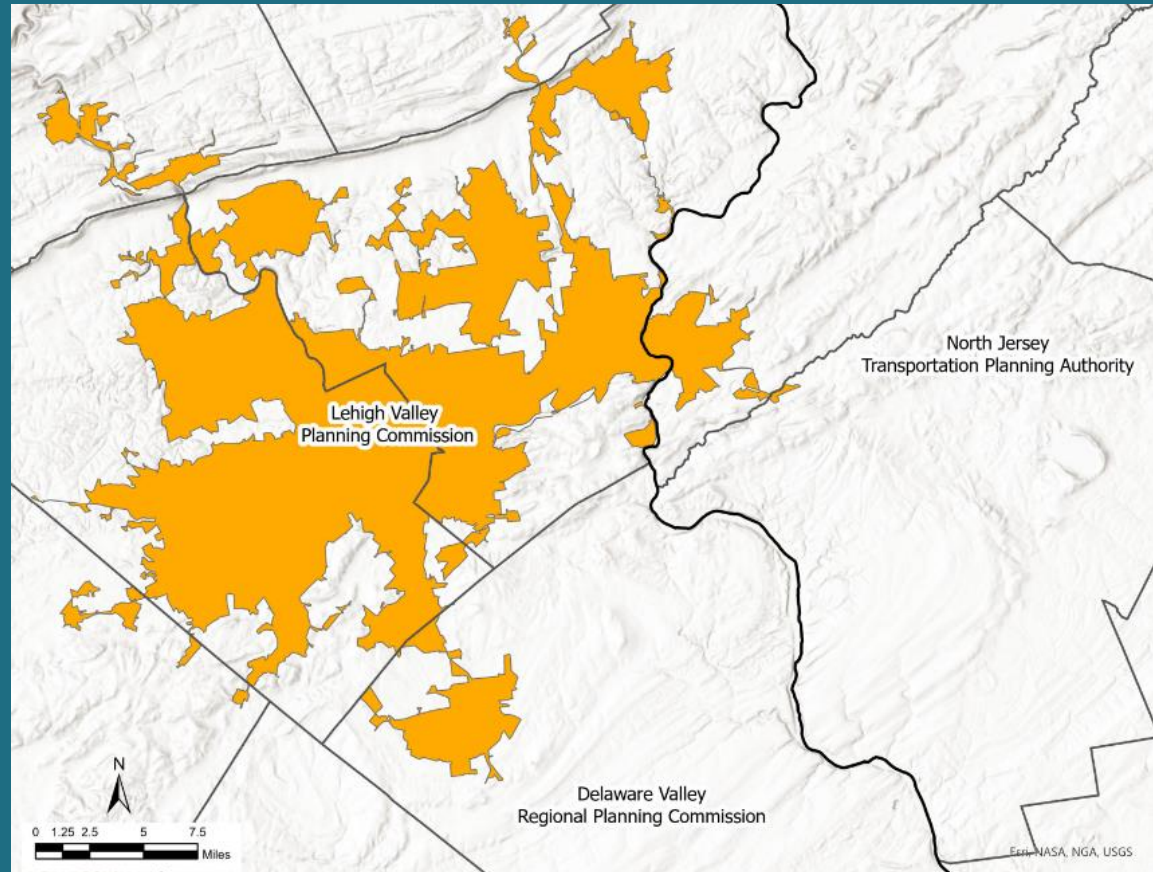
- Primary MPOs: NJTPA, NYMTC, DVRPC
- Primary DOTs: NJDOT, NYSDOT
- FHWA Division: NJ & NY
- Data/tool providers: SUNY-AVAIL, UMD-CATTLab
- Percent Non-SOV Travel Measure
 - 2-year target: 52.4%
 - **2-year performance: 54.5%**
 - 4-year target: 52.5%
- PHED Measure
 - 2-year target: 22.0
 - **2-year performance: 19.4 (CATT-Lab)**
 - 4-year target: 21.0



Allentown-Bethlehem-Easton, PA-NJ Urbanized Area Coordination



- Primary MPOs: LVPC, NJTPA, DVRPC
- Primary DOTs: PennDOT, NJDOT
- FHWA Division: PA & NJ
- Data/tool providers: UMD-CATTLab
- Percent Non-SOV Travel Measure
 - 2-year target: 18.6%
 - **2-year performance: 24.6%**
 - 4-year target: 18.6%
- PHED Measure
 - 2-year target: 8.4
 - **2-year performance: 6.9 (CATT-Lab)**
 - 4-year target: 8.4



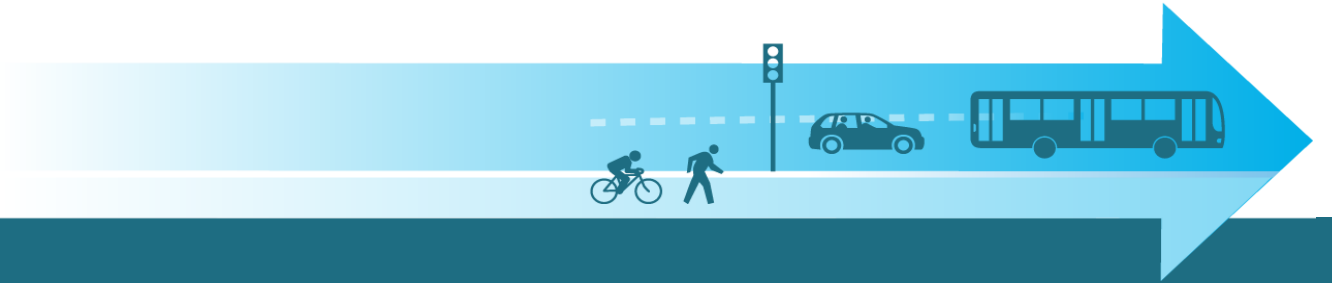
Recommend to Support the Adjusted Targets



Urbanized Area	PM3 CMAQ Traffic Congestion Measure	Baseline	Two-Year Performance (2022-25)	Two-Year Target (2022-25)	Four-Year Target/Adjustment (2022-25)
Philadelphia, PA-NJ-DE-MD	Percent Non-SOV Travel	30.6	34.6	30.0	30.0/ 33.0
	PHED	13.1	13.9	15.2	15.1
Trenton, NJ	Percent Non-SOV Travel	26.4	33.9	26.5	26.8/ 30.0
	PHED	3.4	4.4	5.7	5.7
New York-Newark, NY-NJ-CT	Percent Non-SOV Travel	52.4	54.5	52.4	52.5
	PHED	20.9	19.4*	22.0	21.0
Allentown-Bethlehem-Easton, PA-NJ	Percent Non-SOV Travel	19.7	24.6	18.6	18.6
	PHED	7.1	6.9	8.4	8.4

* UMT CATT-Lab

Action Proposed



- **RTC recommend the Board adopt the proposed PM3 CMAQ Traffic Congestion 4-year target adjustments in the second performance period (2022-2025) for the percent non-SOV travel measure for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ Urbanized Areas; and recommend the Board adopt the 4-year target adjustments (as applicable) for the New York-Newark, NY-NJ-CT; and Allentown-Bethlehem-Easton, PA-NJ Urbanized Areas.**

Questions/Comments?

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