DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION | RTC REGIONAL TECHNICAL COMMITTEE

[MEETING MATERIALS]

Agenda

Tuesday, October 8, 2024 | 10 am

In-Person Hybrid Meeting

https://dvrpc.zoom.us/webinar/register/WN_EbEHzWLzR1KnaLv_AmpHSA

Call to Order – Chair's Comments

DVRPC Director's Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. **Highlights of the September 10, 2024 RTC Meeting**

2. **TIP Actions**
   Alyson Dressman, Capital Program Planner, will present. The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or FY2025 TIP for Pennsylvania. 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) PA25-001: Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), City of Philadelphia – Add New Project to the TIP
   b) PA25-002: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Projects to the Program
   c) NJ24-065: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Add Project Back into the TIP
   d) NJ24-066: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase

3. **Project Selections for DVRPC's PA Municipal Bridge Retro-Reimbursement Program**
   Travis Spotts, Capital Program Coordinator, will present. DVRPC solicited applications for Round 3 of the PA Municipal Bridge Retro-Reimbursement Program. Applications have been reviewed by the PA TIP Subcommittee and staff is seeking approval of the list of selected projects and to amend them into the FY2025 TIP for PA.

4. **Version 2.0 2050 Population and Employment Forecasts**
   Greg Diebold, Planning Analyst, will present. Based on feedback at the September RTC meeting, DVRPC reconvened the Socioeconomic and Land Use Analytics Committee (SLUAC) to revisit and confirm consensus on 2050 Population and Employment Forecasts for RTC consideration. The Proposed forecasts (i.e., 2050 Version 2.0) updates the Adopted ones (i.e., 2050 Version 1.0) with more recent data, and now also includes adjustments to growth factors using a weighted average. This forecast will inform the *Update: Connections 2050* Plan development, and is necessary ahead of air quality conformity analysis and adoption of the next Long-Range Plan (anticipated in September 2025).

5. **DVRPC FY 2025 Work Program Amendments - NJ CRRSAA Funds - Six New Projects**
   Greg Krykewycz, Director of Transportation Planning, will present. Staff continue to collaborate with our NJ member governments on work requests to make use of remaining Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. Six (6) new project requests for a range of tasks and services were recently developed, refined, and an administrative approach for delivery has been approved by NJDOT, with at least one new project in each of our four NJ counties. The RTC will be asked to consider FY2025 UPWP amendments to advance these projects.

INFORMATION ITEMS

6. **Finalized Calendar Year 2025 RTC Meeting Dates**

7. **Regional Vision Zero Program Update**
   Rebecca Wetzler, Senior Transportation Planner, will present a process update on the Regional Vision Zero program, highlighting the Regional High Injury Network and the safety study intake process, as well as preview the RVZ Partner Summit being held November 7th in-person at DVRPC. Staff will also highlight 2024 SS4A awards among regional partners.

PRESENTATION ITEMS

8. **Freight Futures Study**
   Dan Farina, Jr. AICP, Senior Freight Transportation Planner, will present. The Freight Futures study was undertaken to anticipate and adapt to changes in the supply chain and freight activities in the Greater Philadelphia area through 2040. In alignment with the principles of the *Connections 2050* Long-Range Plan, Freight Futures assesses the impact of freight infrastructure and activities on sustainability, resilience, and equity across the region. The study evaluated current trends and conditions affecting goods movement that are out of the control of stakeholders, developed four potential future scenarios, and made recommendations to address policy and infrastructural blind-spots.

DISCUSSION ITEMS

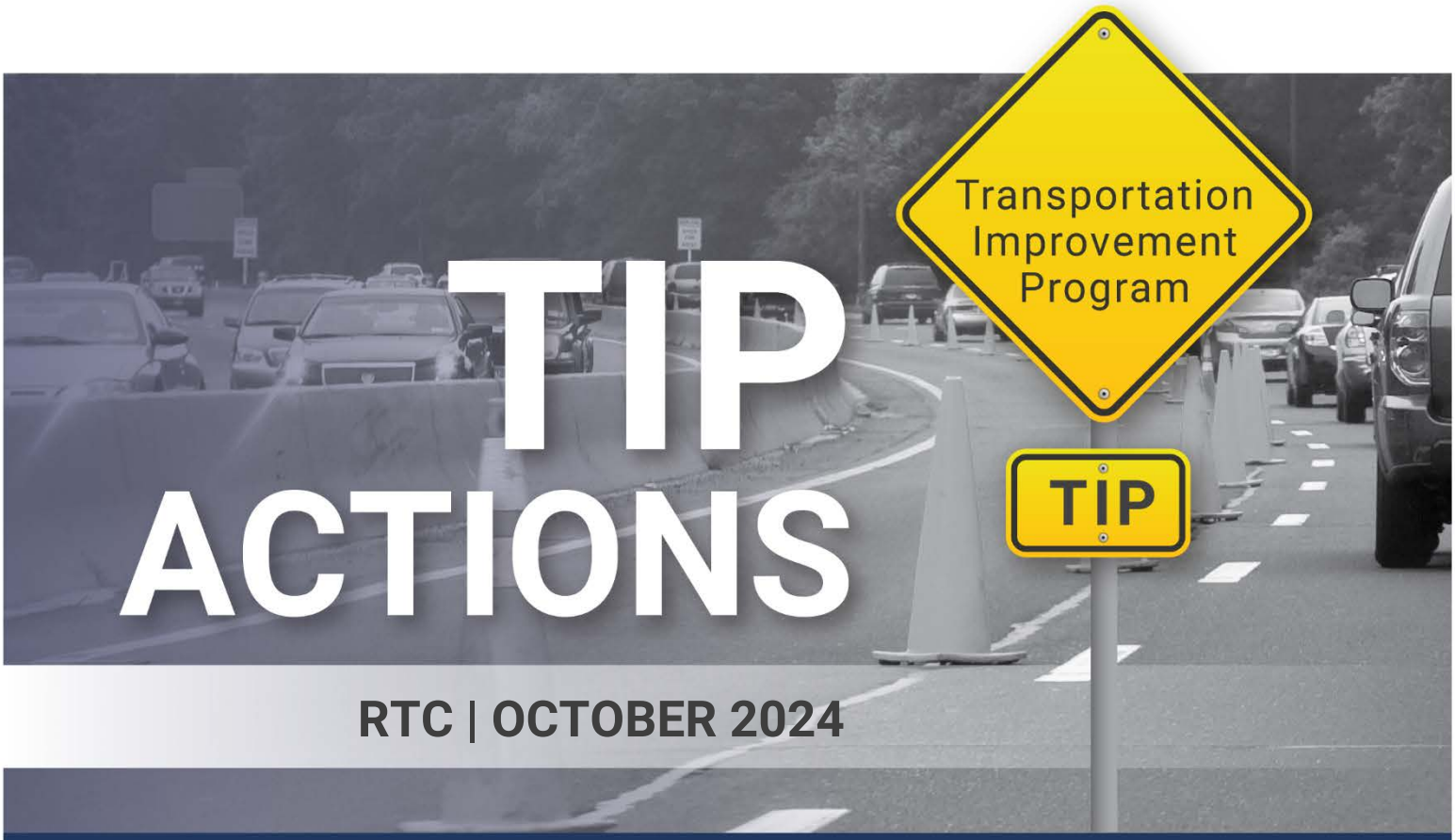
9. **IIJA Update**

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, November 12, 2024, planned as an in-person hybrid meeting.



TIP ACTIONS

RTC | OCTOBER 2024

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

Connect With Us!

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

TIP Actions for October 2024

The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or FY2025 TIP for Pennsylvania. 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) **PA25-001: Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), City of Philadelphia – Add New Project to the TIP**

b) **PA25-002: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Projects to the Program**

c) **NJ24-065: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Add Project Back into the TIP**

d) **NJ24-066: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase**

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

ACTION ITEM Date Prepared: September 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 8, 2024

Agenda Item:

2a. PA25-001: Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), Philadelphia County – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), in the amount of $17,906,000 programmed as follows: $2,200,000 ($1,760,000 PRTCT/$440,000 LOC) for the PE Phase in FY25; $1,850,000 ($1,400,000 PRTCT/$450,000 LOC) for the FD Phase in FY25; $500,000 ($400,000 PRTCT/$100,000 LOC) for ROW in FY25; and $13,356,000 ($10,685,000 PRTCT/$2,671,000 LOC) for the CON Phase in FY26. These are additional funds to the region.

In April 2024 the City of Philadelphia was awarded discretionary grant funding under the PROTECT grant program, which helps state and local communities save taxpayers money while strengthening surface-transportation systems and making them more resilient to extreme weather events worsened by the climate crisis, flooding, sea-level rise, heat waves, and other disasters. This project features the rehabilitation of two deteriorating bridges over the Wissahickon Creek in northwest Philadelphia. Built in the 1800's, the Bells Mill Road and Valley Green Road bridges provide access to Wissahickon Valley Park, one of the city's noteworthy natural destinations, which experiences frequent flooding. Improvements also include restoration and creation of wetlands.

The Bells Mill Road Bridge is the only transportation link between the Roxborough and Chestnut Hill neighborhoods of Philadelphia. It is a key connector between the Ridge Avenue and Germantown Avenue corridors, both of which are heavily traveled. Additionally, the bridge provides motorists with access to Chestnut Hill Hospital. The

Bells Mill Road Bridge also facilitates access to Wissahickon Valley Park and directly intersects with Forbidden Drive, a multi-use trail that traverses Wissahickon Valley Park's entire length. Forbidden Drive is a core part of the Philadelphia Circuit Trails network, connecting with other multi-use trails regionwide.

The Valley Green Road Bridge, which crosses the Wissahickon Creek, is more recreational and is actively used by pedestrians and cyclists. For motorists, the Valley Green Road Bridge has less regional connectivity than the bridge on Bells Mill Road. However, the Valley Green Road Bridge remains an integral gateway to the Wissahickon Valley Park, especially for pedestrians and cyclists.

Financial Constraint:

Financial constraint will be maintained as these funds are additional to the region.

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:

$17,906,000 ($14,245,000 PRTCT/$3,661,000 LOC)

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make recommendations at the October 8, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends the DVRPC Board approves TIP Action PA25-001, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), in the amount of $17,906,000 programmed as follows: $2,200,000 ($1,760,000 PRTCT/$440,000 LOC) for the PE Phase in FY25; $1,850,000 ($1,400,000 PRTCT/$450,000 LOC) for the FD Phase in FY25; $500,000 ($400,000 PRTCT/$100,000 LOC) for ROW in FY25; and $13,356,000 ($10,685,000 PRTCT/$2,671,000 LOC) for the CON Phase in FY26.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #5
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Action: PA25-001

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 70230 ***Bells Mill Road and Valley Green Road over Wissahickon Creek SR:7301***

AQ Code S19 LIMITS: Ridge Avenue to Germantown Avenue

Latitude: 40.0792 MUNICIPALITIES Philadelphia City

Longitude: -75.2256 Bridge Repair/Replacement PROJ MANG: C. Carmichael

Built in the 1800s, the Bells Mill Road and Valley Green Road bridges provide access to Wissahickon Valley Park, one of the citys noteworthy natural destinations, which experiences frequent flooding. Work includes bridge restoration, roadway rehabilitation, drainage improvements, guide rail replacement, and watershed improvements to reduce impacts from flooding and extreme weather events. Improvements also include restoration and creation of wetlands. See also MPMS #17581.

The Bells Mill Road Bridge is the only transportation link between the Roxborough and Chestnut Hill neighborhoods of Philadelphia. It is a key connector between the Ridge Avenue and Germantown Avenue corridors, both of which are heavily traveled. Additionally, the bridge provides motorists with access to Chestnut Hill Hospital. The Bells Mill Road Bridge also facilitates access to Wissahickon Valley Park and directly intersects with Forbidden Drive, a multi-use trail that traverses Wissahickon Valley Park's entire length. Forbidden Drive is a core part of the Philadelphia Circuit Trails network, connecting with other multi-use trails regionwide.

The Valley Green Road Bridge, which crosses the Wissahickon Creek, is more recreational and is actively used by pedestrians and cyclists. For motorists, the Valley Green Road Bridge has less regional connectivity than the bridge on Bells Mill Road. However, the Valley Green Road Bridge remains an integral gateway to the Wissahickon Valley Park, especially for pedestrians and cyclists.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding a new project, Bells Mill and Valley Green Road over Wissahickon Creek (MPMS #70230), in the amount of $17,906,000 programmed as follows: $2,200,000 ($1,760,000 PRTCT/$440,000 LOC) for the PE Phase in FY25; $1,850,000 ($1,400,000 PRTCT/$450,000 LOC) for the FD Phase in FY25; $500,000 ($400,000 PRTCT/$100,000 LOC) for ROW in FY25; and $13,356,000 ($10,685,000 PRTCT/$2,671,000 LOC) for the CON Phase in FY26.

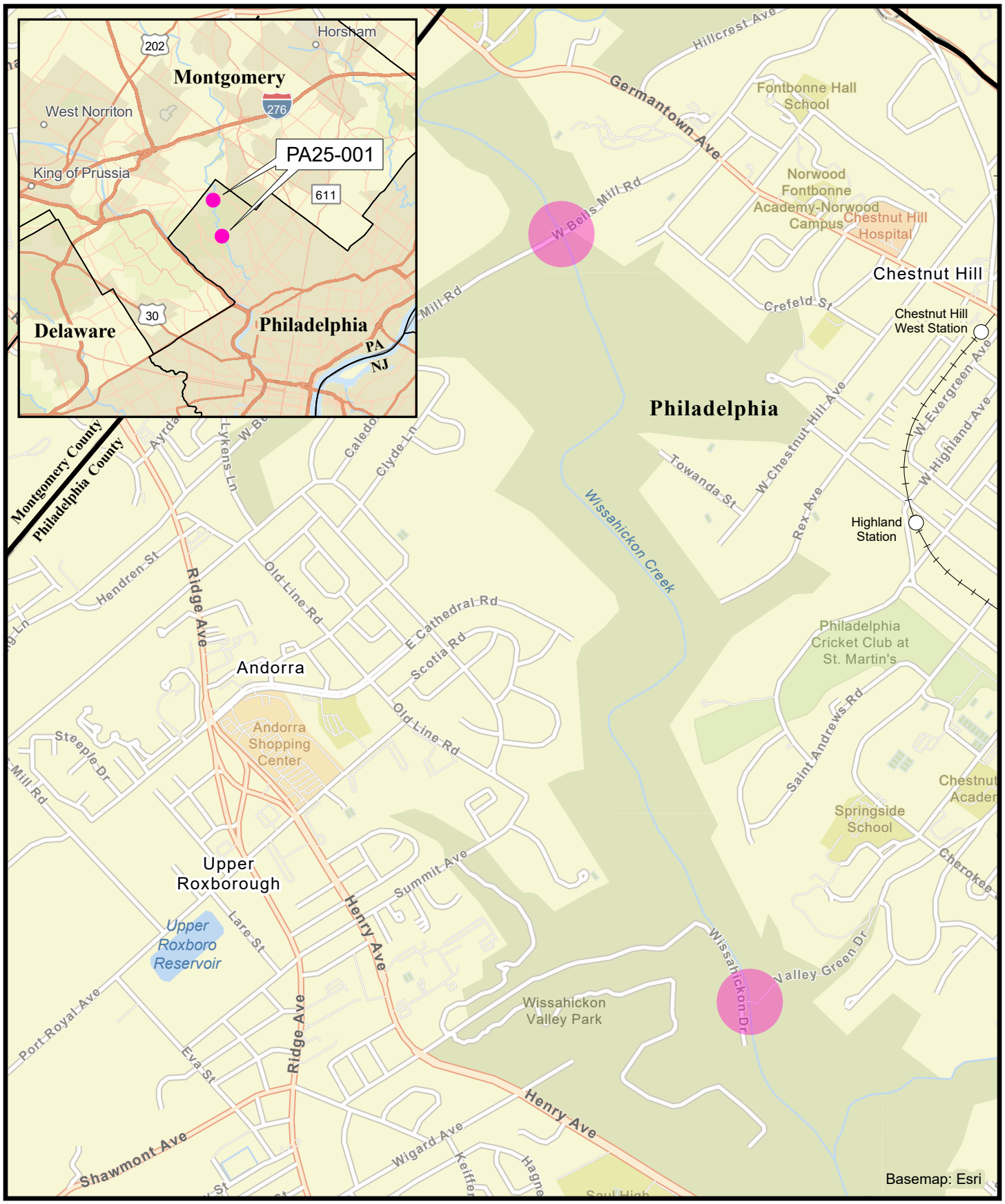
The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	1,760											
PE	LOC	440											
FD	PRTCT	1,400											
FD	LOC	450											
ROW	PRTCT	400											
ROW	LOC	100											
CON	PRTCT		10,685										
CON	LOC		2,671										
		4,550	**13,356**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**17,906**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

PA25-001: Bells Mill and Valley Green Road over Wissahickon Creek



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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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ACTION ITEM Date Prepared: September 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 8, 2024

Agenda Item:

2b. PA25-002: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Projects to the Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding two new projects, the Ballistic Bus Barriers Pilot Project and the Jefferson Station Escalators project, to the Safe, Clean, and Secure Program (MPMS #121367) in the amount of $2,000,000 sSTP.

The Ballistic Bus Barriers Pilot Project includes the installation of ballistic barriers on eight SEPTA buses to improve safety conditions for bus operators and service for SEPTA riders. The barriers are intended to provide increased protection for drivers against physical assaults and gun violence following a growing demand for such protections in recent years. The pilot program works to fulfill a Required Action in FTA's Safety Management Inspection of SEPTA in 2024. The funding for this project is already accounted for in the financial programing for the FY2025 PA TIP. The project was inadvertently omitted from the project description at TIP adoption.

The Jefferson Station Escalators project includes the replacement of two escalators that connect Jefferson Station to the street level at 12th Street and Market Street. This project was previously included in the FY2023-2026 TIP in MPMS #119415 on the FHWA-funded Program. The funding has been flexed to FTA and SEPTA is now requesting this project be added to MPMS #121367 on the FTA-funded Program, so that funds may be obligated and placed into a grant in FY25. Matching funds for the project will be provided by SEPTA ($500,000) and PHDC ($500,000) and are already accounted for in the program. The Philadelphia Housing Development Corporation (PHDC) owns and maintains the escalators and elevators within the 12th and Market Streets Entrance of the Convention Center that connect the street level with the Jefferson Station Mezzanine and the Convention Center main hall. The Jefferson

Station Escalators project would replace two sets of escalators connecting the street level to Jefferson Station. PHDC requested that SEPTA provide financial support for the replacement of the escalators.

The Safe, Clean, and Secure Program (MPMS #121367) includes projects to maintain the cleanliness of SEPTA facilities through the provision of various cleaning equipment. SEPTA views these projects as critical for good passenger health, ensuring a positive SEPTA experience for riders, and supporting overall system safety. Safety is a core value at SEPTA and all projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders.

Financial Constraint:

Financial constraint will be maintained as the sSTP funding are additional funds to the region. Other funds for both projects have already been included in the programming. The attached fiscal constraint chart provided by SEPTA 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 program is exempt from air quality analysis.

Cost and Source of Funds:

$2,000,000 sSTP.

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make recommendations at the October 8, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-002, SEPTA’s request that DVRPC amend the FY2025 TIP for Pennsylvania by adding two new projects, the Ballistic Bus Barriers Pilot Project and the Jefferson Station Escalators project, to the Safe, Clean, and Secure Program (MPMS #121367) in the amount of $2,000,000 sSTP.

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC

DVRPC FY2025-2028 TIP for PA

Action: PA25-002

Pennsylvania - Highway and Transit Program

SEPTA

MPMS# 121367 ***Safe, Clean, and Secure Program***

AQ Code M8 LIMITS:

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. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

This program also includes life safety assessments and facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security.

Currently programmed projects include:
-Escalator / Elevator Improvement Program - $66.57M (Ongoing)
-SEPTA Transit Police Department Equipment – $7.10M (Ongoing)
-Light Rail Vehicle (LRV) Forward Collision Avoidance System - $3.5M (FY2025 – FY2027)
-Fern Rock Transportation Center Safety Improvements - $22.5M (Prior Years – FY2028)
-Fern Rock Transportation Center Pedestrian Access - $30M (Prior Years – FY2028)
-Grade Crossing Enhancement Program - $35.76M (Ongoing)
-Regional Rail Grade Crossing - $22M (Prior Years – FY2029)
-Safety and Security Infrastructure Hardening Program - $68.16M (Ongoing)
-Safety and Security Shop, Yard, & Office Hardening - $59M (Ongoing)
-Tank Replacement Program - $32.43M (Ongoing)
-Lawndale Station Grade Separation & High-Level Platform - $25.3M (Prior Years – FY2028)
-2026 Events Preparedness Initiative - $5M (FY2025)
-Vacuum Cleaning Trains - $36M (FY2025 – FY2028)
-Cleaning Equipment – $33.43M (Ongoing)
-Fare Evasion Technology Program - $16.4M (Prior Years – FY2026)
-Ballistic Bus Barriers Pilot Project - $0.200M (FY2025 - FY2026)
-Jefferson Station Escalators - $3M (FY2025 - FY2026)

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding two new projects, the Ballistic Bus Barriers Pilot Project and the Jefferson Station Escalators project, to the Safe, Clean, and Secure Program (MPMS #121367) in the amount of $2,000,000 sSTP.

Before Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	8,500											
ERC	1514	26,250											
ERC	LOC	875											
ERC	5307		16,643										
ERC	1514		33,059										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						

DVRPC FY2025-2028 TIP for PA

Action: PA25-002

Pennsylvania - Highway and Transit Program

SEPTA

ERC	1514						18,235								
ERC	LOC						608								
ERC	5307							2,389							
ERC	1514							18,746							
ERC	LOC							625							
ERC	5307								2,460						
ERC	1514								19,270						
ERC	LOC								642						
ERC	5307									2,533					
ERC	1514									19,811					
ERC	LOC									660					
ERC	5307										2,607				
ERC	1514										20,367				
ERC	LOC										679				
ERC	5307											2,688			
ERC	1514											20,940			
ERC	LOC											698			
ERC	5307													1,582	
ERC	1514													24,740	
ERC	LOC													824	
		35,625	**50,804**	**55,882**	**41,768**		**32,125**	**21,163**	**21,760**	**22,372**	**23,004**	**23,653**	**24,326**	**27,146**	
		Total FY2025-2028		**184,079**			**Total FY2029-2032**		**97,420**		**Total FY2033-2036**		**98,129**		

After Proposed Action

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	8,500											
ERC	sSTP	2,000											
ERC	1514	26,250											
ERC	LOC	875											
ERC	5307		16,643										
ERC	1514		33,059										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						
ERC	1514						18,235						
ERC	LOC						608						
ERC	5307							2,389					
ERC	1514							18,746					
ERC	LOC							625					
ERC	5307								2,460				
ERC	1514								19,270				

DVRPC FY2025-2028 TIP for PA

Action: PA25-002

Pennsylvania - Highway and Transit Program

SEPTA

ERC	LOC							642							
ERC	5307									2,533					
ERC	1514									19,811					
ERC	LOC									660					
ERC	5307										2,607				
ERC	1514										20,367				
ERC	LOC										679				
ERC	5307											2,688			
ERC	1514											20,940			
ERC	LOC											698			
ERC	5307													1,582	
ERC	1514													24,740	
ERC	LOC													824	
		37,625	**50,804**	**55,882**	**41,768**	**32,125**	**21,163**	**21,760**	**22,372**	**23,004**	**23,653**	**24,326**	**27,146**		
		Total FY2025-2028			**186,079**	**Total FY2029-2032**			**97,420**	**Total FY2033-2036**			**98,129**		

Southeastern Pennsylvania Transportation Authority
1234 Market Street • Philadelphia, PA 19107-3780

September 13, 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 three (3) amendments and two (2) administrative actions to the FY2025-2028 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting three (3) amendments to the TIP to include a new project, add unobligated prior year funding back to the TIP, and to increase funding to meet the actual amount apportioned, as follows:

MPMS #121367 – Safe, Clean, and Secure Program (Amendments 1 & 2)

- Add the Ballistic Bus Barriers Pilot Project - $200K (FY2025 – FY2026)
  - The pilot project includes the installation of ballistic barriers on 8 SEPTA buses to improve safety conditions for bus operators and service for SEPTA riders.
- Jefferson Station Escalators - $3M (FY 2025 – FY 2026)
  - The project includes the replacement of two escalators that connect Jefferson Station to the Street Level at 12th Street & Market Street. This project was previously included in the FY 2023-FY2026 TIP in MPMS# 119415 (Highway Program). SEPTA is requesting this project to be added to MPMS #121367 (Transit Program) so that funds may be obligated in FY 2025. Matching funds for the project will be provided by SEPTA ($500K) and PHDC ($500K).

MPMS #90512 Bus Purchase Program (Amendment 3)

- Increase Section 5339 funding by $1.520M to program actual funding SEPTA received through the FY 2024 apportionment process and for obligation purposes.

SEPTA is requesting two (2) administrative actions to include unobligated prior year funding:

MPMS #77183 – Transit & Regional Rail Station Program (Administrative Action 1)

- All Stations Accessibility Program (ASAP) – Add $11.650M of ASAP funding back to the FY 2025 TIP for obligation purposes.
  - This program includes $56.050M of FTA ASAP funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street Line.

MPMS #115472 – Projects of Significance (Administrative Action 2)

- Rail Vehicle Replacement (RVR) Program – Add $48.453M of RVR funding back to the FY 2025 TIP for obligation purposes.
  - In February 2024, SEPTA was awarded $317M by the Federal Transit Administration to support the replacement of Market-Frankford Line (MFL) M-4 rail cars through a multi-year grant agreement.

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,

Brian McFadden
Director, Capital Budgets & Grant Development

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

ACTION ITEM Date Prepared: September 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 8, 2024

Agenda Item:

2c. NJ24-065: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Add Project Back into the TIP

Background/Analysis/Issues:

Gloucester County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project back into the TIP in the amount of $3.5 M STATE-DVRPC programmed as follows: $0.500 M ($0.196 M 17-STATE-DVRPC/$0.304 M 18-STATE-DVRPC) for Final Design (FD) in FY25 and $3 M 18-STATE-DVRPC for Construction (CON) in FY26.

The FD and CON Phases have not been authorized yet. The project will address the deficiencies of the existing bridge structure and dam at the Porchtown Road (County Route 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4). The project will also eliminate or reduce the severity of flooding that occurs, and it will incorporate operational, safety, and pedestrian access improvements to the bridge. The Preferred Alternative proposes a complete replacement of the bridge along its existing horizontal alignment to extend the life of the bridge, correct deficiencies, and meet current design requirements.

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

The bridge is a 27’ long simply supported reinforced concrete slab with an 11’ x 26’ three-sided reinforced concrete drop box spillway attached to the face of the culvert. The new primary bridge will consist of a 40’ span by 8’ high concrete arch culvert and the auxiliary precast box culvert will match the existing 5’ span x 3’ high. The new spillway will be approximately 200 feet long with a configuration to be determined in preliminary design.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

$3.5 M STATE-DVRPC ($0.196 M 17-STATE-DVRPC/$3.304 M 18-STATE-DVRPC)

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make recommendations at the October 8, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-065, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project back into the TIP in amount of $3.5 M STATE-DVRPC, programmed as follows: $0.500 M ($0.196 M 17-STATE-DVRPC/$0.304 M 18-STATE-DVRPC) for Final Design (FD) in FY25 and $3 M 18-STATE-DVRPC for Construction (CON) in FY26.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC Local FCC #19
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-065

Highway/Transit/Statewide Program

Gloucester

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

A/Q Code S19

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

Prog Mgr: Berryman, Tom Franklin Township

Summary of Action:

Formal action to amend the FY2024 TIP for New Jersey by adding the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project back into the TIP in the amount of $3.5 M STATE-DVRPC programmed as follows: $0.500 M ($0.196 M 17-STATE-DVRPC/$0.304 M 18-STATE-DVRPC) for Final Design (FD) in FY25 and $3 M 18-STATE-DVRPC for Construction (CON) in FY26.

Mapped: Y

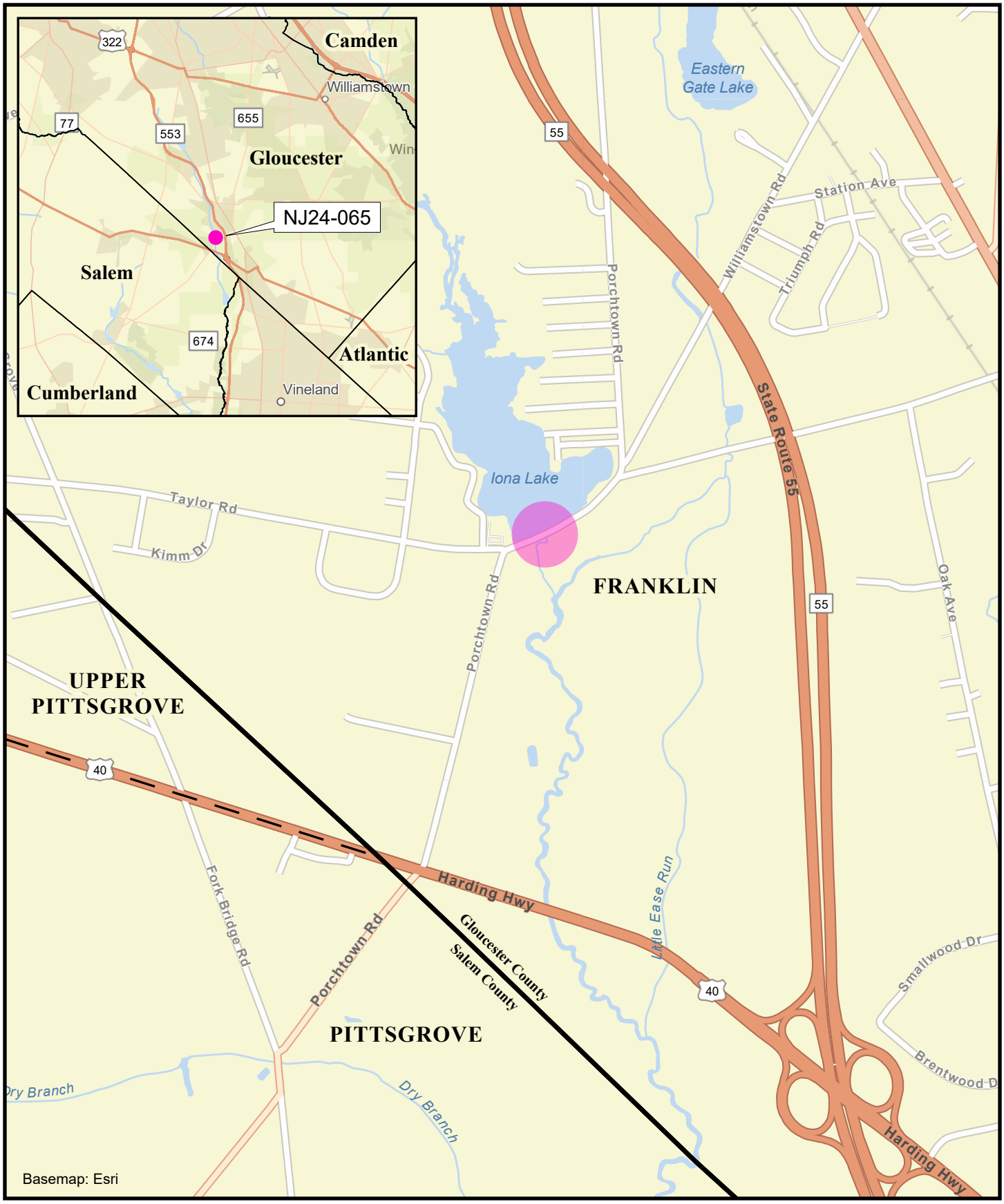
Before Proposed Action

		TIP Program Years ($ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	18-STATE-DVRPC			0.000							
FD	17-STATE-DVRPC		0.000								
FD	18-STATE-DVRPC		0.000								
PE	17-STATE-DVRPC	0.000									
	Fiscal Year Total	0.000	0.000	0.000							
		Total FY2024-2027			0.000	**Out-Year Cost**					

After Proposed Action

		TIP Program Years ($ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	17-STATE-DVRPC		0.196								
FD	18-STATE-DVRPC		0.304								
CON	18-STATE-DVRPC			3.000							
	Fiscal Year Total		**0.500**	**3.000**							
		Total FY2022 - 2025			**3.500**	**Total FY2026 - 2031**					

NJ24-065: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake



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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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ACTION ITEM Date Prepared: September 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 8, 2024

Agenda Item:

2d. NJ24-066: 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 FY25 Engineering/Construction (EC) Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by $43.85 M NHPP from $6 M NHPP to $49.85 M NHPP. The reason for the cost increase is that $24.85 M NHPP funding will be used to fund calendar year 2025 authorizations (see breakdown below), and $25 M NHPP funding will be used to fund ITS Improvements for the 2026 FIFA World Cup (See below). NJDOT must have all three MPO Boards approve this action in order to proceed.

NJDOT's Division of Mobility Engineering (ME), formerly Mobility & Systems Engineering, has initiated the efforts to supplement existing ITS infrastructure with additional ITS devices to support traffic and incident management program along NJ Route 3 (MP 0-10.84) and 120 (MP 0-2.65) and portions of NJ Route 17 (MP 0-12.33) and I-280 (MP 12.07-17.85) in the vicinity of the Meadowlands Sports Complex to support 2026 World Cup events.

The proposed project ITS improvements include the installation of connected vehicle Roadside Units (RSU), Camera Surveillance Systems (CSS) and Dynamic Messaging Systems (DMS), and LiDAR Sensors. The proposed ITS sites were evaluated as part of the FIFA 2026 World Cup ITS Operations Needs Assessment Study. NJDOT-ME then selected sites from this Study that could be readily developed using the TM Limited Scope Final Design process. From those, 60 sites are included in this scope of work for final design.

Below are the estimates for federal authorizations in CY 2025:

- Transcom Tri-State Ops - $ 3.7 M
- Transcom 511/SWIFT - $ 3.7 M

- Transcom Data Fusion Engine (DFE) - $ 6.25 M
- ITS Resource Center - $ 3 M
- Workzone Mobility - $ 1.6 M
- ITS Comm System & Network Program - $ 2 M
- ITS Maintenance - $ 1.25 M
- ITS Engineering Design /CON Program - $ 1.6 M
- University of Maryland/TDM - $ 1.75 M

  Total: $ 24.850 M

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint charts provided by 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:

$43.85 M NHPP

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make recommendations at the October 8, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-039, NJDOT’s request that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FY25 EC Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by $43.85 M NHPP from $6 M NHPP to $49.85 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FY24-33 FCC #19 & 20, NJDOT DVRPC FCC #14, NJDOT NJTPA FCC #35
2. CY25 Federal Authorizations

DVRPC FY2024 TIP for New Jersey

Action: NJ24-066

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: Formal action to amend the FY2024 TIP for New Jersey by increasing the FY25 EC Phase of the Mobility and Systems Engineering Program (DB #13306), in the Statewide Program, by $43.85 M NHPP from $6 M NHPP to $49.85 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	22.136	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
EC	STBGP-FLEX	6.810									
	Fiscal Year Total	31.946	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2024-2027			58.946	**Out-Year Cost**		54.000			

After Proposed Action

		TIP Program Years ($ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	22.136	49.850	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
EC	STBGP-FLEX	6.810									
	Fiscal Year Total	**31.946**	**52.850**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**
		Total FY2022 - 2025			**102.796**	**Total FY2026 - 2031**			**54.000**		

Estimate for federal authorizations in CY 2025:

Transcom Tri-State Ops	$	3.700
Transcom 511/SWIFT	$	3.700
Transcom DFE	$	6.250
ITS Resource Center	$	3.000
Workzone Mobility	$	1.600
ITS Comm System & Network Program	$	2.000
ITS Maintenance	$	1.250
ITS Engineering Design / Con Program	$	1.600
University of Maryland/TDM	$	1.750
	$	**24.850**

*Note: Most authorization requests will be submitted by 11/28/24

PennDOT Fiscal Constraint Charts (October 2024) FY2023 TIP

DVRPC FFY 2023-2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

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

MA IDs: 136376, 136377

TIP MODIFICATIONS FOR AUGUST
2024 **Chart #180**

Chart: 180

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

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC		
S T U LINE ITEM			Before	STU	581	0	0	0	127,067	76,118	991,000	0	11,298	0	0	0	1,604,000	0	46,000	3,972,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	**7,187,515**	LINE ITEM
BUCKS	**79980**	**CON**	Adjust	STU	581	0	0	0	(127,067)	0	0	65,467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	**(61,600)**	
			After	STU	581	0	0	0	0	76,118	991,000	65,467	11,298	0	0	0	1,604,000	0	46,000	3,972,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	**7,125,915**	
BRIDGE RESERVE LINE ITEM			Before	BOF	185	0	825,000	363,835	702	1,321,404	2,402,330	0	927,000	309,000	0	253,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	**117,341,166**	LINE ITEM
BUCKS	**79929**	**CON**	Adjust	BOF	185	0	0	0	0	(31,767)	0	0	16,367	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**(15,400)**	
			After	BOF	185	0	825,000	363,835	702	1,289,637	2,402,330	0	943,367	309,000	0	253,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	**117,325,766**	
VALLEY PARK RD O/ ANDERSON BRK(C)			Before	STP	185	0	0	0	1,122,131	280,533	0	89,869	22,467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1,515,000**	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.
CHESTER	117327	CON	Adjust	STP	185	0	0	0	127,067	31,767	0	(65,467)	(16,367)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**77,000**	
SR,1036,IDA			After	STP	185	0	0	0	1,249,198	312,300	0	24,402	6,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1,592,000**	
CMAQ LINE ITEM	**84318**	**CON**	Before	CAQ		68,451	0	0	111,000	0	3,497,000	392,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	**92,832,037**	LINE ITEM
BUCKS			Adjust	CAQ		0	0	0	(111,000)	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	0	**(111,000)**	
SR,----,SSS			After	CAQ		68,451	0	0	0	0	3,497,000	392,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	**92,721,037**	
NAAMANS CR RD & SR 202(C)			Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	PREVIOUSLY OBLIGATED, ADDING FUNDS TO FINISH THE PROJECT.
DELAWARE	114167	CON	Adjust	CAQ	TC	0	0	0	111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	**111,000**	
SR,0202,DCT			After	CAQ	TC	0	0	0	111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**111,000**	
Before FFY Totals						68,451	825,000	363,835	1,360,900	1,678,055	6,890,330	481,869	960,765	309,000	3,141,586	253,000	3,285,000	11,821,000	2,477,312	3,972,032	11,965,000	65,000	152,000	8,626,000	0	0	12,262,000	246,000	0	99,791,892	47,879,691	0	218,875,718	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						68,451	825,000	363,835	1,360,900	1,678,055	6,890,330	481,869	960,765	309,000	3,141,586	253,000	3,285,000	11,821,000	2,477,312	3,972,032	11,965,000	65,000	152,000	8,626,000	0	0	12,262,000	246,000	0	99,791,892	47,879,691	0	218,875,718	

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

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

MA IDs: 136479

TIP MODIFICATIONS FOR SEPTEMBER

2024 **Chart #181**

Chart: 181

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

Administrative Action				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			***2ND 4 YRS FFY 2027***			***2ND 4 YRS FFY 2028***			***2ND 4 YRS FFY 2029***			***2ND 4 YRS FFY 2030***			***3RD 4 YRS***			***TOTAL***	**Remarks**
Project Title	**MPMS**	**Phs**	**Amts.**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**		
S T P LINE ITEM	**79927**	**CON**	Before	STP	581	0	0	327,000	2,343,944	0	1,186,000	0	0	0	0	0	0	0	0	900,000	0	130,000	807,000	0	0	896,000	0	194,000	807,000	0	187,000	318,970	**8,096,914**	LINE ITEM
BUCKS			Adjust	STP	581	0	0	0	(2,343,944)	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**(2,343,944)**	
			After	STP	581	0	0	327,000	0	0	1,186,000	0	0	0	0	0	0	0	0	900,000	0	130,000	807,000	0	0	896,000	0	194,000	807,000	0	187,000	318,970	**5,752,970**	
NHPP RESERVE LINE ITEM	**82216**	**CON**	Before	NHPP	581	0	0	0	0	868,500	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	869,500	LINE ITEM
DISTRICT WIDE			Adjust	NHPP	581	0	0	0	0	(585,986)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(585,986)	
			After	NHPP	581	0	0	0	0	282,514	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283,514	
US322: CHELSEA PARKWAY-MARKET ST INT(C)			Before	STU	581	4,008,000	1,002,000	0	2,319,250	0	0	932,364	0	0	5,600,000	0	0	3,380,000	1,502,000	0	0	0	0	0	0	0	0	0	0	0	0	0	**18,743,614**	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
DELAWARE	114034	CON	Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
SR,0322,103			After	STU	581	4,008,000	1,002,000	0	2,319,250	0	0	932,364	0	0	5,600,000	0	0	3,380,000	1,502,000	0	0	0	0	0	0	0	0	0	0	0	0	0	**18,743,614**	
US322: CHELSEA PARKWAY-MARKET ST INT(C)			Before	STP	581	0	0	0	0	2,000,000	0	0	0	0	8,400,000	3,350,000	0	2,628,000	0	0	0	0	0	0	0	0	0	0	0	0	0	**16,378,000**	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.
DELAWARE	114034	CON	Adjust	STP	581	0	0	0	2,343,944	585,986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2,929,930**	
SR,0322,103			After	STP	581	0	0	0	2,343,944	2,585,986	0	0	0	0	8,400,000	3,350,000	0	2,628,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**19,307,930**	
US322: CHELSEA PARKWAY-MARKET ST INT(C)			Before	NHPP	581	0	0	0	5,680,750	0	0	16,963,636	4,474,000	0	0	0	0	0	0	0	5,000,000	1,250,000	0	12,000,000	3,000,000	0	18,008,000	4,502,000	0	0	0	0	**70,878,386**	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
DELAWARE	114034	CON	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	0	0	0	0	0	**0**	
SR,0322,103			After	NHPP	581	0	0	0	5,680,750	0	0	16,963,636	4,474,000	0	0	0	0	0	0	0	5,000,000	1,250,000	0	12,000,000	3,000,000	0	18,008,000	4,502,000	0	0	0	0	**70,878,386**	
				Before FFY Totals		4,008,000	1,002,000	327,000	10,343,944	2,868,500	1,186,000	17,896,000	4,474,000	0	14,000,000	3,350,000	0	6,009,000	1,502,000	900,000	5,000,000	1,380,000	807,000	12,000,000	3,000,000	896,000	18,008,000	4,696,000	807,000	0	187,000	318,970	114,966,414	
				FFY Adjustment Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
				After FFY Totals		4,008,000	1,002,000	327,000	10,343,944	2,868,500	1,186,000	17,896,000	4,474,000	0	14,000,000	3,350,000	0	6,009,000	1,502,000	900,000	5,000,000	1,380,000	807,000	12,000,000	3,000,000	896,000	18,008,000	4,696,000	807,000	0	187,000	318,970	114,966,414	

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

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

MA IDs: 136449

TIP MODIFICATIONS FOR SEPTEMBER

2024 **Chart #182**

Chart: 182

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

Administrative Action				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			***2ND 4 YRS FFY 2027***			***2ND 4 YRS FFY 2028***			***2ND 4 YRS FFY 2029***			***2ND 4 YRS FFY 2030***			***3RD 4 YRS 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**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**	**Fed. ($)**	**State ($)**	**LOC**		
US 1: OLD LINC-PA 413			Before	NHPP	581	2,400,000	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3,000,000**	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.
BUCKS	13549	FD	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	0	0	0	0	0	**0**	
SR,0001,03S			After	NHPP	581	2,400,000	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3,000,000**	
US 1: OLD LINC-PA 413			Before	STP	581	0	0	0	750,000	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**938,000**	FUNDS RECENTLY ADDED. PROJECT NEEDS RE-EVAL THAT WONT HAPPEN UNDER THE CURRENT TIP. REDISTRIBUTING TO OTHER PROJECTS THAT CAN OBLIGATE THE FUNDS.
BUCKS	13549	FD	Adjust	STP	581	0	0	0	(750,000)	(188,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**(938,000)**	
SR,0001,03S			After	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
US 322 O/ CSX & BETHEL RD			Before	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	ADDING FUNDS TO ADDRESS DISTRICT AUC.
DELAWARE	104343	FD	Adjust	STP	581	0	0	0	350,000	88,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**438,000**	
SR,0322,CSX			After	STP	581	0	0	0	350,000	88,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**438,000**	
COUNTY LINE RD: KULP RD - PA 611(C)			Before	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	ADDING FUNDS TO ADDRESS DISTRICT AUC.
BUCKS	50634	CON	Adjust	STP	581	0	0	0	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**500,000**	
SR,2038,M04			After	STP	581	0	0	0	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**500,000**	
			Before FFY Totals			2,400,000	600,000	0	750,000	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,938,000	
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After FFY Totals			2,400,000	600,000	0	750,000	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,938,000	

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 136414) ***DVRPC & Statewide 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**	
PROTECT Reserve	118322	CON	Before	PRTCT		34,778,864			2,968,066			73,378,000			73,339,741			Statewide PROTECT Reserve source of funds to maintain fiscal constraint.
/			Adjust	PRTCT					(2,466,212)									
Central Office			After	PRTCT		34,778,864			501,854			73,378,000			73,339,741			
US 202 & PA 29 Sinkhole Remediation(C)	107175	CON	Before	PRTCT					22,159,121									Swap STU for PRTCT funds.
			Before	STU					2,466,212									
202/SNK			Adjust	PRTCT					2,466,212									
			Adjust	STU					(2,466,212)									
Montgomery			After	PRTCT					24,625,333									
			After	STU														
S T U Reserve Line Item	79980	CON	Before	STU	581					76,118	991,000	65,467	11,298				1,604,000	STU funds returned to regional S T U Reserve.
/SSS			Adjust	STU	581				2,466,212									
Bucks			After	STU	581				2,466,212	76,118	991,000	65,467	11,298				1,604,000	
Before Totals						$34,778,864	$0	$0	$27,593,399	$76,118	$991,000	$73,443,467	$11,298	$0	$73,339,741	$0	$1,604,000	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$34,778,864	$0	$0	$27,593,399	$76,118	$991,000	$73,443,467	$11,298	$0	$73,339,741	$0	$1,604,000	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:136451) **District 6-0 *Interstate TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581				15,455,116			8,288,708	3,999,900		14,524,245	258,473		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185				14,657,000	472,590								
/			Adjust	NHPP	581							8,841,259						
			Adjust	BRIP	185				(8,841,259)									
Central Office			After	NHPP	581				15,455,116			17,129,967	3,999,900		14,524,245	258,473		
			After	BRIP	185				5,815,741	472,590								
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		ROW Increase to cover added cost. Moving funds to FFY 2024 to obligate. PMC item. Received ISC approval 8/12
			Before	BRIP	185				20,000,000									
95/GR6			Adjust	NHPP	581							(8,841,259)						
			Adjust	BRIP	185				8,841,259									
Interstate / Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		11,658,741			8,341,259	1,584,678		
			After	BRIP	185				28,841,259									
Before Totals						$9,000,000	$1,000,000	$0	$62,670,857	$972,590	$0	$28,788,708	$6,515,222	$0	$22,865,504	$1,843,151	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$9,000,000	$1,000,000	$0	$62,670,857	$972,590	$0	$28,788,708	$3,999,900	$0	$22,865,504	$1,843,151	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:136451) **District 6-0 *Interstate TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581				15,455,116			8,288,708	3,999,900		14,524,245	258,473		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185				14,657,000	472,590								
/			Adjust	NHPP	581							8,841,259						
			Adjust	BRIP	185				(8,841,259)									
Central Office			After	NHPP	581				15,455,116			17,129,967	3,999,900		14,524,245	258,473		
			After	BRIP	185				5,815,741	472,590								
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		ROW Increase to cover added cost. Moving funds to FFY 2024 to obligate. PMC item. Received ISC approval 8/12
			Before	BRIP	185				20,000,000									
95/GR6			Adjust	NHPP	581							(8,841,259)						
			Adjust	BRIP	185				8,841,259									
Interstate / Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		11,658,741			8,341,259	1,584,678		
			After	BRIP	185				28,841,259									
Before Totals						$9,000,000	$1,000,000	$0	$62,670,857	$972,590	$0	$28,788,708	$6,515,222	$0	$22,865,504	$1,843,151	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$9,000,000	$1,000,000	$0	$62,670,857	$972,590	$0	$28,788,708	$3,999,900	$0	$22,865,504	$1,843,151	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 136256) **District 6-0 *Interstate TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581				27,258,741			34,785,501	3,409,817		22,865,504	1,843,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185					472,590			7,891,000					
/			Adjust	NHPP	581				(8,058,741)			(20,500,000)	(2,515,322)		(8,341,259)	(1,584,678)		
			Adjust	BRIP	185													
Central Office			After	NHPP	581				19,200,000			14,285,501	894,495		14,524,245	258,473		
			After	BRIP	185					472,590			7,891,000					
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		4,500,000	500,000								ROW Increase to cover added cost. PMC item. Received ISC approval 8/12
			Before	BRIP	185													
95/GR6			Adjust	NHPP	581				8,058,741			20,500,000	2,515,322		8,341,259	1,584,678		
			Adjust	BRIP	185													
Interstate / Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		
			After	BRIP	185													
Before Totals						$9,000,000	$1,000,000	$0	$31,758,741	$972,590	$0	$34,785,501	$11,300,817	$0	$22,865,504	$1,843,151	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$9,000,000	$1,000,000	$0	$31,758,741	$972,590	$0	$34,785,501	$11,300,817	$0	$22,865,504	$1,843,151	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:136400) **District 6-0 *Interstate TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581				20,343,000			8,288,708	3,999,900		14,524,245	258,473		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185				14,657,000	472,590								
/			Adjust	NHPP	581							8,841,259						
			Adjust	BRIP	185				(8,841,259)									
Central Office			After	NHPP	581				20,343,000			17,129,967	3,999,900		14,524,245	258,473		
			After	BRIP	185				5,815,741	472,590								
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		ROW Increase to cover added cost. Moving funds to FFY 2024 to obligate. PMC item. Received ISC approval 8/12
			Before	BRIP	185				20,000,000									
95/GR6			Adjust	NHPP	581							(8,841,259)						
			Adjust	BRIP	185				8,841,259									
Interstate / Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		11,658,741			8,341,259	1,584,678		
			After	BRIP	185				28,841,259									
Before Totals						$9,000,000	$1,000,000	$0	$67,558,741	$972,590	$0	$28,788,708	$6,515,222	$0	$22,865,504	$1,843,151	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$9,000,000	$1,000,000	$0	$67,558,741	$972,590	$0	$28,788,708	$3,999,900	$0	$22,865,504	$1,843,151	$0	

NOTES

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID:136338) **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**	
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		
			Before	BRIP	185													
95/GR6			Adjust	NHPP	581													Moving funds from CON phase to ROW to obligate in 2024.
			Adjust	BRIP	185				20,000,000									
Interstate/Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		
			After	BRIP	185				20,000,000									
I-95 (SB): Race-Shackamaxon	103553	CON	Before	NHPP	581							30,000,000			30,000,000			
			Before	BRIP	185	23,478,456			20,000,000									
95/GR6			Adjust	NHPP	581													Moving funds from CON phase to ROW to obligate in 2024.
			Adjust	BRIP	185				(20,000,000)									
Interstate/Philadelphia			After	NHPP	581							30,000,000			30,000,000			
			After	BRIP	185	23,478,456												
Before Totals						$32,478,456	$1,000,000	$0	$32,558,741	$500,000	$0	$50,500,000	$2,515,322	$0	$38,341,259	$1,584,678	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$32,478,456	$1,000,000	$0	$32,558,741	$500,000	$0	$50,500,000	$2,515,322	$0	$38,341,259	$1,584,678	$0	

NOTES

FISCAL CONSTRAINT CHART

FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 136326) ***DVRPC & Statewide 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**	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		34,778,864			8,314,394			73,358,441			73,339,741			Statewide PROTECT Reserve used as source of funds to maintain fiscal constraint.
			Adjust	PRTCT					(5,625,333)									
			After	PRTCT		34,778,864			2,689,061			73,358,441			73,339,741			
US 202 & PA 29 Sinkhole Remediation 202/SNK Montgomery	107175	CON	Before	PRTCT					16,533,788									Increase to cover low-bid plus CENG.
			Before	STU					2,466,212									
			Adjust	PRTCT					5,625,333									
			Adjust	STU														
			After	PRTCT					22,159,121									
			After	STU					2,466,212									
Before Totals						$34,778,864	$0	$0	$27,314,394	$0	$0	$73,358,441	$0	$0	$73,339,741	$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						$34,778,864	$0	$0	$27,314,394	$0	$0	$73,358,441	$0	$0	$73,339,741	$0	$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 136256) **District 6-0 *Interstate TIP***				**Fund Type**		**FFY 2023**			**FFY 2024**			**FFY 2025**			**FFY 2026**			**Remarks**
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
Interstate Contingency	75891	CON	Before	NHPP	581				27,258,741			34,785,501	3,409,817		22,865,504	1,843,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185					472,590			7,891,000					
/			Adjust	NHPP	581				(8,058,741)			(20,500,000)	(2,515,322)		(8,341,259)	(1,584,678)		
			Adjust	BRIP	185													
Central Office			After	NHPP	581				19,200,000			14,285,501	894,495		14,524,245	258,473		
			After	BRIP	185					472,590			7,891,000					
I-95 (SB): Race-Shackamaxon	103553	ROW	Before	NHPP	581	9,000,000	1,000,000		4,500,000	500,000								ROW Increase to cover added cost. PMC item. Received ISC approval 8/12
			Before	BRIP	185													
95/GR6			Adjust	NHPP	581				8,058,741			20,500,000	2,515,322		8,341,259	1,584,678		
			Adjust	BRIP	185													
Interstate / Philadelphia			After	NHPP	581	9,000,000	1,000,000		12,558,741	500,000		20,500,000	2,515,322		8,341,259	1,584,678		
			After	BRIP	185													
Before Totals						$9,000,000	$1,000,000	$0	$31,758,741	$972,590	$0	$34,785,501	$11,300,817	$0	$22,865,504	$1,843,151	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$9,000,000	$1,000,000	$0	$31,758,741	$972,590	$0	$34,785,501	$11,300,817	$0	$22,865,504	$1,843,151	$0	

NOTES

PennDOT Fiscal Constraint Charts (October 2024) FY2025 TIP

DVRPC FFY 2025-2028 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

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

MA IDs:

TIP MODIFICATIONS FOR OCTOBER

2024 **Chart #5**

Chart: 005

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

Amendment				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC	Fed. ($)	State ($)	LOC		
BELLS MILL & VALLEY GREEN RD O/ WISSAHICKON CR			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2022-2023 PROTECT DISCRETIONARY GRANT AWARDED PROJECT. TOTAL PROJECT AWARD WAS $14,245,000.
PHILADELPHIA	70230	PE	Adjust	PRTCT	LOC	1,760,000	0	440,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,000	
SR,7301,WIS			After	PRTCT	LOC	1,760,000	0	440,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,000	
BELLS MILL & VALLEY GREEN RD O/ WISSAHICKON CR			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2022-2023 PROTECT DISCRETIONARY GRANT AWARDED PROJECT. TOTAL PROJECT AWARD WAS $14,245,000.
PHILADELPHIA	70230	FD	Adjust	PRTCT	LOC	1,400,000	0	450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,850,000	
SR,7301,WIS			After	PRTCT	LOC	1,400,000	0	450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,850,000	
BELLS MILL & VALLEY GREEN RD O/ WISSAHICKON CR			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2022-2023 PROTECT DISCRETIONARY GRANT AWARDED PROJECT. TOTAL PROJECT AWARD WAS $14,245,000.
PHILADELPHIA	70230	ROW	Adjust	PRTCT	LOC	400,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
SR,7301,WIS			After	PRTCT	LOC	400,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
BELLS MILL & VALLEY GREEN RD O/ WISSAHICKON CR			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2022-2023 PROTECT DISCRETIONARY GRANT AWARDED PROJECT. TOTAL PROJECT AWARD WAS $14,245,000.
PHILADELPHIA	70230	CON	Adjust	PRTCT	LOC	0	0	0	10,685,000	0	2,671,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,356,000	
SR,7301,WIS			After	PRTCT	LOC	0	0	0	10,685,000	0	2,671,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,356,000	
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FFY Adjustment Totals						3,560,000	0	990,000	10,685,000	0	2,671,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,906,000	TOTAL ADJUST IS DUE TO THE PROTECT AWARD AND LOCAL FUNDING MATCH.
After FFY Totals						3,560,000	0	990,000	10,685,000	0	2,671,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,906,000	

NJDOT Fiscal Constraint Charts (October 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	8.327	30.232	143.928	182.487

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Metropolitan Planning	X30A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		PLS	STBGP-FLEX		1.440	0.000	0.000	0.000	1.440
		AFTER			1.440	0.000	0.000	0.000	1.440
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	1.440	0.000	0.000	0.000	1.440
		ERC	VAR FEDERAL-F		(1.440)	0.000	0.000	0.000	(1.440)
		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	8.327	30.232	143.928	182.487

... 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		2.218	0.400	5.000	5.000	12.618

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Mobility and Systems Engineering Program	13306	BEFORE		Various	28.946	0.000	0.000	0.000	28.946
		EC	NHPP		(6.810)	0.000	0.000	0.000	(6.810)
		AFTER			22.136	0.000	0.000	0.000	22.136
Mobility and Systems Engineering Program	13306	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		EC	STBGP-FLEX		6.810	0.000	0.000	0.000	6.810
		AFTER			6.810	0.000	0.000	0.000	6.810
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		2.218	0.400	5.000	5.000	12.618

... 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		2.218	0.400	5.000	5.000	12.618

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Mobility and Systems Engineering Program	13306	BEFORE		Various	0.000	6.000	0.000	0.000	6.000
		EC	NHPP		0.000	18.850	0.000	0.000	18.850
		AFTER			0.000	24.850	0.000	0.000	24.850
Resources From NJTPA Chart 35	N/A	BEFORE		Various	6.232	0.000	0.000	0.000	6.232
		ERC	VAR FEDERAL-F		(6.232)	0.000	0.000	0.000	(6.232)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					(6.232)	18.850	0.000	0.000	12.618

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS						
FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		8.450	(18.450)	5.000	5.000	0.000

... 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		0.000	8.327	30.232	143.928	182.487

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Resources to be used for Statewide FY24-33 -20	N/A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	VAR FEDERAL-F		0.000	25.000	0.000	0.000	25.000
		AFTER			0.000	25.000	0.000	0.000	25.000
Total					0.000	25.000	0.000	0.000	25.000

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS						
FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	(16.673)	30.232	143.928	157.487

... 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		36.828	50.074	(77.989)	0.589	9.502

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Resources to be used for Statewide FY24-33 -19	N/A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	VAR FEDERAL-F		0.000	6.232	0.000	0.000	6.232
		AFTER			0.000	6.232	0.000	0.000	6.232
Total					0.000	6.232	0.000	0.000	6.232

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS						
FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		36.828	43.842	(77.989)	0.589	3.270

... 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				8.450	(18.450)	5.000	5.000	0.000

PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Mobility and Systems Engineering Program	13306	BEFORE		Various	0.000	24.850	0.000	0.000	24.850
		EC	NHPP		0.000	25.000	0.000	0.000	25.000
		AFTER			0.000	49.850	0.000	0.000	49.850
Resources From DVRPC Chart 14	N/A	BEFORE		Various	0.000	25.000	0.000	0.000	25.000
		ERC	VAR FEDERAL-F		0.000	(25.000)	0.000	0.000	(25.000)
		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		8.450	(18.450)	5.000	5.000	0.000

... 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 (October 2024)

SEPTA TIP Actions for October 2024

Federal and State Funds (in $1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2025			Comments
			Amts	Fed	State	Fed	State	Local	
Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	7,354	0	0	Administrative action to add unobligated funding.
			Before	5337	1514	16,000	41,113	1,370	
			Before	5339B	1514	0	0	0	
			Before	FLEX	1514	0	0	0	
			Before	ASAP	1514	44,400	0	0	
			Before	FRA ICR	1514	0	0	0	
			Before	OTH	1514	7,845			
			Before	DISFUND	1514	0			
			Before	n/a	1514	0			
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	5339B	1514	0	0	0	
			Adjust	FLEX	1514	0	0	0	
			Adjust	ASAP	1514	11,650	0	0	
			Adjust	FRA ICR	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
					Total Adjust	11,650	0	0	
			After	5307	1514	7,354	0	0	
			After	5337	1514	16,000	41,113	1,370	
			After	5339B	1514	0	0	0	
			After	FLEX	1514	0	0	0	
			After	ASAP	1514	56,050	0	0	
			After	FRA ICR	1514	0	0	0	
			After	OTH	1514	7,845	0	0	
			After	DISFUND	1514	0	0	0	
			After	n/a	1514	0	0	0	
Bus Purchase Program	90512	PUR	Before	5339	1514	7,042	24,864	829	Amendment to add actual funding to the TIP.
			Before	5307	1514				
			Before	OTH	1514				
			Before	5339C	1514				
			Before	n/a	1514				
			Adjust	5339	1514	1,520	0	0	
			Adjust	5307	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
					Total Adjust	1,520	0	0	
			After	5339	1514	8,562	24,864	829	
			After	5307	1514	0	0	0	
			After	OTH	1514	0	0	0	
			After	5339C	1514	0	0	0	
			After	n/a	1514	0	0	0	

Projects of Significance	115472	ERC	Before	5307	1514	59,920	35,166	3,854	Administrative action to add unobligated funding.
			Before	5305	1514				
			Before	5337	1514	51,847			
			Before	RAISE	1514				
			Before	5339	1514	1,760			
			Before	5339B	1514				
			Before	5339C	1514				
			Before	ARPA	1514				
			Before	RVR		134,757			
			Before	OTH	1514	92,155			
			Before	DISFUND	1514				
			Before	n/a	1514				
			Adjust	5307	1514	0	0	0	
			Adjust	5305	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	RAISE	1514	0	0	0	
			Adjust	5339	1514	0	0	0	
			Adjust	5339B	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			Adjust	ARPA	1514	0	0	0	
			Adjust	RVR	1514	48,453			
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
					Total Adjust	48,453	0	0	
			After	5307	1514	59,920	35,166	3,854	
			After	5305	1514	0	0	0	
			After	5337	1514	51,847	0	0	
			After	RAISE	1514	0	0	0	
			After	5339	1514	1,760	0	0	
			After	5339B	1514	0	0	0	
			After	5339C	1514	0	0	0	
			After	ARPA	1514	0	0	0	
			After	RVR	1514	183,210			
			After	OTH	1514	92,155	0	0	
			After	DISFUND	1514	0	0	0	
			After	n/a	1514	0	0	0	
Safe, Clean, and Secure	121367	ERC	Before	5307	1514	8,500	26,250	875	Amendment to add new project to the TIP and unobligated funding.
			Before	STBU	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	0	0	
			Adjust	STBU	1514	2,000	0	0	
			Adjust	n/a	1514	0	0	0	
					Total Adjust	2,000	0	0	
			After	5307	1514	8,500	26,250	875	
			After	STBU	1514	2,000	0	0	
			After	n/a	1514		0		
Summary of Changes			Before			681,667	416,220	16,567	
			Adjust			63,623	0	0	
			After			745,290	416,220	16,567	

DVRPC Local Fiscal Constraint Charts
FY2024 TIP for NJ
(October 2024)

DVRPC FY2024 TIP for New Jersey (FY24-FY27)

Fiscal Constraint Chart #19

DVRPC Local Highway Program (in Millions)

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24–27)					Out Years (FY28–33)							*10-Yr Total*	Remarks
Project Title/Local/Sponsor	*DB #*	*Phase*	*Action*	Fund Type	*2024*	*2025*	*2026*	*2027*	*4-Yr Total*	*2028*	*2029*	*2030*	*2031*	*2032*	*2033*	*Out Yrs Total*		
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	FD	Before	17-STATE-DVRPC	0.000	0.000	0.000	0.000	*0.000*							*0.000*	*0.000*	Formal action to amend the TIP by adding the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project back into the TIP in the amount of $3.5 M STATE-DVRPC programmed as follows: $0.500 M ($0.196 M 17-STATE-DVRPC/$0.304 M 18-STATE-DVRPC) for Final Design (FD) in FY25 and $3 M 18-STATE-DVRPC for Construction (CON) in FY26.
			Adjust	17-STATE-DVRPC	0.000	0.196	0.000	0.000	***0.196***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***0.196***	
			After	17-STATE-DVRPC	0.000	0.196	0.000	0.000	***0.196***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***0.196***	
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	FD	Before	18-STATE-DVRPC	0.000	0.000	0.000	0.000	*0.000*							*0.000*	*0.000*	
			Adjust	18-STATE-DVRPC	0.000	0.304	0.000	0.000	***0.304***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***0.304***	
			After	18-STATE-DVRPC	0.000	0.304	0.000	0.000	***0.304***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***0.304***	
Porchtown Road (CR 613) Bridge over Still Run at Iona Lake Local Gloucester	D2216	CON	Before	18-STATE-DVRPC	0.000	0.000	0.000	0.000	*0.000*							*0.000*	*0.000*	
			Adjust	18-STATE-DVRPC	0.000	0.000	3.000	0.000	***3.000***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***3.000***	
			After	18-STATE-DVRPC	3.000	0.000	3.000	0.000	***6.000***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***6.000***	
				Total Before	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***	**Fiscal Constraint is maintained.**
				Total Adjust	0.000	0.500	3.000	0.000	***3.500***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***3.500***	
				Total After	3.000	0.500	3.000	0.000	***6.500***	0.000	0.000	0.000	0.000	0.000	0.000	***0.000***	***6.500***	

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

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

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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PROJECT PHASES OF WORK (Continued)

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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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 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
S	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania’s funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

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

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

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

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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

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

ACTION ITEM Date Prepared: September 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

OCTOBER 8, 2024

Agenda Item:

3. Project Selections for DVRPC's PA Municipal Bridge Retro-Reimbursement Program

Background/Analysis/Issues:

DVRPC staff is seeking a recommendation from the RTC to the DVRPC Board to approve the list of projects recommended for funding, as part of DVRPC's PA Municipal Bridge Retro-Reimbursement Program, and amend the FY 2025-2028 TIP for Pennsylvania by adding eleven (11) new municipal-owned bridge projects, totaling an estimated $17,947,000 ($14,358,000 State 183/$3,589,000 Local), to the Municipal Bridge Line Item (MPMS #102105) for retro-reimbursement (TIP Action PA25-003). State funds would be drawn from the Municipal Bridge Line Item at the appropriate time for reimbursement. $20,000,000 ($16,000,000 State 183/$4,000,000 Local) funds have been set-aside for this round of projects. Municipalities are required to contribute a 20 percent match.

PennDOT has the third-highest number of bridges in the nation and has a high need to maintain bridges in a state of good repair. The Municipal Bridge Retro-Reimbursement Program was established in recognition that the condition of local bridge facilities is an enormous issue that needs to be addressed. The last round of selected projects for this program occurred in December 2018. Almost all of the projects have been completed or are close to completion at this time.

PennDOT's retro-reimbursement process differs from the traditional design-to-construction process for capital projects. Local bridge projects that follow "traditional" delivery employ federal procedures and must follow the full PennDOT project development and review process. Local bridge projects that follow a "retro-reimbursement" process follow the state liquid-fuel procedure, which streamlines reviews and delegates PennDOT reviews to the local sponsor. In the retro-

reimbursement procedure, PennDOT will still perform a structural adequacy review of the structure. A municipality that follows the retro-reimbursement process will use local funds to rehabilitate or replace the bridge and then request reimbursement from PennDOT.

PennDOT will pay 80 percent of the documented costs for design, engineering, right-of-way, utility, and construction (including construction inspection and construction engineering), while the municipality will be responsible for the remaining 20 percent of the cost. Funds will not be reimbursed until the project is 100 percent completed, funds from Municipal Bridge Line Item are available, all invoices have been submitted to the appropriate agency, and a retro-reimbursement agreement has been executed between the municipality and PennDOT. Projects will be reimbursed on a “first-come, first-served” basis.

Eleven bridges totaling an estimate of $17,947,000 ($14,358,000 State 183/$3,589,000 Local) have been selected for funding and are listed below.

Bucks County

1. Weiss Road Bridge over Licking Creek (Bridge Key 7618) in Milford Township - $1,755,000 ($1,404,000 State 183/$351,000 Local);
2. Lower Holland Road over Ironworks Creek (Bridge Key 7631) in Northampton Township - $1,824,200 ($1,459,360 State 183/$364,840 Local);

Chester County

3. Woodland Drive Bridge over Northeast Creek (Bridge Key 59946) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local);
4. Park Road Bridge (Bridge Key 60087) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local);
5. Buttonwood Lane Bridge (Bridge Key 60095) in West Vincent Township - $2,360,000 ($1,888,000 State 183/$472,000 Local);
6. Garrett Mill Road Bridge (Bridge Key 10861) in Willistown Township - $538,490 ($430,792 State 183/$107698 Local);
7. Ravine Road Bridge (Bridge Key 10770) in East Bradford Township - $594,000 ($475,200 State 183/$118,00);

Delaware County

8. Furey Road over Culvert (Bridge Key 54858) in Upper Chichester Township $654,000 ($523,200 State 183/$130,800 Local);

Montgomery County

9. Reihman Road Bridge (Bridge Key 28078) in Marlborough Township - $4,228,000 ($3,382,400 State 183/$845,600 Local);
10. Stover Road over West Branch of Skippack Creek (Bridge Key 28073) in Lower Salford Township - $3,555,000 ($2,844,000 State 183/$711,000 Local);
11. Laurel Avenue over Burholme Creek (Bridge Key 57668) in Cheltenham Township - $1,638,400 ($1,310,720 State 183/$327,680 Local).

Not all municipal bridges were eligible for this program. Only bridge rehabilitation or replacement projects that could demonstrate the following requirements were considered: they must be locally owned by a municipality within Bucks, Chester, Delaware, and Montgomery Counties; rehabilitation or replacement work must result in the bridge being in a state of good repair; the bridge deck length must be at least 8 feet; the bridge must be listed on the final, approved PA Capital Budget; the bridge application must have included a letter of support from the county Planning Director; the municipality must be or agree to become a PennDOT ECMS & RAS Registered Business Partner; and the municipality must reasonably expect to complete the project by or before August 1, 2028.

There was interest from several municipalities that did not have bridges listed on the bridge bill or Capital Budget. As a result, PennDOT District 6 has worked with the counties and collected a list of bridges to include as part of PennDOT's PA Capital Budget (Bridge) submission for a future round. Bridges must be listed in the final, approved PA Capital Budget in order for municipalities to be reimbursed with State funds. For further program details, please visit www.dvrpc.org/MBRP.

Cost and Source of Funds:

$17,947,000 ($14,358,000 State 183/$3,589,000 Local)

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make recommendations at the October 8th RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve the list of projects recommended for funding, as part of DVRPC's PA Municipal Bridge Retro-Reimbursement Program, and amend the FY 2025-2028 TIP for Pennsylvania by adding eleven (11) new municipal-owned bridge projects, totaling an estimate of $17,947,000 ($14,358,000 State 183/$3,589,000 Local), to the Municipal Bridge Line Item (MPMS #102105) for retro-reimbursement (TIP Action PA25-003):

1. Weiss Road Bridge over Licking Creek (Bridge Key 7618) in Milford Township - $1,755,000 ($1,404,000 State 183/$351,000 Local);

2. Lower Holland Road over Ironworks Creek (Bridge Key 7631) in Northampton Township - $1,824,200 ($1,459,360 State 183/$364,840 Local);
3. Woodland Drive Bridge over Northeast Creek (Bridge Key 59946) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local);
4. Park Road Bridge (Bridge Key 60087) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local);
5. Buttonwood Lane Bridge (Bridge Key 60095) in West Vincent Township - $2,360,000 ($1,888,000 State 183/$472,000 Local);
6. Garrett Mill Road Bridge (Bridge Key 10861) in Willistown Township - $538,490 ($430,792 State 183/$107698 Local);
7. Ravine Road Bridge (Bridge Key 10770) in East Bradford Township - $594,000 ($475,200 State 183/$118,00);
8. Furey Road over Culvert (Bridge Key 54858) in Upper Chichester Township $654,000 ($523,200 State 183/$130,800 Local);
9. Reihman Road Bridge (Bridge Key 28078) in Marlborough Township - $4,228,000 ($3,382,400 State 183/$845,600 Local);
10. Stover Road over West Branch of Skippack Creek (Bridge Key 28073) in Lower Salford Township - $3,555,000 ($2,844,000 State 183/$711,000 Local);
11. Laurel Avenue over Burholme Creek (Bridge Key 57668) in Cheltenham Township - $1,638,400 ($1,310,720 State 183/$327,680 Local).

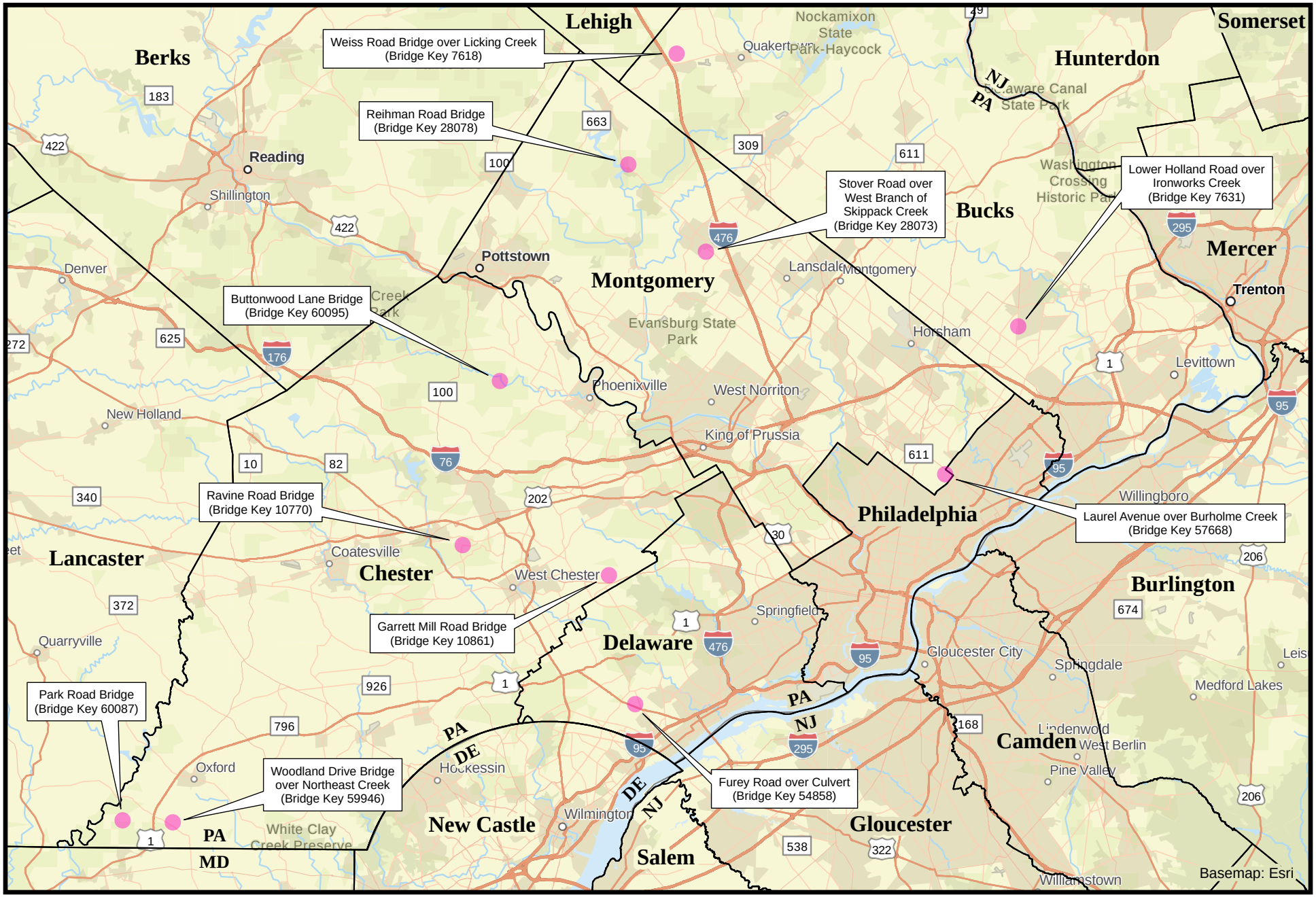
Staff Contact:

Travis Spotts

Attachments:

Map

PA25-003: Municipal Bridge Line Item



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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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ACTION ITEM Date Prepared: Sept 27, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

October 8, 2024

Agenda Item:

4. Updated Population and Employment Forecasts

Update and Resubmittal:

Based on feedback at the September 10 RTC meeting, DVRPC reconvened the Socioeconomic and Land Use Analytics Committee (SLUAC) to revisit and confirm consensus on 2050 Population and Employment Forecasts for RTC consideration. County planners and other planning partners convened twice to discuss changes and come to consensus on both sets of forecasts. Those changes include:

1. Redistributing regional growth at the county level to further reflect the currently Adopted (i.e., 2050 Version 1.0) county level population growth rates:
    a. Total regional growth has not changed for the Proposed forecasts (i.e., 2050 Version 2.0) since the September RTC Meeting, and is calculated using the age-cohort model described in the population methodology section below.
    b. The proportion of total regional growth that is allocated to each county was re-calculated using the following weights:
        - ⅔ weight to the Adopted county level growth rates
        - ⅓ weight to the Proposed county level growth rates
2. Redistributing municipal forecasts within counties by request:
    a. Philadelphia's 2040, 2045, and 2050 planning district forecasts were redistributed by averaging each planning district's forecasted proportion of total city growth between 2020 and 2035, and applying those proportions to the 2040, 2045, and 2050 forecasts. This addressed the city's concern that currently growing planning districts were originally forecasted to grow in the later years of the forecast at similar rates to districts currently seeing little to no growth.
    b. Montgomery County has also requested a redistribution of municipal

populations within their county. The final proposed numbers will be provided as a separate attachment following discussion with the county.

Background/Analysis/Issues:

As a part of our long-range planning activities, DVRPC is required to maintain forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. The 2050 Version 2.0 (2050 v2.0) Population and Employment Forecast updates the 2050 v1.0 forecasts adopted in 2021 with more recent data from the 2020 Decennial Census, US Bureau of Economic Analysis (BEA), and National Establishment Time Series (NETS). This forecast will inform the *Update: Connections 2050 Plan* development, and is necessary ahead of adopting this Long-Range Plan (anticipated in September 2025) and for annual air quality conformity analysis.

The forecasts were developed in collaboration with county planning partners through the Socioeconomic and Land Use Analytics Committee (SLUAC): a group of agency staff from around the region tasked with demographic and economic analysis in their roles at their respective agencies. The SLUAC convenes to discuss, review, and advise on a number of DVRPC initiatives. It provided comments on the proposed methodology and formed a consensus around the final forecasts.

Population Methodology

The 2050 v2.0 forecast used updated base data and a new age-cohort model for projecting population at the county level. The 2020 Census was not released in time to be incorporated into the 2050 v1.0 forecast. The 2010 to 2019 Population Estimates (PEP) preceding the 2020 census release greatly undercounted the population in the region in comparison to the results of the census. Due to the past discrepancies between the Decennial Census and the PEP, estimates released post-2020 census were not incorporated into this forecast.

The primary update to the forecasting approach occurred at the county/regional level. The age-cohort model uses historic decennial census data, and births and deaths records from the New Jersey and Pennsylvania state health departments. Age-cohort models predict future population by modeling the behavior of age-sex cohorts from a base year to a horizon year, based on each cohort's anticipated birth, death, and migration rates. Beginning with a base year of the 2020 Census, each county-level model produced a five-year forecast through 2050, based on assumptions about future behavior of each age-sex cohort that were estimated using historic data. At the end of the forecast cycle, each age-sex cohort was 'aged' to the next age bracket, with births from the previous cycle becoming the 0-4 year old bracket, and the model was rerun for each five-year period until the horizon year of 2050.

Municipal forecasts were produced by standardizing the 2050 v1.0 forecasts to the new county-level ones to determine the total county growth occurring in each

municipality. This factor was multiplied by total county growth in 2050 v2.0 to produce new municipal forecasts that summed to the 2050 v2.0 county forecast control totals.

The municipal forecasts in 2050 v1.0 were developed using UrbanSim: a land use model with predictive capabilities based on factors such as demographics, rental and ownership costs, agglomerating relationships of employment sectors, and location choices for workers and businesses based on changes in highway and transit travel time. The UrbanSim model was informed by a regional development pipeline using CoStar real estate data that was refined by county review of current building permits and active construction projects. The UrbanSim model was not available to be updated for this cycle, and no other models were readily available for use. Municipal-level results from the 2050 v1.0 forecasts were used to estimate future municipal population and household growth based on county-level forecasts in the age-cohort model. DVRPC intends to return to a land use model approach for the next forecast cycle.

Employment Methodology

Similar to the population forecast, the employment forecast update consisted of developing a new county-level model and utilizing the 2050 v1.0 UrbanSim results for municipal forecasts.

The base employment source for the 2020 forecast was the US Bureau of Economic Analysis (BEA) full-time and part-time employment by NAICS industry. The National Employment Time Series (NETS), a point-based database of employment and business establishments, was aggregated to the municipal level to determine the municipal employment base. The point-level NETS data was scaled uniformly at the county level by industry to match the county BEA employment totals. NETS has discontinued its point-based data series, which was the basis of the last few employment forecasts. As a result, DVRPC has moved to a greater use of BEA as the source of the region's employment data for this update and will research other point-based employment data sources for the next forecast.

A base working-age-population-to-employment ratio was utilized to determine county level employment at five-year forecast intervals to the year 2050. The 2050 v1.0 municipal forecasts (using the results of the UrbanSim model) were then scaled to the 2050 v2.0 county employment totals to determine the 2050 v2.0 municipal employment forecasts.

Forecast Results

Overall, the regional population is anticipated to grow by 7.8% (or 458,783 people) between 2020 and 2050. This result is similar to the v1.0 forecast, which anticipated 7.6% growth (or 440,188 new residents). The 2050 v2.0 ends up at a higher total

population (6,351,893) than 2050 v1.0 (6,206,332) due to the higher starting point of the 2020 census.

Employment is anticipated to grow by 10.1% (or 356,537 employees), which is lower growth than the 2050 v1.0 forecast of 14.6% (or 445,817 employees). Regional employment growth in v2.0 is tied to the working age population, which does not grow significantly over the forecast period due to an aging population. However, total employment in 2050 is nearly 400,000 employees higher in 2050 v2.0 (3,902,843) than 2050 v1.0 (3,505,516) due to the shift to using BEA data as the basis for the region's employment figures. See tables 1 through 4, attached, for details.

Date Action Required:

October 8, 2024

Recommendations:

RTC – Will make a recommendation at the October 8 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends that the DVRPC Board adopt the 2050 Version 2.0 Population and Employment Forecasts.

Staff Contact:

Gregory Diebold
Planning Data Analyst, Office of Long-Range Planning

Attachments:

2050 Version 2.0 Population and Employment Forecast Tables:

- Table 1: Forecasted Population by County, 2020–2050
- Table 2: Forecasted Population by Municipality, 2020–2050
- Table 3: Forecasted Employment by County, 2020–2050
- Table 4: Forecasted Employment by Municipality, 2020–2050

Table 1: Forecasted Population by County, 2020–2050

County	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	461,860	474,938	481,892	485,221	486,310	484,543	481,500	19,640	4.3%
Camden	523,485	529,829	531,962	534,490	535,325	532,961	529,692	6,207	1.2%
Gloucester	302,294	306,671	310,786	317,901	322,160	327,296	330,205	27,911	9.2%
Mercer	387,340	398,254	411,630	416,247	419,761	421,736	423,029	35,689	9.2%
Four New Jersey Counties	**1,674,979**	**1,709,692**	**1,736,270**	**1,753,859**	**1,763,556**	**1,766,536**	**1,764,426**	**89,447**	**5.3%**
Bucks	646,538	653,800	660,122	664,092	664,508	661,478	655,736	9,198	1.4%
Chester	534,413	564,292	585,266	601,696	615,751	626,434	634,012	99,599	18.6%
Delaware	576,830	584,199	591,408	596,379	598,727	598,641	597,100	20,270	3.5%
Montgomery	856,553	881,522	905,095	926,337	943,123	955,916	965,342	108,789	12.7%
Philadelphia	1,603,797	1,649,774	1,681,971	1,699,155	1,711,201	1,720,856	1,735,278	131,481	8.2%
Five Pennsylvania Counties	**4,218,131**	**4,333,587**	**4,423,862**	**4,487,659**	**4,533,310**	**4,563,325**	**4,587,468**	**369,337**	**8.8%**
DVRPC Region	**5,893,110**	**6,043,279**	**6,160,132**	**6,241,518**	**6,296,866**	**6,329,861**	**6,351,894**	**458,784**	**7.8%**

Source: DVRPC, September 2024. Base populations from US Census Bureau 2020 Decennial Census

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Bass River Township	1,355	1,355	1,356	1,364	1,366	1,361	1,352	-3	-0.2%
Burlington	Beverly City	2,499	2,499	2,499	2,508	2,513	2,504	2,487	-12	-0.5%
Burlington	Bordentown City	3,993	4,662	4,662	4,684	4,695	4,680	4,654	661	16.6%
Burlington	Bordentown Township	11,791	13,077	13,085	13,129	13,168	13,123	13,045	1,254	10.6%
Burlington	Burlington City	9,743	10,107	12,049	12,127	12,155	12,117	12,053	2,310	23.7%
Burlington	Burlington Township	23,983	24,113	24,246	24,332	24,368	24,277	24,119	136	0.6%
Burlington	Chesterfield Township	9,422	9,980	10,145	10,177	10,186	10,150	10,088	666	7.1%
Burlington	Cinnaminson Township	17,064	17,432	17,439	17,530	17,567	17,502	17,389	325	1.9%
Burlington	Delanco Township	4,824	5,071	5,074	5,111	5,119	5,100	5,069	245	5.1%
Burlington	Delran Township	17,882	19,003	19,360	19,446	19,483	19,415	19,297	1,415	7.9%
Burlington	Eastampton Township	6,191	7,339	7,339	7,367	7,383	7,360	7,319	1,128	18.2%
Burlington	Edgewater Park Township	8,930	9,291	9,386	9,450	9,476	9,442	9,383	453	5.1%
Burlington	Evesham Township	46,826	48,103	48,115	48,386	48,476	48,296	47,988	1,162	2.5%
Burlington	Fieldsboro Borough	526	526	526	528	529	527	524	-2	-0.4%
Burlington	Florence Township	12,812	13,151	13,470	13,521	13,541	13,492	13,407	595	4.6%
Burlington	Hainesport Township	6,035	6,051	6,055	6,206	6,253	6,230	6,190	155	2.6%
Burlington	Lumberton Township	12,803	13,445	14,016	14,077	14,112	14,063	13,979	1,176	9.2%
Burlington	Mansfield Township	8,897	8,980	9,088	9,185	9,222	9,188	9,130	233	2.6%
Burlington	Maple Shade Township	19,980	19,995	20,007	20,104	20,135	20,059	19,927	-53	-0.3%
Burlington	Medford Lakes Borough	4,264	4,264	4,264	4,278	4,285	4,269	4,241	-23	-0.5%
Burlington	Medford Township	24,497	25,241	26,637	26,743	26,813	26,719	26,558	2,061	8.4%
Burlington	Moorestown Township	21,355	22,218	23,721	24,633	24,705	24,623	24,482	3,127	14.6%
Burlington	Mount Holly Township	9,981	10,035	10,035	10,071	10,086	10,047	9,982	1	0.0%
Burlington	Mount Laurel Township	44,633	46,889	46,901	47,259	47,396	47,225	46,931	2,298	5.1%
Burlington	New Hanover Township	6,367	6,384	6,384	6,388	6,392	6,367	6,325	-42	-0.7%
Burlington	North Hanover Township	7,963	7,963	7,963	8,012	8,035	8,005	7,952	-11	-0.1%
Burlington	Palmyra Borough	7,438	7,438	7,739	7,774	7,792	7,764	7,715	277	3.7%
Burlington	Pemberton Borough	1,371	1,371	1,371	1,372	1,372	1,367	1,358	-13	-0.9%
Burlington	Pemberton Township	26,903	26,914	26,917	26,993	27,041	26,938	26,760	-143	-0.5%
Burlington	Riverside Township	8,003	8,498	8,498	8,498	8,506	8,475	8,423	420	5.2%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Riverton Borough	2,764	2,771	2,771	2,783	2,794	2,783	2,765	1	0.0%
Burlington	Shamong Township	6,460	6,460	6,460	6,493	6,500	6,475	6,432	-28	-0.4%
Burlington	Southampton Township	10,317	10,317	10,318	10,432	10,470	10,430	10,362	45	0.4%
Burlington	Springfield Township	3,245	3,245	3,245	3,251	3,256	3,244	3,223	-22	-0.7%
Burlington	Tabernacle Township	6,776	6,776	6,776	6,804	6,818	6,792	6,747	-29	-0.4%
Burlington	Washington Township	693	693	693	693	693	690	686	-7	-1.0%
Burlington	Westampton Township	9,121	9,121	9,121	9,193	9,234	9,199	9,139	18	0.2%
Burlington	Willingboro Township	31,889	31,891	31,893	32,032	32,084	31,962	31,752	-137	-0.4%
Burlington	Woodland Township	1,544	1,550	1,550	1,564	1,567	1,561	1,551	7	0.5%
Burlington	Wrightstown Borough	720	720	720	721	724	721	716	-4	-0.6%
Camden	Audubon Borough	8,707	8,707	8,707	8,729	8,735	8,696	8,642	-65	-0.7%
Camden	Audubon Park Borough	991	991	991	991	993	988	982	-9	-0.9%
Camden	Barrington Borough	7,075	7,079	7,119	7,149	7,160	7,128	7,084	9	0.1%
Camden	Bellmawr Borough	11,707	11,707	11,707	11,742	11,754	11,701	11,628	-79	-0.7%
Camden	Berlin Borough	7,489	7,738	7,738	7,761	7,769	7,736	7,689	200	2.7%
Camden	Berlin Township	5,867	5,867	5,867	5,873	5,875	5,848	5,812	-55	-0.9%
Camden	Brooklawn Borough	1,815	1,815	1,815	1,834	1,836	1,828	1,817	2	0.1%
Camden	Camden City	71,791	72,165	72,179	72,385	72,457	72,133	71,685	-106	-0.1%
Camden	Cherry Hill Township	74,553	79,572	80,638	80,775	80,826	80,489	80,023	5,470	7.3%
Camden	Chesilhurst Borough	1,536	1,541	1,541	1,544	1,544	1,537	1,528	-8	-0.5%
Camden	Clementon Borough	5,338	5,338	5,338	5,356	5,360	5,335	5,302	-36	-0.7%
Camden	Collingswood Borough	14,186	14,192	14,192	14,257	14,272	14,208	14,119	-67	-0.5%
Camden	Gibbsboro Borough	2,189	2,312	2,312	2,312	2,314	2,305	2,291	102	4.7%
Camden	Gloucester City	11,484	11,676	11,676	11,714	11,731	11,679	11,607	123	1.1%
Camden	Gloucester Township	66,034	66,073	66,499	67,098	67,272	66,974	66,561	527	0.8%
Camden	Haddon Heights Borough	7,495	7,495	7,495	7,502	7,511	7,477	7,431	-64	-0.9%
Camden	Haddon Township	15,407	15,407	15,420	15,491	15,516	15,446	15,350	-57	-0.4%
Camden	Haddonfield Borough	12,550	12,550	12,550	12,580	12,593	12,536	12,458	-92	-0.7%
Camden	Hi-Nella Borough	927	927	927	932	932	927	922	-5	-0.5%
Camden	Laurel Springs Borough	1,978	1,978	1,978	1,978	1,980	1,971	1,959	-19	-1.0%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Camden	Lawnside Borough	2,955	2,955	2,955	2,968	2,969	2,956	2,937	-18	-0.6%
Camden	Lindenwold Borough	21,641	21,648	21,662	21,721	21,743	21,645	21,510	-131	-0.6%
Camden	Magnolia Borough	4,352	4,352	4,352	4,357	4,359	4,339	4,312	-40	-0.9%
Camden	Merchantville Borough	3,820	3,822	3,822	3,830	3,836	3,819	3,795	-25	-0.7%
Camden	Mount Ephraim Borough	4,651	4,651	4,651	4,663	4,665	4,644	4,615	-36	-0.8%
Camden	Oaklyn Borough	3,930	3,930	3,930	3,957	3,966	3,948	3,923	-7	-0.2%
Camden	Pennsauken Township	37,074	37,262	37,329	37,419	37,455	37,288	37,056	-18	0.0%
Camden	Pine Hill Borough	10,764	10,764	10,764	10,779	10,786	10,738	10,670	-94	-0.9%
Camden	Runnemede Borough	8,324	8,324	8,324	8,349	8,351	8,313	8,261	-63	-0.8%
Camden	Somerdale Borough	5,566	5,566	5,566	5,566	5,569	5,544	5,509	-57	-1.0%
Camden	Stratford Borough	6,981	6,986	6,986	7,028	7,037	7,006	6,962	-19	-0.3%
Camden	Tavistock Borough	9	9	9	9	9	9	9	0	0.0%
Camden	Voorhees Township	31,069	31,122	31,202	31,332	31,375	31,234	31,040	-29	-0.1%
Camden	Waterford Township	10,421	10,426	10,426	10,437	10,440	10,393	10,328	-93	-0.9%
Camden	Winslow Township	39,907	39,979	40,393	41,164	41,427	41,247	40,997	1,090	2.7%
Camden	Woodlynne Borough	2,902	2,902	2,902	2,908	2,909	2,896	2,878	-24	-0.8%
Gloucester	Clayton Borough	8,807	9,265	9,445	9,770	9,781	9,806	9,831	1,024	11.6%
Gloucester	Deptford Township	31,977	32,029	32,065	32,563	32,934	32,982	33,002	1,025	3.2%
Gloucester	East Greenwich Township	11,706	11,716	11,716	11,729	11,735	11,735	11,735	29	0.2%
Gloucester	Elk Township	4,424	4,525	4,586	4,853	4,875	4,928	4,974	550	12.4%
Gloucester	Franklin Township	16,380	16,390	16,404	16,768	16,999	17,022	17,041	661	4.0%
Gloucester	Glassboro Borough	23,149	23,431	23,498	23,946	24,047	24,128	24,194	1,045	4.5%
Gloucester	Greenwich Township	4,917	4,917	4,917	4,936	4,946	4,949	4,953	36	0.7%
Gloucester	Harrison Township	13,641	14,170	14,289	14,394	14,731	15,880	16,697	3,056	22.4%
Gloucester	Logan Township	6,000	6,041	6,101	6,481	6,502	6,507	6,510	510	8.5%
Gloucester	Mantua Township	15,235	15,848	16,126	16,795	16,992	17,885	18,363	3,128	20.5%
Gloucester	Monroe Township	37,117	38,021	38,341	38,950	39,426	41,115	42,295	5,178	14.0%
Gloucester	National Park Borough	3,026	3,026	3,026	3,026	3,037	3,037	3,037	11	0.4%
Gloucester	Newfield Borough	1,774	1,774	1,776	1,786	1,787	1,790	1,790	16	0.9%
Gloucester	Paulsboro Borough	6,196	6,196	6,196	6,211	6,219	6,220	6,225	29	0.5%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Gloucester	Pitman Borough	8,780	8,805	8,805	8,838	8,864	8,864	8,866	86	1.0%
Gloucester	South Harrison Township	3,395	3,401	3,419	3,625	3,669	3,686	3,697	302	8.9%
Gloucester	Swedesboro Borough	2,711	2,711	2,711	2,721	2,732	2,732	2,733	22	0.8%
Gloucester	Washington Township	48,677	48,725	48,750	49,270	49,715	49,802	49,824	1,147	2.4%
Gloucester	Wenonah Borough	2,283	2,283	2,283	2,286	2,303	2,303	2,303	20	0.9%
Gloucester	West Deptford Township	22,197	22,265	22,312	23,213	23,869	24,010	24,079	1,882	8.5%
Gloucester	Westville Borough	4,264	4,269	4,270	4,279	4,294	4,295	4,298	34	0.8%
Gloucester	Woodbury City	9,963	9,971	9,972	10,001	10,014	10,021	10,022	59	0.6%
Gloucester	Woodbury Heights Borough	3,098	3,098	3,102	3,118	3,133	3,133	3,133	35	1.1%
Gloucester	Woolwich Township	12,577	13,795	16,677	18,342	19,557	20,463	20,602	8,025	63.8%
Mercer	East Windsor Township	30,045	30,052	31,175	31,264	31,399	31,430	31,470	1,425	4.7%
Mercer	Ewing Township	37,264	39,381	40,688	40,731	40,743	40,756	40,766	3,502	9.4%
Mercer	Hamilton Township	92,297	92,726	93,649	94,010	94,418	94,732	94,951	2,654	2.9%
Mercer	Hightstown Borough	5,900	6,264	6,925	6,968	7,002	7,008	7,028	1,128	19.1%
Mercer	Hopewell Borough	1,918	1,918	1,918	1,924	1,952	1,958	1,958	40	2.1%
Mercer	Hopewell Township	17,491	20,237	21,687	23,562	24,086	24,406	24,644	7,153	40.9%
Mercer	Lawrence Township	33,077	33,277	34,596	35,063	35,535	35,818	35,898	2,821	8.5%
Mercer	Pennington Borough	2,802	2,803	2,803	2,837	2,854	2,885	2,885	83	3.0%
Mercer	Princeton	30,681	30,872	31,544	31,897	32,159	32,307	32,376	1,695	5.5%
Mercer	Robbinsville Township	15,476	15,772	15,772	15,797	15,859	15,878	15,878	402	2.6%
Mercer	Trenton City	90,871	92,157	92,184	93,423	94,850	95,619	96,171	5,300	5.8%
Mercer	West Windsor Township	29,518	32,795	38,688	38,771	38,902	38,939	39,003	9,485	32.1%
Bucks	Bedminster Township	7,541	7,554	7,727	7,864	7,876	7,841	7,774	233	3.1%
Bucks	Bensalem Township	62,707	64,402	64,945	65,385	65,436	65,142	64,585	1,878	3.0%
Bucks	Bridgeton Township	1,234	1,234	1,237	1,237	1,238	1,232	1,221	-13	-1.1%
Bucks	Bristol Borough	9,861	9,873	9,911	9,928	9,930	9,883	9,796	-65	-0.7%
Bucks	Bristol Township	54,291	54,346	54,643	54,906	54,933	54,679	54,197	-94	-0.2%
Bucks	Buckingham Township	20,851	20,877	21,021	21,133	21,145	21,047	20,862	11	0.1%
Bucks	Chalfont Borough	4,253	4,274	4,299	4,319	4,321	4,301	4,263	10	0.2%
Bucks	Doylestown Borough	8,300	8,912	9,320	9,337	9,340	9,301	9,228	928	11.2%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Doylestown Township	17,971	18,261	18,630	18,763	18,775	18,691	18,531	560	3.1%
Bucks	Dublin Borough	2,177	2,474	2,487	2,504	2,506	2,496	2,477	300	13.8%
Bucks	Durham Township	1,094	1,094	1,094	1,105	1,105	1,100	1,090	-4	-0.4%
Bucks	East Rockhill Township	5,819	5,822	5,860	5,889	5,893	5,866	5,814	-5	-0.1%
Bucks	Falls Township	34,716	34,727	34,793	34,817	34,820	34,657	34,349	-367	-1.1%
Bucks	Haycock Township	2,200	2,205	2,213	2,217	2,219	2,209	2,189	-11	-0.5%
Bucks	Hilltown Township	16,284	16,870	16,983	17,064	17,076	17,000	16,855	571	3.5%
Bucks	Hulmeville Borough	982	982	983	983	983	979	970	-12	-1.2%
Bucks	Ivyland Borough	955	967	972	977	978	973	965	10	1.0%
Bucks	Langhorne Borough	1,643	1,645	1,649	1,653	1,653	1,646	1,631	-12	-0.7%
Bucks	Langhorne Manor Borough	1,496	1,511	1,511	1,515	1,516	1,509	1,496	0	0.0%
Bucks	Lower Makefield Township	33,180	33,863	34,239	34,296	34,306	34,150	33,856	676	2.0%
Bucks	Lower Southampton Township	20,599	20,714	20,849	20,888	20,890	20,794	20,611	12	0.1%
Bucks	Middletown Township	46,040	46,131	46,417	46,678	46,708	46,492	46,083	43	0.1%
Bucks	Milford Township	10,243	10,267	10,426	10,529	10,547	10,499	10,408	165	1.6%
Bucks	Morrisville Borough	9,809	9,809	10,145	10,432	10,437	10,391	10,304	495	5.0%
Bucks	New Britain Borough	2,836	3,157	3,161	3,171	3,171	3,158	3,133	297	10.5%
Bucks	New Britain Township	12,327	12,339	12,546	12,680	12,692	12,634	12,525	198	1.6%
Bucks	New Hope Borough	2,612	2,613	2,620	2,635	2,636	2,623	2,600	-12	-0.5%
Bucks	Newtown Borough	2,268	2,271	2,292	2,312	2,312	2,301	2,281	13	0.6%
Bucks	Newtown Township	19,895	20,026	20,163	20,221	20,227	20,134	19,957	62	0.3%
Bucks	Nockamixon Township	3,379	3,380	3,402	3,407	3,409	3,393	3,363	-16	-0.5%
Bucks	Northampton Township	39,915	40,454	40,724	40,893	40,907	40,720	40,366	451	1.1%
Bucks	Penndel Borough	2,515	2,515	2,518	2,540	2,541	2,529	2,507	-8	-0.3%
Bucks	Perkasie Borough	9,120	9,120	9,158	9,207	9,210	9,167	9,086	-34	-0.4%
Bucks	Plumstead Township	14,021	14,092	14,541	14,829	14,868	14,802	14,677	656	4.7%
Bucks	Quakertown Borough	9,359	9,470	9,517	9,539	9,544	9,500	9,417	58	0.6%
Bucks	Richland Township	13,837	14,193	14,423	14,605	14,628	14,563	14,440	603	4.4%
Bucks	Richlandtown Borough	1,353	1,364	1,364	1,368	1,368	1,362	1,350	-3	-0.2%
Bucks	Riegelsville Borough	847	847	847	847	847	843	836	-11	-1.3%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Sellersville Borough	4,567	4,714	4,760	4,799	4,803	4,782	4,741	174	3.8%
Bucks	Silverdale Borough	805	805	806	806	806	802	795	-10	-1.2%
Bucks	Solebury Township	8,709	8,709	8,742	8,765	8,767	8,726	8,649	-60	-0.7%
Bucks	Springfield Township	5,175	5,175	5,203	5,216	5,218	5,194	5,148	-27	-0.5%
Bucks	Telford Borough	2,199	2,352	2,528	2,545	2,545	2,534	2,515	316	14.4%
Bucks	Tinicum Township	3,818	3,827	3,863	3,891	3,895	3,878	3,844	26	0.7%
Bucks	Trumbauersville Borough	904	904	913	913	914	909	901	-3	-0.3%
Bucks	Tullytown Borough	2,282	2,282	2,311	2,316	2,316	2,306	2,285	3	0.1%
Bucks	Upper Makefield Township	8,857	8,859	8,902	8,912	8,914	8,873	8,794	-63	-0.7%
Bucks	Upper Southampton Township	15,269	15,293	15,440	15,536	15,544	15,472	15,337	68	0.4%
Bucks	Warminster Township	33,603	33,649	33,950	34,254	34,282	34,124	33,826	223	0.7%
Bucks	Warrington Township	25,639	26,132	26,333	26,530	26,547	26,427	26,199	560	2.2%
Bucks	Warwick Township	14,851	15,097	15,246	15,355	15,368	15,299	15,167	316	2.1%
Bucks	West Rockhill Township	5,439	5,453	5,575	5,646	5,659	5,633	5,585	146	2.7%
Bucks	Wrightstown Township	3,286	3,289	3,301	3,313	3,316	3,300	3,271	-15	-0.5%
Bucks	Yardley Borough	2,605	2,605	2,617	2,622	2,623	2,611	2,588	-17	-0.7%
Chester	Atglen Borough	1,313	1,449	1,566	1,566	1,566	1,566	1,566	253	19.3%
Chester	Avondale Borough	1,274	1,278	1,309	1,346	1,367	1,393	1,421	147	11.5%
Chester	Birmingham Township	4,082	4,085	4,151	4,191	4,240	4,268	4,296	214	5.2%
Chester	Caln Township	14,432	15,305	15,934	16,489	16,967	17,324	17,536	3,104	21.5%
Chester	Charlestown Township	6,001	6,048	6,310	6,623	6,972	7,286	7,468	1,467	24.4%
Chester	Coatesville City	13,350	13,393	13,871	14,281	14,565	14,809	14,938	1,588	11.9%
Chester	Downingtown Borough	7,892	10,488	10,587	10,678	10,751	10,793	10,825	2,933	37.2%
Chester	East Bradford Township	10,339	10,693	10,836	11,060	11,323	11,516	11,623	1,284	12.4%
Chester	East Brandywine Township	9,738	10,742	11,120	11,493	11,805	12,061	12,185	2,447	25.1%
Chester	East Caln Township	5,384	6,042	6,474	6,474	6,478	6,478	6,484	1,100	20.4%
Chester	East Coventry Township	7,068	7,251	7,744	8,222	8,596	8,885	9,073	2,005	28.4%
Chester	East Fallowfield Township	7,626	7,746	8,211	8,607	8,945	9,198	9,417	1,791	23.5%
Chester	East Goshen Township	18,410	18,435	18,753	19,032	19,276	19,448	19,550	1,140	6.2%
Chester	East Marlborough Township	7,306	7,923	8,326	8,825	9,167	9,488	9,741	2,435	33.3%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	East Nantmeal Township	1,832	1,836	1,881	1,927	1,982	2,042	2,063	231	12.6%
Chester	East Nottingham Township	8,982	9,079	9,717	10,214	10,697	11,028	11,338	2,356	26.2%
Chester	East Pikeland Township	8,260	8,627	9,055	9,479	9,888	10,151	10,344	2,084	25.2%
Chester	East Vincent Township	7,433	8,309	8,659	8,989	9,291	9,480	9,626	2,193	29.5%
Chester	East Whiteland Township	13,917	16,334	16,764	16,834	16,896	16,952	16,994	3,077	22.1%
Chester	Easttown Township	10,984	11,669	11,883	11,987	12,061	12,132	12,181	1,197	10.9%
Chester	Elk Township	1,698	1,707	1,776	1,861	1,910	1,951	1,992	294	17.3%
Chester	Elverson Borough	1,330	1,385	1,451	1,541	1,642	1,717	1,760	430	32.3%
Chester	Franklin Township	4,433	4,454	4,673	4,921	5,122	5,259	5,340	907	20.5%
Chester	Highland Township	1,259	1,262	1,285	1,330	1,367	1,383	1,415	156	12.4%
Chester	Honey Brook Borough	1,892	1,899	1,994	2,057	2,111	2,146	2,168	276	14.6%
Chester	Honey Brook Township	8,274	8,623	9,099	9,557	9,993	10,297	10,556	2,282	27.6%
Chester	Kennett Square Borough	5,936	6,912	7,761	7,766	7,767	7,771	7,771	1,835	30.9%
Chester	Kennett Township	8,289	9,000	9,422	9,794	10,093	10,290	10,453	2,164	26.1%
Chester	London Britain Township	3,179	3,183	3,213	3,271	3,304	3,327	3,349	170	5.3%
Chester	London Grove Township	8,797	8,983	9,497	10,042	10,559	10,971	11,257	2,460	28.0%
Chester	Londonderry Township	2,476	2,490	2,577	2,677	2,776	2,854	2,904	428	17.3%
Chester	Lower Oxford Township	5,420	5,443	5,731	6,068	6,310	6,494	6,631	1,211	22.3%
Chester	Malvern Borough	3,419	3,427	3,556	3,727	3,864	3,944	4,017	598	17.5%
Chester	Modena Borough	541	543	583	622	659	682	697	156	28.8%
Chester	New Garden Township	11,363	11,557	11,911	12,323	12,754	13,040	13,294	1,931	17.0%
Chester	New London Township	5,810	5,902	6,303	6,668	7,049	7,407	7,620	1,810	31.2%
Chester	Newlin Township	1,358	1,361	1,389	1,436	1,471	1,525	1,542	184	13.5%
Chester	North Coventry Township	8,441	8,515	9,031	9,505	9,874	10,147	10,360	1,919	22.7%
Chester	Oxford Borough	5,736	5,897	6,021	6,126	6,197	6,256	6,323	587	10.2%
Chester	Parkesburg Borough	3,862	4,100	4,383	4,442	4,491	4,526	4,564	702	18.2%
Chester	Penn Township	5,644	5,757	6,371	6,911	7,370	7,766	8,005	2,361	41.8%
Chester	Pennsbury Township	3,876	3,898	4,011	4,120	4,170	4,208	4,234	358	9.2%
Chester	Phoenixville Borough	18,602	21,473	22,463	23,121	23,662	24,016	24,235	5,633	30.3%
Chester	Pocopson Township	4,455	4,491	4,577	4,648	4,695	4,762	4,803	348	7.8%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	Sadsbury Township	4,125	4,457	4,816	5,245	5,634	5,893	6,042	1,917	46.5%
Chester	Schuylkill Township	8,780	8,860	9,018	9,185	9,329	9,437	9,531	751	8.6%
Chester	South Coatesville Borough	1,601	1,606	1,708	1,817	1,872	1,941	1,993	392	24.5%
Chester	South Coventry Township	2,796	2,813	2,931	3,073	3,172	3,246	3,298	502	18.0%
Chester	Spring City Borough	3,494	3,869	3,903	3,955	3,996	4,025	4,059	565	16.2%
Chester	Thornbury Township	3,177	3,369	3,618	3,653	3,688	3,699	3,719	542	17.1%
Chester	Tredyffrin Township	31,927	32,921	33,123	33,385	33,624	33,800	33,901	1,974	6.2%
Chester	Upper Oxford Township	2,560	2,563	2,580	2,607	2,642	2,650	2,656	96	3.8%
Chester	Upper Uwchlan Township	12,275	13,629	13,844	14,095	14,314	14,483	14,557	2,282	18.6%
Chester	Uwchlan Township	19,161	19,510	20,329	20,938	21,379	21,777	22,047	2,886	15.1%
Chester	Valley Township	7,985	8,596	8,912	9,152	9,420	9,581	9,722	1,737	21.8%
Chester	Wallace Township	3,711	4,137	4,255	4,287	4,347	4,377	4,386	675	18.2%
Chester	Warwick Township	2,590	2,886	2,889	2,913	2,926	2,945	2,952	362	14.0%
Chester	West Bradford Township	14,316	14,426	14,729	15,109	15,519	15,785	16,010	1,694	11.8%
Chester	West Brandywine Township	7,331	7,927	8,563	9,049	9,434	9,716	9,953	2,622	35.8%
Chester	West Caln Township	8,910	8,952	9,232	9,581	9,866	10,098	10,293	1,383	15.5%
Chester	West Chester Borough	18,671	19,266	19,392	19,560	19,680	19,766	19,868	1,197	6.4%
Chester	West Fallowfield Township	2,459	2,462	2,499	2,550	2,591	2,621	2,632	173	7.0%
Chester	West Goshen Township	23,040	24,788	25,185	25,525	25,770	25,962	26,097	3,057	13.3%
Chester	West Grove Borough	2,770	2,783	2,867	2,953	3,026	3,112	3,158	388	14.0%
Chester	West Marlborough Township	819	819	819	824	830	830	830	11	1.3%
Chester	West Nantmeal Township	2,251	2,257	2,297	2,350	2,391	2,430	2,453	202	9.0%
Chester	West Nottingham Township	2,764	2,773	2,825	2,896	2,931	2,966	3,000	236	8.5%
Chester	West Pikeland Township	4,024	4,054	4,327	4,482	4,647	4,803	4,892	868	21.6%
Chester	West Sadsbury Township	2,436	2,471	2,678	2,908	3,137	3,299	3,425	989	40.6%
Chester	West Vincent Township	6,668	7,224	7,537	7,887	8,129	8,266	8,372	1,704	25.6%
Chester	West Whiteland Township	19,632	22,824	24,373	24,732	25,043	25,312	25,494	5,862	29.9%
Chester	Westtown Township	11,154	11,578	12,228	12,468	12,642	12,779	12,870	1,716	15.4%
Chester	Willistown Township	11,273	11,481	11,556	11,665	11,727	11,797	11,842	569	5.0%
Delaware	Aldan Borough	4,244	4,244	4,290	4,314	4,320	4,320	4,308	64	1.5%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Aston Township	16,791	16,818	16,909	17,017	17,058	17,055	17,011	220	1.3%
Delaware	Bethel Township	9,574	9,801	10,091	10,183	10,231	10,229	10,204	630	6.6%
Delaware	Brookhaven Borough	8,300	8,310	8,389	8,477	8,538	8,537	8,515	215	2.6%
Delaware	Chadds Ford Township	3,972	3,988	4,061	4,117	4,153	4,153	4,142	170	4.3%
Delaware	Chester City	32,605	32,732	32,942	33,233	33,370	33,365	33,278	673	2.1%
Delaware	Chester Heights Borough	2,897	2,897	2,941	2,964	2,971	2,971	2,963	66	2.3%
Delaware	Chester Township	4,080	4,084	4,122	4,155	4,186	4,186	4,175	95	2.3%
Delaware	Clifton Heights Borough	6,863	6,898	6,912	6,928	6,934	6,933	6,915	52	0.8%
Delaware	Collingdale Borough	8,908	8,920	8,999	9,064	9,097	9,095	9,072	164	1.8%
Delaware	Colwyn Borough	2,474	2,478	2,484	2,497	2,503	2,502	2,496	22	0.9%
Delaware	Concord Township	18,295	19,151	20,872	21,364	21,502	21,499	21,451	3,156	17.3%
Delaware	Darby Borough	10,715	10,801	10,849	10,892	10,912	10,910	10,882	167	1.6%
Delaware	Darby Township	9,219	9,219	9,279	9,295	9,311	9,309	9,285	66	0.7%
Delaware	East Lansdowne Borough	2,714	2,714	2,737	2,757	2,764	2,764	2,757	43	1.6%
Delaware	Eddystone Borough	2,459	2,459	2,465	2,467	2,470	2,470	2,463	4	0.2%
Delaware	Edgmont Township	4,283	4,301	4,410	4,511	4,572	4,572	4,560	277	6.5%
Delaware	Folcroft Borough	6,792	6,792	6,846	6,880	6,897	6,896	6,878	86	1.3%
Delaware	Glenolden Borough	7,223	7,223	7,256	7,293	7,307	7,306	7,287	64	0.9%
Delaware	Haverford Township	50,431	50,540	50,644	50,737	50,791	50,784	50,649	218	0.4%
Delaware	Lansdowne Borough	11,107	11,115	11,180	11,211	11,223	11,221	11,192	85	0.8%
Delaware	Lower Chichester Township	3,425	3,435	3,441	3,449	3,454	3,454	3,445	20	0.6%
Delaware	Marcus Hook Borough	2,454	2,454	2,473	2,473	2,477	2,477	2,470	16	0.7%
Delaware	Marple Township	24,214	24,351	24,401	24,438	24,457	24,453	24,388	174	0.7%
Delaware	Media Borough	5,901	5,942	6,029	6,096	6,139	6,138	6,122	221	3.7%
Delaware	Middletown Township	16,373	20,399	20,532	20,604	20,635	20,633	20,589	4,216	25.7%
Delaware	Millbourne Borough	1,212	1,212	1,212	1,235	1,237	1,237	1,233	21	1.7%
Delaware	Morton Borough	2,778	2,788	2,836	2,876	2,883	2,882	2,875	97	3.5%
Delaware	Nether Providence Township	14,525	14,568	14,653	14,713	14,764	14,762	14,723	198	1.4%
Delaware	Newtown Township	15,002	15,979	16,298	16,587	16,732	16,729	16,689	1,687	11.2%
Delaware	Norwood Borough	5,943	5,953	5,970	6,013	6,029	6,028	6,012	69	1.2%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Parkside Borough	2,321	2,321	2,331	2,338	2,344	2,344	2,338	17	0.7%
Delaware	Prospect Park Borough	6,427	6,462	6,476	6,499	6,521	6,520	6,503	76	1.2%
Delaware	Radnor Township	33,228	33,302	33,698	33,974	34,143	34,138	34,049	821	2.5%
Delaware	Ridley Park Borough	7,186	7,215	7,248	7,297	7,314	7,313	7,294	108	1.5%
Delaware	Ridley Township	31,053	31,088	31,413	31,628	31,725	31,720	31,638	585	1.9%
Delaware	Rose Valley Borough	1,017	1,017	1,036	1,045	1,063	1,063	1,061	44	4.3%
Delaware	Rutledge Borough	782	782	782	782	782	782	780	-2	-0.3%
Delaware	Sharon Hill Borough	6,014	6,020	6,049	6,083	6,096	6,095	6,079	65	1.1%
Delaware	Springfield Township	25,070	25,115	25,303	25,449	25,495	25,492	25,425	355	1.4%
Delaware	Swarthmore Borough	6,543	6,557	6,580	6,608	6,620	6,619	6,602	59	0.9%
Delaware	Thornbury Township	6,904	6,904	6,967	7,025	7,046	7,045	7,026	122	1.8%
Delaware	Tinicum Township	3,983	3,983	4,008	4,026	4,031	4,031	4,020	37	0.9%
Delaware	Trainer Borough	1,976	1,976	1,976	1,981	1,982	1,982	1,977	1	0.1%
Delaware	Upland Borough	3,068	3,084	3,097	3,128	3,132	3,131	3,123	55	1.8%
Delaware	Upper Chichester Township	16,898	16,906	17,046	17,196	17,281	17,278	17,233	335	2.0%
Delaware	Upper Darby Township	85,681	85,904	87,750	89,263	89,960	89,948	89,719	4,038	4.7%
Delaware	Upper Providence Township	10,852	10,864	10,952	11,021	11,056	11,054	11,026	174	1.6%
Delaware	Yeadon Borough	12,054	12,130	12,169	12,197	12,215	12,214	12,181	127	1.1%
Montgomery	Abington Township									
Montgomery	Ambler Borough									
Montgomery	Bridgeport Borough									
Montgomery	Bryn Athyn Borough									
Montgomery	Cheltenham Township									
Montgomery	Collegeville Borough									
Montgomery	Conshohocken Borough									
Montgomery	Douglass Township									
Montgomery	East Greenville Borough									
Montgomery	East Norriton Township									
Montgomery	Franconia Township									
Montgomery	Green Lane Borough									

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Hatboro Borough									
Montgomery	Hatfield Borough									
Montgomery	Hatfield Township									
Montgomery	Horsham Township									
Montgomery	Jenkintown Borough									
Montgomery	Lansdale Borough									
Montgomery	Limerick Township									
Montgomery	Lower Frederick Township									
Montgomery	Lower Gwynedd Township									
Montgomery	Lower Merion Township									
Montgomery	Lower Moreland Township									
Montgomery	Lower Pottsgrove Township									
Montgomery	Lower Providence Township									
Montgomery	Lower Salford Township									
Montgomery	Marlborough Township									
Montgomery	Montgomery Township									
Montgomery	Narberth Borough									
Montgomery	New Hanover Township									
Montgomery	Norristown Borough									
Montgomery	North Wales Borough									
Montgomery	Pennsburg Borough									
Montgomery	Perkiomen Township									
Montgomery	Plymouth Township									
Montgomery	Pottstown Borough									
Montgomery	Red Hill Borough									
Montgomery	Rockledge Borough									
Montgomery	Royersford Borough									
Montgomery	Salford Township									
Montgomery	Schwenksville Borough									
Montgomery	Skippack Township									

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Souderton Borough									
Montgomery	Springfield Township									
Montgomery	Telford Borough									
Montgomery	Towamencin Township									
Montgomery	Trappe Borough									
Montgomery	Upper Dublin Township									
Montgomery	Upper Frederick Township									
Montgomery	Upper Gwynedd Township									
Montgomery	Upper Hanover Township									
Montgomery	Upper Merion Township									
Montgomery	Upper Moreland Township									
Montgomery	Upper Pottsgrove Township									
Montgomery	Upper Providence Township									
Montgomery	Upper Salford Township									
Montgomery	West Conshohocken Borough									
Montgomery	West Norriton Township									
Montgomery	West Pottsgrove Township									
Montgomery	Whitemarsh Township									
Montgomery	Whitpain Township									
Montgomery	Worcester Township									
Philadelphia	Central	151,916	171,877	189,380	195,910	201,467	205,922	212,575	60,659	39.9%
Philadelphia	Central Northeast	85,324	85,483	85,490	85,718	85,768	85,808	85,868	544	0.6%
Philadelphia	Lower Far Northeast	72,790	72,807	72,812	72,901	72,915	72,927	72,943	153	0.2%
Philadelphia	Lower North	104,689	111,716	115,764	117,126	118,697	119,956	121,837	17,148	16.4%
Philadelphia	Lower Northeast	102,978	102,995	103,002	103,055	103,065	103,073	103,085	107	0.1%
Philadelphia	Lower Northwest	54,358	54,829	55,056	55,284	55,401	55,495	55,635	1,277	2.3%
Philadelphia	Lower South	5,925	7,826	7,833	7,920	8,172	8,374	8,676	2,751	46.4%
Philadelphia	Lower Southwest	41,892	41,932	41,954	42,150	42,182	42,208	42,247	355	0.8%
Philadelphia	North	131,905	132,917	134,017	134,387	134,700	134,952	135,327	3,422	2.6%
Philadelphia	North Delaware	105,079	105,352	105,393	105,683	105,759	105,821	105,912	833	0.8%

Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Philadelphia	River Wards	69,972	74,268	77,759	78,104	79,131	79,955	81,185	11,213	16.0%
Philadelphia	South	139,999	141,698	142,725	143,313	143,732	144,067	144,568	4,569	3.3%
Philadelphia	University Southwest	86,416	93,566	97,634	101,433	103,330	104,851	107,122	20,706	24.0%
Philadelphia	Upper Far Northeast	71,649	71,798	71,814	72,082	72,136	72,180	72,246	597	0.8%
Philadelphia	Upper North	141,920	142,204	142,404	144,358	144,666	144,912	145,281	3,361	2.4%
Philadelphia	Upper Northwest	85,876	86,351	86,569	86,857	86,981	87,080	87,228	1,352	1.6%
Philadelphia	West	107,989	108,532	108,721	109,009	109,138	109,241	109,395	1,406	1.3%
Philadelphia	West Park	43,120	43,623	43,644	43,865	43,959	44,034	44,147	1,027	2.4%

Source: DVRPC, September 2024. Base populations from US Census Bureau 2020 Decennial Census

Table 3: Forecasted Employment by County, 2020–2050

County	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	272,364	301,478	297,093	293,741	293,384	303,632	304,810	32,446	11.9%
Camden	264,617	293,858	289,958	286,678	289,606	297,805	299,050	34,433	13.0%
Gloucester	148,182	171,517	169,419	167,718	167,858	171,601	173,114	24,932	16.8%
Mercer	285,580	308,959	303,685	300,383	305,709	308,075	309,670	24,090	8.4%
Four New Jersey Counties	**972,763**	**1,077,837**	**1,062,185**	**1,050,555**	**1,058,597**	**1,083,158**	**1,088,694**	**115,931**	**11.9%**
Bucks	361,373	390,310	384,794	380,395	384,294	381,381	383,012	21,639	6.0%
Chester	342,950	394,676	389,954	386,132	390,172	385,782	390,188	47,238	13.8%
Delaware	312,220	338,314	333,421	329,732	332,611	336,167	337,581	25,361	8.1%
Montgomery	670,496	731,893	721,105	713,129	722,970	723,543	728,787	58,291	8.7%
Philadelphia	888,524	944,294	932,071	921,523	933,628	967,601	976,631	88,107	9.9%
Five Pennsylvania Counties	**2,575,563**	**2,799,487**	**2,761,345**	**2,730,911**	**2,763,675**	**2,794,474**	**2,816,199**	**240,636**	**9.3%**
DVRPC	**3,546,306**	**3,875,299**	**3,821,500**	**3,779,431**	**3,820,232**	**3,875,587**	**3,902,843**	**356,537**	**10.1%**

Source: DVRPC, September 2024. Base employment data from the National Establishments Time Series (NETS) database and US Bureau of Economic Analysis (BEA).

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Bass River Township	415	470	468	463	557	879	878	463	111.6%
Burlington	Beverly City	810	865	860	860	900	894	894	84	10.4%
Burlington	Bordentown City	1,825	1,982	1,962	1,945	2,019	1,986	1,998	173	9.5%
Burlington	Bordentown Township	5,915	6,316	6,158	6,084	5,897	5,719	5,743	-172	-2.9%
Burlington	Burlington City	5,642	5,864	5,805	5,735	5,676	6,653	6,682	1,040	18.4%
Burlington	Burlington Township	17,161	19,899	19,556	19,282	19,073	18,649	18,686	1,525	8.9%
Burlington	Chesterfield Township	1,895	2,249	2,226	2,208	2,191	2,068	2,078	183	9.7%
Burlington	Cinnaminson Township	11,246	11,859	11,644	11,476	11,409	11,399	11,368	122	1.1%
Burlington	Delanco Township	1,620	1,841	1,775	1,749	1,755	1,620	1,624	4	0.2%
Burlington	Delran Township	7,530	8,071	7,927	7,820	7,732	8,012	8,015	485	6.4%
Burlington	Eastampton Township	1,821	2,021	1,979	1,962	1,970	1,890	1,904	83	4.6%
Burlington	Edgewater Park Township	1,965	2,684	2,649	2,626	2,595	2,457	2,484	519	26.4%
Burlington	Evesham Township	33,494	35,356	34,885	34,487	34,806	34,037	34,208	714	2.1%
Burlington	Fieldsboro Borough	126	128	126	125	123	106	106	-20	-15.9%
Burlington	Florence Township	4,560	5,833	5,712	5,645	5,247	8,623	8,559	3,999	87.7%
Burlington	Hainesport Township	3,863	4,503	4,394	4,335	4,322	4,446	4,500	637	16.5%
Burlington	Lumberton Township	5,777	7,290	7,237	7,180	7,105	7,730	7,878	2,101	36.4%
Burlington	Mansfield Township	3,928	6,217	6,134	6,089	5,712	6,955	6,915	2,987	76.0%
Burlington	Maple Shade Township	7,016	7,931	7,813	7,740	7,780	7,160	7,189	173	2.5%
Burlington	Medford Township	12,466	13,609	13,454	13,304	13,446	14,620	14,713	2,247	18.0%
Burlington	Medford Lakes Borough	946	1,089	1,064	1,057	1,080	1,122	1,134	188	19.9%
Burlington	Moorestown Township	24,540	27,891	27,265	26,949	27,150	28,478	28,687	4,147	16.9%
Burlington	Mount Holly Township	13,705	14,198	14,035	13,859	14,023	14,019	14,080	375	2.7%
Burlington	Mount Laurel Township	47,275	48,981	48,174	47,607	46,959	48,705	48,852	1,577	3.3%
Burlington	New Hanover Township	8,084	8,352	8,370	8,274	8,267	8,093	8,101	17	0.2%
Burlington	North Hanover Township	1,599	1,756	1,733	1,704	1,750	1,912	1,915	316	19.8%
Burlington	Palmyra Borough	2,535	3,709	3,647	3,616	3,629	3,526	3,518	983	38.8%
Burlington	Pemberton Borough	637	703	698	691	690	663	664	27	4.2%
Burlington	Pemberton Township	5,530	6,852	6,835	6,796	7,200	7,900	7,967	2,437	44.1%
Burlington	Riverside Township	2,325	2,561	2,542	2,521	2,535	2,489	2,497	172	7.4%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Riverton Borough	970	1,046	1,018	1,008	1,048	1,101	1,102	132	13.6%
Burlington	Shamong Township	2,097	2,270	2,256	2,237	2,287	2,298	2,313	216	10.3%
Burlington	Southampton Township	4,564	4,909	4,844	4,786	4,694	4,613	4,629	65	1.4%
Burlington	Springfield Township	1,709	1,958	1,950	1,925	1,927	2,137	2,137	428	25.0%
Burlington	Tabernacle Township	2,537	2,804	2,783	2,762	2,851	3,005	3,017	480	18.9%
Burlington	Washington Township	380	404	399	394	428	517	520	140	36.8%
Burlington	Westampton Township	8,648	10,382	10,224	10,118	9,964	9,892	9,932	1,284	14.8%
Burlington	Willingboro Township	13,789	15,093	14,985	14,831	15,077	15,703	15,755	1,966	14.3%
Burlington	Woodland Township	708	723	718	711	760	942	942	234	33.1%
Burlington	Wrightstown Borough	708	811	789	782	749	614	626	-82	-11.6%
Camden	Audubon Borough	2,676	3,011	2,970	2,937	2,995	3,074	3,077	401	15.0%
Camden	Audubon Park Borough	445	449	462	457	456	454	454	9	2.0%
Camden	Barrington Borough	2,908	3,002	2,918	2,866	3,064	2,975	2,988	80	2.8%
Camden	Bellmawr Borough	4,337	4,405	4,319	4,258	4,288	4,286	4,298	-39	-0.9%
Camden	Berlin Borough	4,743	5,322	5,276	5,197	5,183	4,769	4,824	81	1.7%
Camden	Berlin Township	8,753	9,362	9,222	9,152	9,140	9,118	9,149	396	4.5%
Camden	Brooklawn Borough	687	762	750	732	706	931	927	240	34.9%
Camden	Camden City	42,783	50,478	49,895	49,358	50,479	52,865	53,086	10,303	24.1%
Camden	Cherry Hill Township	59,409	64,551	63,722	62,986	62,901	63,218	63,496	4,087	6.9%
Camden	Chesilhurst Borough	277	341	341	338	347	356	356	79	28.5%
Camden	Clementon Borough	1,418	1,652	1,632	1,616	1,612	1,861	1,871	453	31.9%
Camden	Collingswood Borough	6,105	6,441	6,392	6,328	6,231	6,833	6,835	730	12.0%
Camden	Gibbsboro Borough	2,711	2,977	2,924	2,891	2,828	3,276	3,277	566	20.9%
Camden	Gloucester Township	21,877	24,176	23,940	23,697	24,307	25,361	25,523	3,646	16.7%
Camden	Gloucester City	3,632	5,032	4,952	4,910	5,043	5,214	5,218	1,586	43.7%
Camden	Haddon Township	5,100	5,759	5,678	5,602	5,496	5,652	5,656	556	10.9%
Camden	Haddonfield Borough	7,193	7,213	7,068	6,984	7,098	7,294	7,299	106	1.5%
Camden	Haddon Heights Borough	4,581	4,968	4,915	4,864	4,928	5,048	5,059	478	10.4%
Camden	Hi-Nella Borough	279	278	261	257	268	270	270	-9	-3.2%
Camden	Laurel Springs Borough	526	612	607	601	591	606	606	80	15.2%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Camden	Lawnside Borough	1,883	2,212	2,188	2,154	2,168	2,195	2,199	316	16.8%
Camden	Lindenwold Borough	3,816	4,055	3,953	3,904	3,951	4,329	4,335	519	13.6%
Camden	Magnolia Borough	1,118	1,244	1,229	1,214	1,227	1,168	1,181	63	5.6%
Camden	Merchantville Borough	1,273	1,475	1,481	1,468	1,501	1,634	1,639	366	28.8%
Camden	Mount Ephraim Borough	1,123	1,362	1,345	1,330	1,353	1,347	1,356	233	20.7%
Camden	Oaklyn Borough	1,162	1,315	1,325	1,306	1,306	1,266	1,272	110	9.5%
Camden	Pennsauken Township	23,063	26,050	25,593	25,290	25,341	26,095	26,187	3,124	13.5%
Camden	Pine Hill Borough	2,257	2,555	2,533	2,506	2,587	2,844	2,868	611	27.1%
Camden	Runnemede Borough	3,232	3,602	3,549	3,507	3,547	3,483	3,490	258	8.0%
Camden	Somerdale Borough	2,029	2,220	2,155	2,128	2,125	2,116	2,116	87	4.3%
Camden	Stratford Borough	6,655	6,915	6,820	6,747	6,894	7,265	7,284	629	9.5%
Camden	Tavistock Borough	0	23	23	29	28	33	33	33	#DIV/0!
Camden	Voorhees Township	19,444	21,155	20,892	20,642	20,805	21,304	21,410	1,966	10.1%
Camden	Waterford Township	3,202	3,685	3,652	3,616	3,853	4,171	4,209	1,007	31.4%
Camden	Winslow Township	13,412	14,644	14,427	14,262	14,401	14,445	14,550	1,138	8.5%
Camden	Woodlynne Borough	508	554	549	544	559	650	653	145	28.5%
Gloucester	Clayton Borough	2,625	3,119	3,060	3,022	3,084	3,095	3,143	518	19.7%
Gloucester	Deptford Township	16,680	20,104	19,874	19,717	19,554	18,081	18,337	1,657	9.9%
Gloucester	East Greenwich Township	3,984	4,740	4,734	4,687	4,724	4,565	4,606	622	15.6%
Gloucester	Elk Township	1,230	1,527	1,501	1,489	1,552	1,726	1,751	521	42.4%
Gloucester	Franklin Township	6,144	7,298	7,279	7,205	7,323	7,203	7,342	1,198	19.5%
Gloucester	Glassboro Borough	7,257	8,766	8,714	8,630	8,856	9,540	9,734	2,477	34.1%
Gloucester	Greenwich Township	3,371	3,712	3,631	3,584	3,565	4,115	4,107	736	21.8%
Gloucester	Harrison Township	6,159	7,206	7,155	7,100	7,173	7,264	7,380	1,221	19.8%
Gloucester	Logan Township	11,225	14,429	14,154	13,994	12,812	18,677	18,551	7,326	65.3%
Gloucester	Mantua Township	7,372	9,304	9,246	9,159	8,979	8,675	8,809	1,437	19.5%
Gloucester	Monroe Township	13,791	15,526	15,355	15,219	15,619	14,511	14,748	957	6.9%
Gloucester	National Park Borough	589	690	690	684	710	743	751	162	27.5%
Gloucester	Newfield Borough	666	678	668	662	689	688	687	21	3.2%
Gloucester	Paulsboro Borough	1,455	2,019	2,032	2,020	2,211	2,070	2,084	629	43.2%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Gloucester	Pitman Borough	2,611	2,934	2,931	2,890	2,947	3,165	3,202	591	22.6%
Gloucester	South Harrison Township	1,263	1,572	1,583	1,584	1,583	1,504	1,527	264	20.9%
Gloucester	Swedesboro Borough	1,492	1,754	1,723	1,699	1,766	1,656	1,667	175	11.7%
Gloucester	Washington Township	24,004	25,112	24,648	24,366	24,659	25,497	25,613	1,609	6.7%
Gloucester	Wenonah Borough	745	922	915	909	905	881	888	143	19.2%
Gloucester	West Deptford Township	14,056	16,325	16,061	15,897	15,927	15,474	15,641	1,585	11.3%
Gloucester	Westville Borough	2,536	2,906	2,911	2,882	2,970	2,711	2,730	194	7.6%
Gloucester	Woodbury City	12,748	13,171	12,961	12,813	12,858	12,649	12,701	-47	-0.4%
Gloucester	Woodbury Heights Borough	1,770	1,867	1,842	1,817	1,890	1,953	1,956	186	10.5%
Gloucester	Woolwich Township	4,410	5,835	5,752	5,689	5,502	5,156	5,160	750	17.0%
Mercer	East Windsor Township	16,112	17,775	17,490	17,317	17,222	15,964	16,043	-69	-0.4%
Mercer	Ewing Township	26,334	28,152	27,790	27,474	27,790	25,858	25,953	-381	-1.4%
Mercer	Hamilton Township	53,257	59,288	58,349	57,726	57,915	56,457	56,778	3,521	6.6%
Mercer	Hightstown Borough	3,227	3,461	3,417	3,380	3,528	3,788	3,810	583	18.1%
Mercer	Hopewell Borough	1,281	1,325	1,308	1,297	1,307	1,417	1,419	138	10.8%
Mercer	Hopewell Township	8,944	10,107	9,912	9,814	9,882	9,662	9,763	819	9.2%
Mercer	Lawrence Township	30,947	32,799	32,370	32,022	32,876	35,170	35,297	4,350	14.1%
Mercer	Pennington Borough	2,511	2,658	2,625	2,597	2,661	2,963	2,966	455	18.1%
Mercer	Princeton	24,539	26,863	26,451	26,151	27,973	32,062	32,330	7,791	31.7%
Mercer	Robbinsville Township	9,127	10,538	10,418	10,316	10,593	9,834	9,877	750	8.2%
Mercer	Trenton City	66,832	68,986	67,194	66,378	66,789	67,651	67,805	973	1.5%
Mercer	West Windsor Township	42,468	47,007	46,360	45,911	47,173	47,248	47,628	5,160	12.2%
Bucks	Bedminster Township	3,144	3,538	3,507	3,474	3,499	3,420	3,449	305	9.7%
Bucks	Bensalem Township	50,599	54,259	53,451	52,863	52,608	51,260	51,443	844	1.7%
Bucks	Bridgeton Township	348	385	380	377	413	511	517	169	48.6%
Bucks	Bristol Borough	6,423	6,797	6,687	6,613	6,705	6,506	6,518	95	1.5%
Bucks	Bristol Township	27,644	29,425	29,064	28,730	29,487	27,789	27,870	226	0.8%
Bucks	Buckingham Township	8,475	9,180	9,058	8,962	9,113	9,118	9,189	714	8.4%
Bucks	Chalfont Borough	1,582	1,948	1,930	1,903	1,930	1,985	1,989	407	25.7%
Bucks	Doylestown Borough	12,552	13,035	12,822	12,686	12,728	12,646	12,716	164	1.3%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Doylestown Township	10,022	10,831	10,689	10,543	10,715	10,776	10,855	833	8.3%
Bucks	Dublin Borough	1,007	1,520	1,503	1,496	1,418	1,107	1,116	109	10.8%
Bucks	Durham Township	263	280	280	278	278	274	275	12	4.6%
Bucks	East Rockhill Township	1,766	1,948	1,916	1,895	2,018	2,422	2,431	665	37.7%
Bucks	Falls Township	15,673	17,863	17,791	17,650	17,679	16,066	16,047	374	2.4%
Bucks	Haycock Township	560	657	656	650	671	688	688	128	22.9%
Bucks	Hilltown Township	6,301	7,256	7,172	7,095	7,123	6,596	6,665	364	5.8%
Bucks	Hulmeville Borough	352	381	377	373	383	372	374	22	6.3%
Bucks	Ivyland Borough	1,050	1,119	1,081	1,070	1,061	1,172	1,174	124	11.8%
Bucks	Langhorne Borough	917	923	902	891	893	880	880	-37	-4.0%
Bucks	Langhorne Manor Borough	238	359	362	360	383	417	422	184	77.3%
Bucks	Lower Makefield Township	16,481	16,886	16,669	16,522	16,713	18,087	18,100	1,619	9.8%
Bucks	Lower Southampton Township	14,204	14,308	14,002	13,779	13,735	14,486	14,446	242	1.7%
Bucks	Middletown Township	27,151	29,590	29,187	28,876	29,224	29,024	29,117	1,966	7.2%
Bucks	Milford Township	3,628	4,443	4,389	4,347	4,411	4,181	4,224	596	16.4%
Bucks	Morrisville Borough	3,255	3,639	3,597	3,557	3,593	3,734	3,770	515	15.8%
Bucks	New Britain Borough	3,791	3,980	3,947	3,893	4,038	4,597	4,606	815	21.5%
Bucks	New Britain Township	5,872	6,922	6,812	6,742	6,917	6,675	6,698	826	14.1%
Bucks	New Hope Borough	2,892	2,961	2,903	2,853	2,847	2,794	2,808	-84	-2.9%
Bucks	Newtown Borough	2,714	2,815	2,761	2,716	2,720	2,526	2,533	-181	-6.7%
Bucks	Newtown Township	15,570	16,286	15,947	15,735	16,120	16,408	16,459	889	5.7%
Bucks	Nockamixon Township	1,268	1,477	1,465	1,453	1,537	1,721	1,759	491	38.7%
Bucks	Northampton Township	17,704	18,569	18,260	18,020	18,319	19,433	19,482	1,778	10.0%
Bucks	Penndel Borough	1,083	1,332	1,317	1,304	1,288	1,302	1,319	236	21.8%
Bucks	Perkasie Borough	2,560	2,968	2,931	2,907	2,908	2,893	2,910	350	13.7%
Bucks	Plumstead Township	7,727	8,240	8,118	8,017	8,075	8,545	8,606	879	11.4%
Bucks	Quakertown Borough	5,187	5,585	5,495	5,435	5,490	5,292	5,314	127	2.4%
Bucks	Richland Township	7,195	8,270	8,196	8,096	8,138	7,494	7,589	394	5.5%
Bucks	Richlandtown Borough	279	305	301	298	293	300	302	23	8.2%
Bucks	Riegelsville Borough	218	226	224	217	212	173	172	-46	-21.1%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Sellersville Borough	1,348	1,464	1,443	1,425	1,435	1,424	1,444	96	7.1%
Bucks	Silverdale Borough	197	205	203	201	223	277	277	80	40.6%
Bucks	Solebury Township	4,308	4,741	4,684	4,639	4,643	4,873	4,900	592	13.7%
Bucks	Springfield Township	1,275	1,415	1,396	1,384	1,394	1,456	1,455	180	14.1%
Bucks	Telford Borough	1,412	1,572	1,521	1,497	1,516	1,666	1,659	247	17.5%
Bucks	Tinicum Township	1,375	1,649	1,627	1,614	1,615	1,711	1,716	341	24.8%
Bucks	Trumbauersville Borough	405	449	443	441	438	397	403	-2	-0.5%
Bucks	Tullytown Borough	2,813	3,075	3,049	3,004	3,028	3,071	3,098	285	10.1%
Bucks	Upper Makefield Township	3,248	3,484	3,440	3,407	3,468	3,500	3,520	272	8.4%
Bucks	Upper Southampton Township	10,693	11,395	11,173	11,037	11,272	10,229	10,288	-405	-3.8%
Bucks	Warminster Township	17,391	19,302	19,013	18,787	19,087	17,899	18,009	618	3.6%
Bucks	Warrington Township	11,177	11,893	11,750	11,582	11,728	11,679	11,784	607	5.4%
Bucks	Warwick Township	8,035	8,461	8,317	8,218	8,187	9,195	9,201	1,166	14.5%
Bucks	West Rockhill Township	6,218	6,808	6,758	6,693	6,778	6,665	6,748	530	8.5%
Bucks	Wrightstown Township	1,395	1,533	1,517	1,505	1,537	1,511	1,521	126	9.0%
Bucks	Yardley Borough	2,383	2,360	2,310	2,284	2,260	2,155	2,155	-228	-9.6%
Chester	Atglen Borough	763	846	837	828	831	824	832	69	9.0%
Chester	Avondale Borough	421	532	528	530	588	514	525	104	24.7%
Chester	Birmingham Township	2,661	2,932	2,902	2,868	2,855	2,718	2,730	69	2.6%
Chester	Caln Township	7,691	8,969	8,865	8,764	8,977	8,816	9,053	1,362	17.7%
Chester	Charlestown Township	3,277	3,594	3,560	3,531	3,567	3,653	3,669	392	12.0%
Chester	Coatesville City	2,846	3,522	3,496	3,459	3,409	3,468	3,500	654	23.0%
Chester	Downingtown Borough	5,581	6,305	6,251	6,190	6,592	6,791	6,897	1,316	23.6%
Chester	East Bradford Township	4,524	4,948	4,887	4,833	4,863	4,724	4,808	284	6.3%
Chester	East Brandywine Township	2,182	2,731	2,723	2,702	2,716	2,663	2,730	548	25.1%
Chester	East Caln Township	3,932	4,642	4,564	4,503	4,487	4,019	4,097	165	4.2%
Chester	East Coventry Township	1,914	2,241	2,210	2,186	2,256	2,256	2,274	360	18.8%
Chester	East Fallowfield Township	1,166	1,366	1,362	1,350	1,402	1,449	1,464	298	25.6%
Chester	East Goshen Township	7,836	8,921	8,757	8,646	8,836	9,122	9,237	1,401	17.9%
Chester	East Marlborough Township	5,256	6,343	6,275	6,192	6,336	6,682	6,836	1,580	30.1%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	East Nantmeal Township	663	912	916	912	900	838	838	175	26.4%
Chester	East Nottingham Township	1,536	1,605	1,570	1,541	1,612	1,691	1,696	160	10.4%
Chester	East Pikeland Township	3,748	4,452	4,423	4,396	4,522	4,054	4,143	395	10.5%
Chester	Easttown Township	7,064	7,623	7,540	7,461	7,536	7,691	7,770	706	10.0%
Chester	East Vincent Township	1,902	2,427	2,401	2,377	2,469	2,595	2,641	739	38.9%
Chester	East Whiteland Township	23,806	30,556	30,184	29,884	30,367	27,715	28,122	4,316	18.1%
Chester	Elk Township	446	471	468	463	502	618	622	176	39.5%
Chester	Elverson Borough	741	826	822	817	913	894	894	153	20.6%
Chester	Franklin Township	870	1,099	1,098	1,095	1,117	1,111	1,121	251	28.9%
Chester	Highland Township	505	589	585	581	619	760	760	255	50.5%
Chester	Honey Brook Borough	641	751	745	738	714	665	668	27	4.2%
Chester	Honey Brook Township	2,503	3,089	3,036	3,008	3,085	3,145	3,251	748	29.9%
Chester	Kennett Township	7,095	7,655	7,542	7,468	7,486	6,824	6,911	-184	-2.6%
Chester	Kennett Square Borough	5,554	6,110	6,038	5,966	6,001	5,901	5,986	432	7.8%
Chester	London Britain Township	589	676	677	671	680	660	671	82	13.9%
Chester	Londonderry Township	620	716	713	705	726	717	733	113	18.2%
Chester	London Grove Township	3,383	4,201	4,170	4,148	4,197	4,072	4,116	733	21.7%
Chester	Lower Oxford Township	1,718	2,626	2,635	2,630	2,704	2,581	2,637	919	53.5%
Chester	Malvern Borough	2,366	2,864	2,812	2,784	2,823	2,818	2,859	493	20.8%
Chester	Modena Borough	192	206	206	204	228	206	208	16	8.3%
Chester	New Garden Township	6,858	7,814	7,743	7,685	7,716	8,116	8,226	1,368	19.9%
Chester	Newlin Township	355	404	397	392	384	428	428	73	20.6%
Chester	New London Township	1,242	1,515	1,522	1,511	1,541	1,570	1,589	347	27.9%
Chester	North Coventry Township	3,062	3,444	3,410	3,350	3,297	3,042	3,076	14	0.5%
Chester	Oxford Borough	2,885	3,385	3,398	3,374	3,386	3,421	3,472	587	20.3%
Chester	Parkesburg Borough	1,071	1,282	1,291	1,275	1,260	1,169	1,190	119	11.1%
Chester	Penn Township	3,328	3,771	3,735	3,699	3,707	3,964	4,019	691	20.8%
Chester	Pennsbury Township	1,456	1,634	1,616	1,600	1,601	1,612	1,639	183	12.6%
Chester	Phoenixville Borough	7,274	8,696	8,617	8,547	8,416	7,652	7,732	458	6.3%
Chester	Pocopson Township	1,128	1,292	1,276	1,265	1,306	1,354	1,378	250	22.2%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	Sadsbury Township	1,824	2,672	2,686	2,692	2,555	2,303	2,341	517	28.3%
Chester	Schuylkill Township	4,619	5,262	5,213	5,159	5,386	5,548	5,609	990	21.4%
Chester	South Coatesville Borough	1,156	1,265	1,165	1,125	1,223	1,366	1,358	202	17.5%
Chester	South Coventry Township	1,481	1,616	1,612	1,602	1,672	2,003	2,015	534	36.1%
Chester	Spring City Borough	826	938	898	891	889	879	890	64	7.7%
Chester	Thornbury Township	1,417	1,691	1,674	1,663	1,674	1,576	1,608	191	13.5%
Chester	Tredyffrin Township	51,405	55,390	54,608	54,110	54,080	53,914	54,332	2,927	5.7%
Chester	Upper Oxford Township	929	1,060	1,055	1,048	1,044	957	960	31	3.3%
Chester	Upper Uwchlan Township	4,895	5,766	5,709	5,635	5,712	5,776	5,854	959	19.6%
Chester	Uwchlan Township	16,800	18,418	18,124	17,985	17,905	17,366	17,576	776	4.6%
Chester	Valley Township	2,516	3,421	3,375	3,342	3,266	3,625	3,668	1,152	45.8%
Chester	Wallace Township	1,159	1,285	1,270	1,257	1,283	1,332	1,337	178	15.4%
Chester	Warwick Township	894	1,010	987	977	994	990	998	104	11.6%
Chester	West Bradford Township	3,658	3,862	3,814	3,772	3,810	3,782	3,804	146	4.0%
Chester	West Brandywine Township	2,455	2,956	2,934	2,913	2,994	3,066	3,163	708	28.8%
Chester	West Caln Township	2,270	2,397	2,371	2,348	2,415	2,363	2,373	103	4.5%
Chester	West Chester Borough	14,655	15,289	15,061	14,889	15,164	15,504	15,622	967	6.6%
Chester	West Fallowfield Township	884	1,078	1,077	1,071	1,177	1,509	1,515	631	71.4%
Chester	West Goshen Township	42,549	47,318	46,817	46,397	46,542	47,197	47,553	5,004	11.8%
Chester	West Grove Borough	664	791	784	775	768	723	735	71	10.7%
Chester	West Marlborough Township	365	482	475	472	470	479	482	117	32.1%
Chester	West Nantmeal Township	654	834	828	830	890	846	857	203	31.0%
Chester	West Nottingham Township	994	1,244	1,205	1,199	1,328	1,436	1,452	458	46.1%
Chester	West Pikeland Township	1,538	1,724	1,706	1,692	1,700	1,805	1,814	276	17.9%
Chester	West Sadsbury Township	1,880	2,249	2,257	2,220	2,350	2,101	2,142	262	13.9%
Chester	Westtown Township	4,969	5,209	5,147	5,086	5,299	5,937	5,979	1,010	20.3%
Chester	West Vincent Township	2,685	3,159	3,140	3,112	3,055	3,102	3,136	451	16.8%
Chester	West Whiteland Township	19,990	26,623	26,162	25,836	25,884	23,203	23,416	3,426	17.1%
Chester	Willistown Township	8,168	9,084	8,998	8,905	9,112	9,512	9,553	1,385	17.0%
Delaware	Aldan Borough	1,182	1,276	1,264	1,255	1,297	1,290	1,299	117	9.9%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Aston Township	6,712	7,361	7,190	7,093	7,310	7,309	7,328	616	9.2%
Delaware	Bethel Township	2,646	2,877	2,832	2,797	2,663	3,684	3,667	1,021	38.6%
Delaware	Brookhaven Borough	2,592	2,719	2,619	2,583	2,512	2,205	2,216	-376	-14.5%
Delaware	Chadds Ford Township	4,594	5,255	5,207	5,156	5,018	4,779	4,830	236	5.1%
Delaware	Chester City	14,473	16,410	16,197	16,037	16,236	15,615	15,688	1,215	8.4%
Delaware	Chester Township	3,511	3,631	3,580	3,533	3,672	3,588	3,599	88	2.5%
Delaware	Chester Heights Borough	874	878	865	855	847	882	881	7	0.8%
Delaware	Clifton Heights Borough	2,868	2,981	2,936	2,897	2,810	2,818	2,835	-33	-1.2%
Delaware	Collingdale Borough	2,914	2,989	2,945	2,908	2,913	2,991	2,991	77	2.6%
Delaware	Colwyn Borough	583	634	631	626	660	767	772	189	32.4%
Delaware	Concord Township	19,491	20,994	20,720	20,507	20,385	18,994	19,063	-428	-2.2%
Delaware	Darby Borough	5,141	5,358	5,289	5,221	5,225	5,449	5,482	341	6.6%
Delaware	Darby Township	3,700	3,750	3,705	3,651	3,591	3,955	3,956	256	6.9%
Delaware	East Lansdowne Borough	1,163	1,211	1,192	1,185	1,197	1,264	1,271	108	9.3%
Delaware	Eddystone Borough	3,044	3,882	3,826	3,789	3,729	3,396	3,409	365	12.0%
Delaware	Edgmont Township	2,521	2,773	2,748	2,704	2,663	2,686	2,696	175	6.9%
Delaware	Folcroft Borough	4,448	4,595	4,519	4,458	4,400	4,459	4,481	33	0.7%
Delaware	Glenolden Borough	2,433	2,615	2,558	2,504	2,484	2,361	2,373	-60	-2.5%
Delaware	Haverford Township	18,963	20,142	19,894	19,648	19,763	19,769	19,856	893	4.7%
Delaware	Lansdowne Borough	3,657	3,842	3,793	3,751	3,798	4,133	4,147	490	13.4%
Delaware	Lower Chichester Township	1,140	1,245	1,226	1,207	1,198	1,012	1,024	-116	-10.2%
Delaware	Marcus Hook Borough	1,824	2,036	2,024	2,010	2,643	2,186	2,228	404	22.1%
Delaware	Marple Township	14,662	15,808	15,618	15,472	15,694	16,864	16,939	2,277	15.5%
Delaware	Media Borough	13,581	14,112	13,592	13,443	13,359	12,745	12,839	-742	-5.5%
Delaware	Middletown Township	11,791	15,173	14,983	14,845	15,135	15,208	15,259	3,468	29.4%
Delaware	Millbourne Borough	524	597	589	582	585	541	541	17	3.2%
Delaware	Morton Borough	1,367	1,527	1,515	1,503	1,542	1,704	1,708	341	24.9%
Delaware	Nether Providence Township	4,887	5,477	5,414	5,375	5,586	6,093	6,099	1,212	24.8%
Delaware	Newtown Township	21,419	22,753	22,478	22,257	22,430	22,279	22,323	904	4.2%
Delaware	Norwood Borough	1,629	1,608	1,583	1,568	1,579	1,592	1,592	-37	-2.3%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Parkside Borough	1,613	1,659	1,654	1,634	1,631	1,617	1,617	4	0.2%
Delaware	Prospect Park Borough	1,802	1,837	1,791	1,765	1,787	1,806	1,809	7	0.4%
Delaware	Radnor Township	32,346	34,401	33,904	33,574	34,278	38,852	38,979	6,633	20.5%
Delaware	Ridley Township	10,368	11,654	11,387	11,201	11,350	11,370	11,430	1,062	10.2%
Delaware	Ridley Park Borough	2,347	2,610	2,586	2,564	2,693	2,839	2,856	509	21.7%
Delaware	Rose Valley Borough	298	296	290	287	295	299	298	0	0.0%
Delaware	Rutledge Borough	207	210	208	206	203	197	197	-10	-4.8%
Delaware	Sharon Hill Borough	4,461	4,663	4,600	4,549	4,455	5,064	5,086	625	14.0%
Delaware	Springfield Township	13,931	15,115	14,899	14,701	14,571	14,031	14,093	162	1.2%
Delaware	Swarthmore Borough	2,573	2,805	2,778	2,754	2,976	3,749	3,758	1,185	46.1%
Delaware	Thornbury Township	2,590	3,045	3,017	2,984	3,005	2,966	2,979	389	15.0%
Delaware	Tinicum Township	9,319	9,852	9,804	9,679	9,021	7,776	7,793	-1,526	-16.4%
Delaware	Trainer Borough	3,066	3,298	3,300	3,282	3,972	3,520	3,526	460	15.0%
Delaware	Upland Borough	1,281	1,339	1,331	1,316	1,309	1,542	1,545	264	20.6%
Delaware	Upper Chichester Township	6,962	7,398	7,276	7,183	7,197	7,049	7,077	115	1.7%
Delaware	Upper Darby Township	29,360	31,493	31,062	30,730	30,724	30,571	30,813	1,453	4.9%
Delaware	Upper Providence Township	5,164	5,731	5,681	5,624	5,821	5,886	5,914	750	14.5%
Delaware	Yeadon Borough	4,200	4,396	4,319	4,278	4,398	4,414	4,423	223	5.3%
Montgomery	Abington Township									
Montgomery	Ambler Borough									
Montgomery	Bridgeport Borough									
Montgomery	Bryn Athyn Borough									
Montgomery	Cheltenham Township									
Montgomery	Collegeville Borough									
Montgomery	Conshohocken Borough									
Montgomery	Douglass Township									
Montgomery	East Greenville Borough									
Montgomery	East Norriton Township									
Montgomery	Franconia Township									
Montgomery	Green Lane Borough									

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Hatboro Borough									
Montgomery	Hatfield Borough									
Montgomery	Hatfield Township									
Montgomery	Horsham Township									
Montgomery	Jenkintown Borough									
Montgomery	Lansdale Borough									
Montgomery	Limerick Township									
Montgomery	Lower Frederick Township									
Montgomery	Lower Gwynedd Township									
Montgomery	Lower Merion Township									
Montgomery	Lower Moreland Township									
Montgomery	Lower Pottsgrove Township									
Montgomery	Lower Providence Township									
Montgomery	Lower Salford Township									
Montgomery	Marlborough Township									
Montgomery	Montgomery Township									
Montgomery	Narberth Borough									
Montgomery	New Hanover Township									
Montgomery	Norristown Borough									
Montgomery	North Wales Borough									
Montgomery	Pennsburg Borough									
Montgomery	Perkiomen Township									
Montgomery	Plymouth Township									
Montgomery	Pottstown Borough									
Montgomery	Red Hill Borough									
Montgomery	Rockledge Borough									
Montgomery	Royersford Borough									
Montgomery	Salford Township									
Montgomery	Schwenksville Borough									
Montgomery	Skippack Township									

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Souderton Borough									
Montgomery	Springfield Township									
Montgomery	Telford Borough									
Montgomery	Towamencin Township									
Montgomery	Trappe Borough									
Montgomery	Upper Dublin Township									
Montgomery	Upper Frederick Township									
Montgomery	Upper Gwynedd Township									
Montgomery	Upper Hanover Township									
Montgomery	Upper Merion Township									
Montgomery	Upper Moreland Township									
Montgomery	Upper Pottsgrove Township									
Montgomery	Upper Providence Township									
Montgomery	Upper Salford Township									
Montgomery	West Conshohocken Borough									
Montgomery	West Norriton Township									
Montgomery	West Pottsgrove Township									
Montgomery	Whitemarsh Township									
Montgomery	Whitpain Township									
Montgomery	Worcester Township									
Philadelphia	North	48,553	49,854	48,999	48,351	49,665	53,317	53,335	4,782	9.8%
Philadelphia	Lower Southwest	18,922	19,895	19,530	19,205	17,725	17,485	17,486	-1,436	-7.6%
Philadelphia	Central	266,945	282,456	278,359	275,274	276,441	270,000	270,531	3,586	1.3%
Philadelphia	North Delaware	30,857	32,471	31,857	31,465	31,604	32,608	32,639	1,782	5.8%
Philadelphia	Lower South	16,822	23,842	24,144	24,321	25,300	21,388	21,481	4,659	27.7%
Philadelphia	West Park	23,850	24,696	24,344	24,059	24,573	26,440	26,486	2,636	11.1%
Philadelphia	Lower North	46,479	47,503	46,925	46,359	47,873	56,314	56,302	9,823	21.1%
Philadelphia	Lower Northwest	26,801	27,734	27,344	27,009	27,049	27,336	27,357	556	2.1%
Philadelphia	River Wards	28,478	30,711	30,153	29,762	29,591	30,767	30,760	2,282	8.0%
Philadelphia	University Southwest	78,347	88,447	88,158	87,393	94,079	112,420	120,326	41,979	53.6%

Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Philadelphia	West	31,131	31,414	30,990	30,576	30,920	33,142	33,139	2,008	6.5%
Philadelphia	South	43,056	46,340	45,798	45,241	44,623	45,278	45,332	2,276	5.3%
Philadelphia	Upper Far Northeast	37,761	40,495	39,695	39,149	39,043	40,124	40,191	2,430	6.4%
Philadelphia	Lower Northeast	38,538	40,129	39,652	39,151	39,513	39,163	39,225	687	1.8%
Philadelphia	Upper North	44,733	46,075	45,498	45,001	45,849	48,831	48,875	4,142	9.3%
Philadelphia	Lower Far Northeast	36,645	39,187	38,629	38,080	38,014	39,254	39,348	2,703	7.4%
Philadelphia	Upper Northwest	37,787	38,968	38,422	37,941	38,537	40,421	40,445	2,658	7.0%
Philadelphia	Central Northeast	32,817	34,075	33,575	33,186	33,229	33,313	33,373	556	1.7%

Source: DVRPC, September 2024. Base employment data from the National Establishments Time Series (NETS) database and US Bureau of Economic Analysis (BEA).

ACTION ITEM Date Prepared: September 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 8, 2024

Agenda Item:

5. DVRPC FY 2025 Work Program Amendments - Various Projects Using NJ CRRSAA Funds, NJ Counties

Background/Analysis/Issues:

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

Eligible activities under the CRRSAA funds include a wide range of activities in planning and operations costs. According to the guidance, DVRPC, NJDOT, and the NJ Division of FHWA agreed that these funds could be applied to DVRPC's FY23 Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end date of June 30, 2028.

DVRPC has been working with our New Jersey partners on an ongoing basis to develop scopes for projects that respond to their needs. DVRPC recently shared proposals for six (6) projects with NJDOT for their review, and NJDOT concurred these are an appropriate use of CRRSAA funds. Each project is expected to be completed with consultant support or by county staff. The proposed action is to amend the FY2025 DVRPC UPWP to add the following projects:

1. Project 23-23-300 - Mercer County Master Plan - Mobility Element Update (MEU) (4 years), Budget: $320,000 Trenton Urban Area

2. Project 23-23-310 - Mercer County Fleet Transition Plan (4 years), Budget: $100,000 ($52,143 Trenton Urban Area and $47,857 Philadelphia Urban Area)

3. Project 23-23-320 - Camden County Transportation Planning Services (4 years), Budget: $500,000 Philadelphia Urban Area

4. Project 23-23-330 - Gloucester County Master Plan Update (4 years), Budget: $500,000 Philadelphia Urban Area

5. Project 23-23-340 - Gloucester County Enterprise GIS Support (4 years), Budget: $100,000 Philadelphia Urban Area

6. Project 23-23-350 - Burlington County Environmental Resource Inventory for 11 Delaware River Municipalities (4 years), Budget: $150,000 Philadelphia Urban Area

Note: Each project has an FY2023 project number since all will draw funds from the original FY2023 CRRSAA Task Order

Cost and Source of Funds:

This project allocates $1,670,000 of the total for FY25 as follows:

- $ 372,143 for the Trenton Urban Area
- $1,297,857 for the Philadelphia Urban Area

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

Date Action Required:

October 8, 2024

Recommendations:

Staff – Recommends approval

Action Proposed:

The Regional Technical Committee recommends that the Board amend the FY2025 UPWP to add projects:

- 23-23-300 - Mercer County Master Plan - Mobility Element Update (MEU) (4 years)

- 23-23-310 - Mercer County Fleet Transition Plan (4 years)
- 23-23-320 - Camden County Transportation Planning Services (4 Years)
- 23-23-330 - Gloucester County Master Plan Update (4 years)
- 23-23-340 - Gloucester County Enterprise GIS Support (4 years)
- 23-23-350 - Burlington County Environmental Resource Inventory for 11 Delaware River Municipalities (4 years)

Allocating NJ CRRSAA funds in the amount of $1,670,000, with $372,143 from the Trenton Urban Area portion and $1,297,857 from the Philadelphia Urban Area portion to provide a mix of passthrough funding for local governments and access to consultant services.

Attachments:

1) Work Program Project writeups:
    a. 23-23-300 - Mercer County Master Plan - Mobility Element Update (MEU) (4 years)
    b. 23-23-310 - Mercer County Fleet Transition Plan (4 years)
    c. 23-23-320 - Camden County Transportation Planning Services (4 years)
    d. 23-23-330 - Gloucester County Master Plan Update (4 years)
    e. 23-23-340 - Gloucester County Enterprise GIS Support (4 years)
    f. 23-23-350 - Burlington County Environmental Resource Inventory for 11 Delaware River Municipalities (4 years)

PROJECT: 23-23-300 **Mercer County Master Plan - Mobility Element Update (MEU) (4 years)**

Responsible Agency: Mercer County Planning Department

Program Coordinator: Betsy Mastaglio

Project Manager(s):

Goals:

The Mercer County Department of Planning is seeking a consultant to prepare a new Mobility Element of the County Master Plan. The goal of the Mobility Element Update (MEU) is to improve safe mobility and increase multi-modal alternative for residents, visitors and employees of all ages and abilities. The current plan was adopted in 2010 and last amended in 2016. Since then, significant policy changes at federal, state, county, and municipal levels motivate an update to the Mobility Element. Most importantly, the County adopted a Bicycle Plan Element in 2020, adopted a new Land Development Ordinance in 2024. Policy and regulatory differences between these documents and the Mobility Element are particularly important to resolve. Current work to plan for Trails, Complete Streets, and Vision Zero must be further developed and incorporated. The main goal of the Mercer County Master Plan Mobility Element Update (MEU) is to improve mobility for residents, visitors and employees of all ages and abilities by offering safe and multi-modal transportation choices.

Description:

The MEU will be a comprehensive document looking at all transportation modes and transportation related topics so that a synchronized network and plan can be advanced. The MEU shall primarily review and center on County Highways but shall also touch upon facilities impacting the County system, such as select state/municipal roadways, freight and passenger railways, truck routes, Trenton-Mercer Airport, public and private bus lines, shuttles, greenways, bikeways and sidepaths, trails, sidewalks, park-and ride lots, bridges and other County-owned structures. The MEU shall contain transportation policies to improve County-wide mobility and multimodal options, adding a focused attention to the County's traditionally underserved and disadvantaged communities.

The MEU will provide details of the County's existing character and conditions, and access to where people live, work, and play such as tourist attractions, historic sites/districts, recreational facilities, and cultural/agritourism destinations along with major traffic generators including, employers, shopping areas, schools, hospitals, airports, recreational areas, and transit stations.

Recent emphasis on multi-modal transportation alternatives and safety will create a greater need to incorporate Complete Streets, Vision Zero, Trails Planning and Transit into the new plan. Congestion Management will however remain a critical issue to analyze as part of this effort and the consultant shall analyze existing and forecasted V/C ratios and prepare a future travel demand model.

Within the MEU, the consultant will work to advance the transportation related strategies and goals from the NJ Energy Master Plan (NJEMP) as well as from the County's Sustainability policies. Two specific NJEMP strategies the MEU update should also target are: Strategy 1 – Reduce Energy Consumption and

Emissions from the Transportation Sector and Strategy 6 – Support Community Energy Planning and Action with an emphasis of encouraging and supporting participation of Low and Moderate-Income and Environmental Justice Communities. Strategy 1 emphasizes decarbonizing the transportation sector and improving individual connections. Strategy 6 emphasizes prioritizing clean transportation options through involving underserved and disadvantaged communities in electric vehicle ownership, local government electric vehicle (EV) readiness plans, and recommendations from the County's Energy Audit and Sustainability Plan.

The MEU would also look at the County Fleet Turnover plan and incorporate those recommendations and strategies into the County Mobility Plan. The MEU shall reiterate that plan's goals, objectives and steps needed to further advance the County's efforts to promote alternative fuel vehicle ownership while providing guidance to the County and our municipalities in the construction of electric vehicle charging stations.

Key Topics Areas for MEU: The MEU will touch upon the following topics to different degrees. While some topics will have brief overview summaries, others will be critical subchapters of the plan. A detailed description of degree of emphasis per topic area will be further described in the project RFP.

- Mercer County Transportation History Summary
- Demographic Profile
- Travel Demand (Existing & Forecasted) & Travel Simulation w/ 2024 base year, 2055 planning horizon.
- Labor Shed Analysis (LSA) & Commute Shed Analysis (CSA)
- Existing Land Use and Travel Patterns
- Major Travel and Employment Destination Summary
- Smart Growth & Land Use Recommendations to Municipal Partners
- Plan Vision, Goals, Policies, and Strategies
- Transit Score & General Transit Planning
- County Transit Planning
- Complete Streets Planning
- Crash Analysis & Vision Zero Planning
- FHWA Proven Safety Countermeasures & Best Practices Prioritization for Mercer County
- Road Capacity Analysis (Existing & Forecasted VC Ratio) & Congestion Management Planning
- Right-of-Way and Desirable Typical Segment Analysis
- Access Management Planning
- Existing Conditions Summary & Roadway/Bridge/Culvert Inventory
- Intelligent Transportation Systems (ITS) Planning
- Air Quality, Flooding & Climate Resilience Planning
- Goods Movement & Freight Planning
- Bicycle Planning

- Trails Planning
- Green Streets & Green Stormwater Infrastructure along Public Roadways
- Alternative Energy for Transportation & Fleet Turnover Summary
- Capital Improvement Project List (Bridges/Culverts, Roads & Intersections)
- Prioritization Matrix

Tasks:

- Bi-weekly project team meetings (30 minutes to 1 hour depending on agenda).
  - Bi-weekly project meetings shall include agendas, notes, meeting summaries, progress reports and other documents as necessary for each meeting.
- Monthly summary of work performed, along with monthly invoices.
- Consultant shall organize the following meetings:
  - (1) virtual public presentation
  - (4) In-person public presentations
    - In-person presentations shall cover different geographic areas of the County and be held in their respective geographic areas.
  - (1) County Planning Board Presentation.
- Analysis and deliverable outputs including but not limited to:
  - Main project documents and reports, maps and all sub-analysis documents regarding demographics, labor/commuter shed, travel demand, crashes, capacity, congestion, traffic modeling, etc.
  - Interactive project website with the following:
  - Information about the project and purpose of the project
  - Recorded videos from public meetings
  - 5 minute video summarizing the project effort
- Interactive webmap shall be created to collect public comments with ability to scroll and interactive map and place:
  - 1. Specific location based comments
  - 2. General comments.
- Analysis data including any and all relevant GIS shapefiles, databases, maps, etc.

Products:

A final report suitable for print production and digital navigation, with all associated maps, charts, tables, illustrations, graphics, photos and relevant documents. Final report shall be prepared in Adobe InDesign. Final documents shall be presented with no locks or restrictions. Full InDesign report should be packaged together with all files for seamless transfer. IDML shall be applied to prevent versioning issues.

Beneficiaries:

Mercer County, Mercer County Municipalities, Mercer County residents and workers

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$320,000				$320,000

Other Funding Details:

NJ region CRRSAA funds- Trenton urbanized area, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

PROJECT: 23-23-310 Mercer County Fleet Transition Plan (4 years)

Responsible Agency: Mercer County Planning Department

Program Coordinator: Sean Greene

Project Manager(s):

Goals:

The Mercer County Planning Department is seeking a consultant to prepare a plan for the long-term transition of County vehicles to electric and low emission fuel sources and to support the expansion of Electric Vehicle (EV) usage throughout the entire County. This Fleet Transition and EV Readiness Plan is a component of the county's ongoing transportation planning and will support an update to the transportation element of the county Master Plan by addressing the need for changes to maintenance and/or charging and fueling infrastructure, and access to that infrastructure.

Description:

The Plan will guide the County in transitioning its vehicle fleet to EVs and low emissions vehicles, right-size department fleets, identifying supporting infrastructure needs, and understanding the fiscal impact of transitioning to an EVs/low emissions alternative fuel fleet. As part of the long-term fleet transition, the plan will evaluate energy sources including but not limited to electricity, ethanol, biodiesel, natural gas, propane and hydrogen. The plan will include an EV/low emission fleet feasibility assessment and provide a practical step by step guide for policy, vehicle replacement, supporting infrastructure and maintenance. Where an EV is not available as a reasonable fleet alternative, the plan will make recommendations for other zero emission or low emission alternative fuel vehicle options and the associated fueling infrastructure.

The plan will also include strategies on how Mercer County can educate the public on EVs, support the expansion of EV usage and the creation of EV infrastructure for local governments, nonprofits, businesses and the general public.

Tasks:

Task 1: Project Management Support

The purpose of this task is to provide the County with project management support, workplan development and technical assistance. This task will include the following:
1. Work with the Planning Department to identify a diverse stakeholder group to meet with regularly throughout the planning process. The stakeholder group will form common goals and guide plan development. As a start, the following stakeholders are anticipated to be involved, but the list can be expanded:

- Mercer County Planning Department
- Mercer County Parks Commission
- Mercer County Department of Transportation and Infrastructure

- Mercer County Department of Buildings and Grounds
- Mercer County Library System
- Mercer County Office of Purchasing
- Representative from the Mercer County Board of County Commissioners

Examples of additional stakeholders to be included:

- Interested Municipal officials
- Representatives from any identified Title VI or environmental justice communities
- Local fleet managers, including municipal fleet managers
- Community organizations
- Mercer County Improvement Authority
- Educational institutions, such as colleges and universities
- Utilities and fuel providers
- Sustainable Jersey
- New Jersey Board of Public Utilities
- Public Service Electric & Gas (PSE&G)
- Jersey Central Power and Light (JCP&L)

2. Co-create a workplan for working with the County to complete all required tasks involved in the Mercer County Fleet Transition and Community-wide Electric Vehicle Readiness Plan.
3. Support the Planning Department staff during meetings with stakeholder committee and departments, including preparing meeting materials, providing relevant data, facilitating discussion, etc. Lead consultation meetings with stakeholder committee. Lead consultation meeting with departments, as needed.
4. Communicate with Planning staff at key decision points and provide regular updates.

Task 2: Needs Assessment for Electric/Low Emissions Alternative Fuel Vehicle and Infrastructure

The purpose of this task is to identify opportunities to replace internal combustion engine (ICE) vehicles with Electric vehicle (EV) alternatives or another low emission alternative fuel vehicle for all light, mid and heavy-duty fleet vehicles. The Consultant will identify 1:1 EV replacements where feasible and available. Where an EV alternative is not feasible or available, the consultant will identify a 1:1 plug-in hybrid vehicle (PHEV), hybrid vehicle or low emission alternative fuel vehicle. The consultant will also identify the infrastructure needed to support the recommended vehicle replacements. This task will include the following:

1. Identify ICE vehicles that can be replaced with currently available EVs. If EV replacements are not available or feasible, identify PHEV, hybrid or another low emission alternative fuel vehicle as a second option. If a vehicle does not have a feasible EV, PHEV or other low emission alternative fuel vehicle, provide recommendations on how the County should proceed (i.e., wait for technological advancement, use hybrid while waiting for EV replacement, etc.). Feasibility assessment to include all light, medium and heavy-duty vehicles, except those vehicles utilized by the County T.R.A.D.E. program.

2. Establish EV/low-emissions replacement standards for all vehicles. Work with County staff to develop preferred EVs/hybrid vehicles/low emissions replacement by vehicle types (i.e., passenger cars, SUV, vans, light -duty trucks heavy-duty trucks, etc.) and use case (i.e., under 20 miles per day, high daily mileage). Include purchase price with recommendations. Recommend PHEV, hybrid vehicles and alternative low-emissions vehicles and fuel sources when EV is not available or feasible.

3. Estimate total cost of ownership for EV, PHEV, hybrid vehicles and other alternative low emissions replacements by vehicle type (i.e., sedan, vans, SUV, etc.) and use case. Consider time of vehicle use and vehicle charge or fueling time. Calculations will be used to estimate costs broadly across department fleets.

4. Estimate total reduction in greenhouse gas production as the result in transitioning from the current internal combustion engine (ICE) fleet to an EV/alternative low-emissions vehicle fleet.

5. Identify EV/alternative Low Emissions fueling and energy needs by facility for fleet vehicles. Develop EV/Alternative Low Emissions Fueling Infrastructure Needs Assessment that forecasts EV and alternative fuel infrastructure needs and provides a total number of electric vehicle chargers and alternative fueling solutions needed by facility. The Consultant will identify high priority facilities for EV/alternative fuel infrastructure and will organize facilities in order of when infrastructure projects should take place.

Task 3: County-wide Strategic Fleet Transition Roadmap

The purpose of this task is to develop a County-wide Strategic Fleet Transition Roadmap. This task will serve as the overarching fleet transition strategy for the County and will establish key benchmarks, and interim targets. The Plan will calculate cumulative costs and costs savings, will recommend procurement strategies, financing strategies, grant funding opportunities and policies to support implementation. The Plan should be actionable, succinct, and illustrated by figures, maps, and tables to document findings and recommendations. This task will include the following:
1. Meet with County staff throughout the development of the County-wide Strategic Fleet Transition Roadmap.
2. Integrate the following findings and recommendations into the County-wide Strategic Fleet Transition Roadmap:

- Summarize EV alternatives and PHEVs/hybrid vehicles/low emission alternative fuel vehicle when EV options are not feasible or available.
- Develop benchmarks, interim targets, and EV/hybrid vehicles/low emission alternative fuel vehicle phase-in timeline for the County based on Department Fleet Transition Plans.
- Identify opportunities for cross-departmental vehicle sharing where multiple department fleets are located at the same facility.

- Analyze cost reduction strategies and industry trends that best suit the County's fleet to develop procurement recommendations.
- Estimate annual electrical costs for charging PHEVs and EVs based on time dependent charging and non-time dependent charging (e.g., peak hours versus non-peak). Estimate annual costs associated with fueling any recommended alternative low-emission vehicles. Compare costs to ICE vehicle usage or business as usual for departments to inform decision making.
- Recommend policies and/or best practices to support implementation of the Plan (i.e., vehicle utilization and minimum use policies, financing and procurement, new vehicle procurement protocol, charging/fueling strategies for leased facilities, etc.)
- Recommend procurement and funding strategies that considers fleet replacement schedule and vehicle replacement fund. Identify funding opportunities, grants, rebates or incentives to offset upfront costs of EVs. Consultant should note general availability of EVs, PHEVs and other recommended low emissions vehicles on cooperative purchasing contracts (i.e., Sourcewell, Drive EV Fleets, NJ Start, etc.,) to streamline future vehicle procurement. The Consultant should also forecast EV/PHEVS/Low Emissions Alternative Fuel Vehicles and make assumptions about future price parity for capital replacement costs.
- Develop a maintenance plan that provides instruction on how to service and repair EVs, PHEVs and other recommended low emissions vehicles and the associated charging and fueling infrastructure. Consultant should note any maintenance subscriptions, software, equipment, staff and training necessary to support the transition. Recommend a fleet management system to manage/track fleet charging/fueling operations and billing.
- Document long-term maintenance and replacement costs between PHEVs, EVs, recommended alternative low-emission vehicles and ICE vehicles.

3. Include the following sections:

- Summary of County Fleet (i.e., size, vehicle types, use cases)
- EV/PHEVS/Low Emissions Alternative Fuel Vehicle Opportunities
- Recommended Charging/Fueling Strategies
- Standard EV/PHEVS/Low Emissions Alternative Fuel Vehicle options by vehicle type and use
- Transition Timeline & Key Benchmarks
- Fiscal Impact (i.e., costs and cost savings compared to ICE vehicles)
- Procurement Recommendations and Financing Plan
- Incentive Recommendations
- Maintenance Plan for Vehicles and Charging/Fueling Facilities
- Policy Recommendations to support the transition

Task 4: Identify County Infrastructure Needs to support Fleet Transition

The purpose of this task is to identify EV/Alternative Low Emissions fuel infrastructure needs for fleet vehicles across County facilities. The Consultant will develop a County Facilities EV/Alternative Low Emissions Fuel Infrastructure strategy that will scope EV/Alternative Low Emissions fuel infrastructure

projects. While Task 4 does not include engineering designs of EV fueling infrastructure, it must provide sufficient data to inform the basis of design for future EV/Alternative Low Emissions Fuel infrastructure projects. This task will include the following:

1. Meet with County staff to learn about facility deigns, specifications, electrical systems, parking allocations, etc. Review As-Built drawings (provided by the County), where relevant and available.
2. Integrate the following findings and recommendations into the EV/Alternative Low Emissions Infrastructure Plan:

- Advise if coordination with PSE&G, JCP&L and/or NJ Board of Public Utilities (BPU) will be required for grid upgrades or capacity expansion needed to meet future electric vehicle charging and maintenance requirements.
- Establish a workplan and timeline for installing EV/alternative low emissions infrastructure across County facilities.
    - The timeline should be organized to align with the County budget cycle.
- Estimate costs to build-out EV/Alternative Low Emissions Fuel infrastructure across County facilities to support fleet and employee fueling needs.
    - Develop a methodology to estimate total costs associated with infrastructure upgrades (i.e., retrofitting existing or new sites, increasing electrical panel capacity, trenching distance, adding new transformer, permitting, inspections, designs, etc.). Cost estimates will include hardware, software and maintenance.
    - Estimate costs associated with ongoing infrastructure maintenance, repair, and replacement.
- Recommend overall approaches for:
    - EV/Alternative Low Emissions Fuel infrastructure at leased facilities
    - Charging strategies and best practices for load management, rotating vehicle charging schedules, energy efficiency, cost savings, and vehicle battery maintenance.
    - Fueling strategies and best practices for any recommended alternative low emissions fuel vehicles
    - Funding opportunities to offset costs.
    - Policies and/or best practices to support implementation.

3. The County Facilities Fleet Transition Infrastructure recommendations will include the following sections:

- Summary of County facilities EV/Alternative Low Emissions Fuel infrastructure needs
- EV/Alternative Low Emissions Fuel Infrastructure Workplan and Timeline
- Fiscal Impact
- Cost estimates for EV/Alternative Low Emissions Fuel infrastructure
- Charging and Fueling Strategies and Recommendations
- Procurement Recommendations and Financing Plan
- Policy Recommendations

Task 5: Create Departmental Fleet Transition Recommendations

The purpose of this task is to develop a fleet transition roadmap for each County department. The recommendations will be specific to each department and will identify vehicles to replace with EVs (PHEV, hybrid vehicles or another low-emission fuel source when an EV is not feasible), include the 1:1 replacement, and note when vehicle replacement should occur. This task will incorporate the findings from Task 3 and Task 4. The Consultant will provide estimated costs for implementing each departmental fleet transition and will include procurement and financing strategies. This task will include the following:

1. Complete the following for each department and integrate findings and recommendations into Department Fleet Transition Plans:
   - Learn department fleet needs and/or usage and recommend appropriate fleet size and composition for departments.
   - Recommend EV, PHEV and alternative low-emissions vehicle replacement options for department fleet vehicles and note when replacement should take place.
   - Recommend short-term and long-term charging and alternative fueling strategies for EV, PHEV and alternative low-emissions vehicle replacements. Recommend charging and fueling strategies for fleet vehicles located at leased facilities or facilities with limited electrical capacity (where relevant). Charging and fueling strategies should consider load management, energy efficiency, and reducing fueling costs.
   - Estimate total costs associated with implementing the Department Fleet Transition Plan.
   - Develop a fleet transition timeline for departments with interim targets
2. Department Fleet Transition Plans will include the following sections:
   - Summary of Department Fleet (i.e., size, vehicle types, use cases, parking locations)
   - Recommend EV, PHEV or alternative low-emissions vehicle replacements by vehicle type and use
   - Recommended charging and/or fueling strategies, including charger type and/or fueling solution type and when the vehicle should charge or refuel based on usage
   - Transition Timeline & Key Benchmarks
   - Fiscal Impact (i.e., cost impact compared to ICE vehicles)
   - Procurement Recommendations and Financing Plan

Task 6: Identify recommendations to support Community Wide Electric Vehicle Usage

The purpose of this task is to provide the County with recommendations on how to support the expansion of community-wide electric vehicle usage, including but not limited to, creating EV charger infrastructure, public education and community outreach. Recommendations should include tasks specifically for the County as well as provide data and recommendations for municipal governments, non-profits and businesses looking to support EV expansion and education. This task will include the following:

1. Assess the current availability of Electric Vehicle Chargers (EV chargers) in Mercer County. Include the following in the assessment:

- An inventory of the current EV Charger locations in the County, on both private and public land. Identify whether or not the chargers are available to the general public. Map these locations.
- Document existing municipal EV readiness plans throughout the County along with descriptions of their initiatives and action items.
- Conduct an equity assessment to prioritize charging infrastructure opportunities in environmental justice communities.

2. Recommendations for future EV Charger Infrastructure at both County-owned and non-County-owned (including Municipal-owned) locations. Include the following in the recommendations:

- Project the number of additional EV charging stations needed in the County for public use.
- Identify locations for future publicly accessible EV charging stations. Special consideration will be given to providing public EV Chargers near multi-unit dwellings (MUDs) and for those without private residential charging capabilities. Map these locations.
- Identify opportunities for shared fleet and public access EV charging stations on County owned land. Map these locations.
- Identify potential types of public locations for charging micro-mobility devices (electric bicycles, scooters, etc.). Map these locations.
- Identify opportunities and strategies for curb-side charging, with additional municipal guidance. Map these locations.
- Advise if coordination with PSE&G, JCP&L and/or NJ Board of Public Utilities (BPU) will be required for grid upgrades or capacity expansion needed to meet future electric vehicle charging and maintenance requirements.

3. Recommendations for public electric vehicle education and support for Community-wide EV-readiness including:

- An inclusive public education campaign and engagement strategy to increase awareness around Electric Vehicles.
- Policies, programs and strategies the County can adopt to support the expansion of electric vehicles usage and EV charging infrastructure among municipalities, residents, and the business community.
- Guidance for municipalities on creating EV-readiness plans, fleet transition plans, drafting ordinances, updating applicable zoning codes and creating developer incentive programs for EV-charger installation.
- Grants and resources available to municipalities, businesses and the public to assist with planning, infrastructure and electric vehicle acquisition.

4. Metrics for quantifying success.

Products:

Deliverable for Task 1:

- Strategic Plan Workplan

Deliverables for Task 2:

- EV/ Low Emission Alternative Fuel Vehicle Feasibility Assessment
- EV/Low Emission Alternative Charging and Fueling Infrastructure Needs Assessment

Deliverables for Task 3:

- County-wide Strategic Fleet Transition Roadmap

Deliverable for Task 4:

- County Facilities Fleet Transition Infrastructure Strategy

Deliverable for Task 5:

- Departmental Fleet Transition Recommendations

Deliverables for Task 6:

- County-wide EV Charger Assessment
- Recommended locations for future community-wide EV Chargers
- Recommendations for public outreach and support

Beneficiaries:

Mercer County, Mercer County municipalities, Mercer County residents and workers

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$100,000				$100,000

Other Funding Details:

NJ region CRRSAA funds- $52,143 Trenton urbanized area and $47,857 PHL urbanized area, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

PROJECT: 23-23-320	Camden County Transportation Planning Services (4 years)
Responsible Agency:	Camden County - Department of Public Works - Division of Planning
Program Coordinator:	Amy Bernknopf
Project Manager(s):	

Goals:

Support the County of Camden in transportation planning services, help with the management of grants, and provide technical assistance and planning services for County residents and municipalities.

Description:

This project will support transportation planning work conducted by Camden County staff, and will specifically include updating the County Master Plan, conducting electric/alternative vehicle fleet planning, supporting a countywide sidewalk infrastructure plan, as well as other planning needs. Work under this project will primarily be conducted by Camden County staff and if needed a consultant may be brought on for special projects. This project may also require the purchase of materials, services, and/or equipment to complete certain tasks.

Tasks:

1. Support for the County of Camden in transportation planning needs, including but not limited to the Camden Downtown Master Plan, long-term sustainability planning for the County, and coordinating and organizing meetings with local officials for a county wide sidewalk initiative.
2. Work with the Director Planning to prepare applications for funding and/or technical assistance to advance projects in the County, including supporting municipal transportation planning needs and projects.
3. Support ongoing public and community outreach and engagement necessary for planning projects.
4. Support the Director of Planning by attending DVRPC meetings and participating in DVRPC planning activities.

Products:

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

Beneficiaries:

Camden County, the Camden Urbanized area, bicyclists, pedestrians, transit users, and the traveling public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$500,000				$500,000

Other Funding Details:
NJ region CRRSAA funds- Phila urbanized area, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

PROJECT: 23-23-330 **Gloucester County Master Plan Update (4 years)**

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Karen Cilurso

Project Manager(s):

Goals:

Update Gloucester County Master Plan to address current transportation and growth coordination issues since last Plan update in 1982.

Description:

Gloucester County's last master plan update that was adopted was in 1982. Since that time the county has seen major development and has become one of the most rapidly developing counties in the greater region. Three municipalities in Gloucester County were placed in the 20 Fastest growing municipalities in the DVRPC region as per the 2020 decennial census and of those 3, two were in the top ten. With Gloucester County also being the home of one of the largest industrial complexes on the east coast and continuing industrial development along our major corridors the timing to reevaluate the status of our county is imperative. The county attempted to adopt a master plan update roughly ten years ago and it faltered due to staff turnover and retirements and was never seen through to adoption. The outlook for the master plan is to really take a look at county infrastructure especially along our county roads and evaluate needs, including an inventory of multiuse trail facilities and where we can explore expanding and planning additional multiuse trail facilities for the residents of Gloucester County.

Tasks:

1. Review the old county master plan "Gloucester County Development Management Plan" and the proposed master plan developed by DVRPC "GC 2040"
2. Review goals and objectives of each plan and see how they performed.
3. Evaluate existing conditions across the county and the current landscape (i.e. employment, population, housing, land use (especially along county roads), transportation).
4. Review county roadway infrastructure and determine areas of immediate need and improvements if applicable (i.e. safety improvements, delay/queuing improvements, pedestrian improvements).
5. Evaluate pedestrian facilities (mostly bike trails) on county routes and areas where multi use trails can be incorporated.
6. Set themes and goals for the future.
7. Public outreach and engagement for the plan update.

Products:

Updated Gloucester County Master Plan document, along with component memo, mapping, and public outreach deliverables, as appropriate.

Beneficiaries:

Gloucester County, Gloucester County municipalities, residents, and workers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$500,000				$500,000

Other Funding Details:

NJ region CRRSAA funds- Phila Urbanized Area, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

PROJECT: 23-23-340 **Gloucester County Enterprise GIS Support (4 years)**

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Christopher Pollard

Project Manager(s):

Goals:

Maintain and coordinate Gloucester County enterprise GIS services.

Description:

Gloucester County has had an ESRI GIS Enterprise environment along with an ArcGIS Online (AGOL) organization for 9 years and running. Since the deployment of the enterprise environment and AGOL the use of GIS products has become part of many county staff's day to day operations. GIS has long fallen underneath the planning department at Gloucester County thanks to the GIS grant that is provided by DVRPC. With the grant provided by DVRPC Gloucester County has been able to grow its GIS capabilities tremendously. GIS helps the planning division make many planning decisions along with the office of the County Engineer. We now have over 200 users that use our enterprise environment daily. With that being said Gloucester County also has experienced turnover of employees and some not being replaced. This has spread the GIS load solely on two employees in the county. GIS is a very unique technology and there are two sides to understand one being the user side such as enterprise and the other being the technical side which is the infrastructure that allows the user side to operate. With the staffing issues faced since COVID our infrastructure has been lacking on the back end. This poses a huge risk not only for staff's day to day tasks but to the security of our data. Our IT department is stretched thin due to staffing issues as well and the ability to secure funding to have a vendor maintain our GIS infrastructure would certainly provide relief.

Tasks:

1. Managed Services for AWS cloud infrastructure and ArcGIS products
2. ArcGIS version upgrades and patch management
3. Enterprise GDB management
4. 24X7 Monitoring
5. Dedicated Help Desk-Mon-Fri Business Hours (Eastern)
6. GIS Consulting and Subject Matter Expertise
7. Includes 40 hours/year (approximately $4,800/year)
8. GIS Strategy and Roadmap development
9. Application development and solution selection strategies
10. Geospatial data management
11. Enterprise GIS architecture and systems integration
12. Adoption and usage of new Esri technologies and software

Products:

Availability of Gloucester County enterprise GIS services; documentation of GIS strategy and ongoing roadmap.

Beneficiaries:

Gloucester County, Gloucester County municipalites, residents, and workers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$100,000				$100,000

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

PROJECT: 23-23-350	Environmental Resource Inventory for 11 Delaware River Municipalities (4 years)
Responsible Agency:	Burlington County - Land Development
Program Coordinator:	Christopher Linn
Project Manager(s):	

Goals:

Compile a multimunicipal ERI including all text, maps, and figures, based on GIS datasets prepared by DVRPC. The ERI is a component of land use and community planning, and will inform ongoing county transportation planning including for access to recreation areas and open space, as well as considering transportation infrastructure at risk of flooding.

Description:

Eleven municipalities along the Delaware River (Beverly City, Burlington City, Burlington Township, Cinnaminson Township, Delran Township, Edgewater Park Township, Florence Township, Palmyra Borough, Riverside Township, Riverton Borough and Willingboro Township) have been working together with the New Jersey State Planning Commission to achieve regional State Plan Endorsement. As part of this process, the municipalities are required to complete tasks to maintain consistency with the State Plan. One such task is to develop an Environmental Resource Inventory (ERI), or Natural Resource Inventory (NRI), including climate change observations and concerns. To assist these communities to complete a regionwide ERI, in conformance with State guidelines, DVRPC is supporting this effort with GIS support in the way of maps, charts, tables and graphics during FY2025. CRRSAA funds will be used to compile the multimunicipal ERI including all text, maps, and figures, based on GIS datasets prepared by DVRPC. The ERI is a component of land use and community planning, and will inform ongoing county transportation planning including for access to recreation areas and open space, as well as considering transportation infrastructure at risk of flooding.

Community resources such as population, transportation, water and sewer infrastructure, municipal services, and protected open space may be briefly described. Finally, to comport with State Planning Commission requirements, the ERI should include climate impact considerations, incorporating findings from a Climate Change Related Hazard Vulnerability Assessment (CCRHVA) to be completed using the NJ Department of Environmental Protection and Critical Environmental Site (CES) overlays, as appropriate. It is anticipated that a contractor would compile the results of the DVRPC data into a final document, which would consist of a chapter for each of the 11 municipalities.

The consultant would analyze and write the text of the ERI based on the GIS maps created by DVRPC staff, which would include tables and maps of land use; soils; steep slopes; drinking water aquifers and wells; surface waters including watersheds, streams, lakes, wetlands, and floodplains; impacts on water resources; groundwater; vegetation including forests and grasslands; animal communities; threatened and endangered species; NJ Landscape Project, Heritage Priority Sites, known contaminated sites, radon, flooding, and well contamination.

Tasks:

1. Review standard components for municipal ERIs.
2. Gather GIS data and maps prepared by DVRPC staff.
3. Develop text for each component element of the ERI, including community resources such as population, transportation, water and sewer infrastructure, municipal services, and protected open space.
4. Include climate impact considerations, incorporating findings from a Climate Change Related Hazard Vulnerability Assessment (CCRHVA) to be completed using the NJ Department of Environmental Protection and Critical Environmental Site (CES) overlays, as appropriate.
5. Compile the results of the DVRPC data into a final document, which would consist of a chapter for each of the 11 municipalities.

Products:

A final ERI document, which would include a chapter for each of 11 municipalities: Beverly City, Burlington City, Burlington Township, Cinnaminson Township, Delran Township, Edgewater Park Township, Florence Township, Palmyra Borough, Riverside Township, Riverton Borough, and Willingboro Township.

Beneficiaries:

Residents and workers of Beverly City, Burlington City, Burlington Township, Cinnaminson Township, Delran Township, Edgewater Park Township, Florence Township, Palmyra Borough, Riverside Township, Riverton Borough, and Willingboro Township, Burlington County.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$150,000				$150,000

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

2025 RTC Meeting Dates

January 7, 2025

February 11, 2025

March 11, 2025

April 8, 2025

May 6, 2025

June 10, 2025

July 8, 2025

September 9, 2025

October 7, 2025

(Wednesday) November 12, 2025

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