

Agenda

Tuesday, November 12, 2024 | 10 am

In-Person Hybrid Meeting

For those unable to attend in-person:

https://dvrpc.zoom.us/webinar/register/WN_VvhOybXHTBmR475GahoFfw

Call to Order – Chair’s Comments

DVRPC Director’s Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. Highlights of the October 8, 2024 RTC Meeting

2. TIP Actions

Travis Spotts, Capital Program Coordinator, 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) NJ24-069: PATCO Fare Collection Equipment Upgrades (DB #DR2203),
DRPA/PATCO – Remove Project from the TIP

b) NJ24-070: PATCO Station Platform Rehabilitation (DB #DR1803),
DRPA/PATCO – Increase ERC Phase

c) NJ24-071: Relocation of Center Tower/SCADA Modernization (DB #DR038),
DRPA/PATCO – Add Project Back into the TIP

d) PA25-016: JFK Boulevard at 32nd Street over SEPTA (MPMS #78757), City of
Philadelphia – Reduce Funding in the TIP

e) PA25-017: Chapman Road Bridge over Pine Run (MPMS #111565), Bucks County – Federalize Project

f) PA25-018: Creek Road over Pickering Creek (Bridge) (MPMS #98223), Chester County – Federalize Project

g) PA25-019: Spring City Road over Stony Run (Bridge) (MPMS #98224), Chester County – Federalize Project

3. Project Selections for the New Jersey Regional Transportation Alternative Set-Aside (RTASA) Program

Daniel Snyder, Senior Project Implementation Engineer, will present. The NJ RTASA subcommittee used agreed upon selection criteria to guide the selection process for the applications. The committee reviewed five TASA applications. The selected projects total approximately \$12,253,000 in available TA-SA and Flex funds. We are seeking a recommendation to add these projects to the FY 2024 New Jersey S/TIP.

4. FY25 UPWP Amendment: Regional Vision Zero Plan Supplemental Planning and Partner Support

Kevin Murphy, Senior Manager, Office of Safe Streets, will present. This FHWA Safe Streets and Roads for All award will be used by DVRPC to conduct regional high injury network corridor safety studies, develop a municipal safety analysis and plan for the municipality of Norristown, and conduct a consultant-led effort to create a model and process for partners to implement the regional plan at the subregional level. *Supporting materials will be provided prior to the RTC meeting.*

PRESENTATION ITEMS

5. Planning for the Clean Transportation Transition

With funding from the William Penn Foundation, DVRPC is working with ICF on *Planning for the Clean Transportation Transition*. This effort will identify transportation emission reduction targets to help achieve the region's net-zero goal by 2050 and develop strategies and metrics to identify and measure transportation policies, programs, and projects that can best achieve emission reduction goals. ICF will report on progress to date.

6. Planning for New Jersey Transit Bus Service Alongside Bicycle Facilities

Marissa Volk Binjaku, Transportation Planner, will present. As Complete Streets are implemented across New Jersey, New Jersey Transit and other transit agencies are looking to align their operations to improve the safety of bus operators, passengers boarding and alighting at stops, bicyclists, and pedestrians. DVRPC will present the Planning for New Jersey Transit Bus Service Alongside Bicycle Facilities report, which explores street design, stakeholder communication, and operational strategies aimed to reduce interactions between New Jersey Transit buses and bicyclists.

DISCUSSION ITEMS

7. IIJA Update

An update on IIJA activities will be provided.

8. One Minute Reports

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

Old Business and New Business

9. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, January 7, 2025, planned as an in-person hybrid meeting.

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

October 8, 2024 Meeting Highlights

This Meeting was held in person with an online option.

Public Comment on Any Agenda and Non-Agenda Items

No public comments were made at the meeting.

RTC AGENDA ITEMS

1. Highlights of the September 10, 2024 RTC Meeting

The highlights from the September 10, 2024 meeting of the RTC were presented for adoption.

Motion by Nick Cressman, seconded by June Morton that the RTC adopt the highlights of the September 10, 2024 RTC meeting.

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

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

The RTC recommends:

That 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.

Motion: by Nick Baker, seconded by Matt Lawson.

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

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

The RTC recommends:

That 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.

Motion: by June Morton, seconded by Kellie Bellina.

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

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

The RTC recommends:

That 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.

Motion: by Matt Lawson, seconded by Donna Rendeiro.

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

2d. NJ24-066: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase

The RTC recommends:

That the DVRPC Board approve TIP Action NJ24-066, 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.

Motion: by June Morton, seconded by Matt Lawson.

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

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

The RTC recommends:

That 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):

Motion: by Brian Styche, seconded by Donna Rendeiro.
Motion passed. All votes were cast in favor of the motion.

4. Version 2.0 2050 Population and Employment Forecasts

The RTC recommends:

That the DVRPC Board adopt the 2050 Version 2.0 Population and Employment Forecasts.

Motion: by Nick Cressman, seconded by Matt Edmond.
Motion passed. All votes were cast in favor of the motion.

5. DVRPC FY2025 Work Program Amendments- Various Projects Using NJ CRRSAA Funds, NJ Counties

The RTC recommends:

That the Board amend the FY2025 UPWP to add six 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 pass-through funding for local governments and access to consultant services.

Motion: by Nick Cressman, seconded by June Morton.
Motion passed. All votes were cast in favor of the motion.

6. Finalized Calendar Year 2025 RTC Meeting Dates

7. Regional Vision Zero Program Update

8. Freight Futures Study

9. IJJA Update

10. One-Minute Reports

The next scheduled meeting of the RTC is **Tuesday, November 12, 2024, planned as an in person/hybrid meeting.**

ATTENDANCE

Voting Members

NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Governor's Appointee
NJ Office for Planning Advocacy
PA Department of Community and Economic Development
PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Appointee
PA Governor's Policy Office
Bucks County
Burlington County
Camden County
Chester County
Delaware County
Gloucester County

Representative

Farzana Ahmed
Ruth Foster
(not represented)
(not represented)
Donna Rendeiro
(not represented)
Sachin Shankar
David Alas
(not represented)
Jonathan Korus
Richard Brahler
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Lou Hufnagle
Nick Cressman

Mercer County
Montgomery County
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia - OTIS
City of Camden
City of Chester
City of Trenton
Delaware River Port Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Southeastern PA Transportation Authority
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force

Non-Voting Members

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

Other Member Representatives and Guests

Bucks County
Burlington County
Burlington County

Matt Lawson
Matt Edmond
Mason Austin
Nicholas Baker
Kelley Yemen
June Morton
Paul Fritz
Lisa Serieyssl
(not represented)
Michael Swan
(not represented)
Kellie Bellina
Judith Fagin
Imani Badie
Craig Way
William Matulewicz

Representative

(not represented)
(not represented)
(not represented)
Eugene Porochniak
(not represented)
Renee Androckitis
(not represented)
Ronda Urkowitz
Cheryl Kastrenakes
Tracy Barusevicius
(not represented)
Jacqui Baxter-Rollins
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Parker Frohlich
Carol Thomas
Matt Johnson

Chester County
City of Philadelphia Streets Department
City of Philadelphia Streets Department
City of Philadelphia – City Planning Commission
Delaware County TMA
Dewberry
Dewberry
New Jersey Transit Corporation
NJDOT
NJDOT
Mercer County
Montgomery County
PennDOT
PennDOT
City of Philadelphia
New Jersey League of Conservation Voters

Patty Quinn
David Kanthor
Eva Hayes
Kyle Brown
Maryann Sandone
Jack Kanarek
Joseph Milanese
RJ Paladino
Stephen Fowler
Tavainya Smith
Matthew Zochowski
Matthew Popek
Lars Delorenzi
Nick Raio
Bonita Cummings
Jay Weisbond

Peter Rykard
Lee Wolfe

DVRPC Staff

Alison Hastings
Alyson Dressman
Alyssa Driscoll
Amy Bernknopf
Betsy Mastaglio
Brett Fusco
Christopher Mulroy
Colin Kirby
Dan Farina
Derek Lombardi
Elise Turner
Ethan Fogg
Gina Myers
Glenn McNichol
Greg Diebold
Greg Krykewycz
Jackie Davis
Jesse Buerk
Joe Banks
Kai Yuen
Karen Cilurso
Katie LaCava
Karin Morris
Kevin Murphy

Kristen Scudder
Matt Gates
Mike Boyer
Najah Jackson
Rebecca Wetzler
Renee Wise
Rick Murphy
Shawn Megill Legendre
Shoshana Akins
Travis Spotts
Windeleine Desir

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TIP ACTIONS

RTC | NOVEMBER 2024

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

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TIP Actions for November 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) **NJ24-069: PATCO Fare Collection Equipment Upgrades (DB #DR2203), DRPA/PATCO – Remove Project from the TIP**
- b) **NJ24-070: PATCO Station Platform Rehabilitation (DB #DR1803), DRPA/PATCO – Increase ERC Phase**
- c) **NJ24-071: Relocation of Center Tower/SCADA Modernization (DB #DR038), DRPA/PATCO – Add Project Back into the TIP**
- d) **PA25-016: JFK Boulevard at 32nd Street over SEPTA (MPMS #78757), City of Philadelphia – Reduce Funding in the TIP**
- e) **PA25-017: Chapman Road Bridge over Pine Run (MPMS #111565), Bucks County – Federalize Project**
- f) **PA25-018: Creek Road over Pickering Creek (Bridge) (MPMS #98223), Chester County – Federalize Project**
- g) **PA25-019: Spring City Road over Stony Run (Bridge) (MPMS #98224), Chester County – Federalize Project**

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

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2024

Agenda Item:

**2a. NJ24-069: PATCO Fare Collection Equipment Upgrades (DB #DR2203),
DRPA/PATCO – Remove Project from the TIP**

Background/Analysis/Issues:

DRPA/PATCO has requested that DVRPC amend the FY2024 TIP for New Jersey by removing the PATCO Fare Collection Equipment Upgrades (DB #DR2203) project from the TIP in the amount of \$7.5 M [\$6 M SECT 5337/\$1.5 M DRPA (FY24: \$2 M SECT 5337/\$0.5 M DRPA; FY25: \$4 M SECT 5337/\$1 M DRPA)].

This project is being removed because the appropriate Federal Transit Administration clauses were not included in the contract documents, and therefore, federal funds cannot be used. The project is not being cancelled, as the project has gone out for bids. It is currently being funded through DRPA funding. This project would upgrade all obsolete parts of PATCO's Fare Collection system to give the ability for PATCO riders to have "open payment" at all PATCO stations.

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 DRPA 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:

Remove \$7.5 M (\$6 M SECT 5337/\$1.5 M DRPA)

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-069, DRPA/PATCO's request that DVRPC amend the FY2024 TIP for New Jersey by removing the PATCO Fare Collection Equipment Upgrades (DB #DR2203) project from the TIP in the amount of \$7.5 M [\$6 M SECT 5337/\$1.5 M DRPA (FY24: \$2 M SECT 5337/\$0.5 M DRPA; FY25: \$4 M SECT 5337/\$1 M DRPA)].

Staff Contact:

Ethan Fogg

Attachments:

1. DRPA FCC #1

DVRPC FY2024 TIP for New Jersey

Action: NJ24-069

Highway/Transit/Statewide Program

Various

DB# DR2203 PATCO Fare Collection Equipment Upgrades

A/Q Code M1

This project will upgrade all obsolete parts of PATCO's Fare Collection system to give the ability for PATCO riders to have "open payment" at all patco stations.

Prog Mgr: DRPA/PATCO Various

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by removing the PATCO Fare Collection Equipment Upgrades (DB #DR2203) project from the TIP in the amount of \$7.5 M [\$6 M SECT 5337/\$1.5 M DRPA (FY24: \$2 M SECT 5337/\$0.5 M DRPA/FY25: \$4 M SECT 5337/\$1 M DRPA)].

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA	0.500	1.000								
EC	SECT 5337	2.000	4.000								
	Fiscal Year Total	2.500	5.000								
		Total FY2024-2027				Out-Year Cost					
		7.500									

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA	0.000	0.000								
EC	SECT 5337	0.000	0.000								
	Fiscal Year Total	0.000	0.000								
		Total FY2022 - 2025				Total FY2026 - 2031					
		0.000									

ACTION ITEM

Date Prepared: October 31, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2024

Agenda Item:

**2b. NJ24-070: PATCO Station Platform Rehabilitation (DB #DR1803),
DRPA/PATCO – Increase ERC Phase**

Background/Analysis/Issues:

DRPA/PATCO has requested that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY25 Engineering/Right-of-Way/Construction (ERC) Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$17.021 M (\$13.561 M SECT 5307/\$3.46 M DRPA) using prior year unobligated funding, from \$4.8 M (\$3.84 M SECT 5307/\$0.96 M DRPA) to \$21.821 M (\$17.401 M SECT 5307/\$4.42 M DRPA). Funding is being advanced in order to obligate the funds and place them into a grant before the prior year funding expires.

The planned work involved with this project includes the planning, design, and reconstruction of PATCO Station Platforms. Planned work also includes rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

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 DRPA 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:

\$17.021 M (\$13.561 M SECT 5307/\$3.46 DRPA)

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-070, DRPA/PATCO's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY25 ERC Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$17.021 M (\$13.561 M SECT 5307/\$3.46 M DRPA) using prior year unobligated funding, from \$4.8 M (\$3.84 M SECT 5307/\$0.96 M DRPA) to \$21.821 M (\$17.401 M SECT 5307/\$4.42 M DRPA).

Staff Contact:

Ethan Fogg

Attachments:

1. DRPA FCC #1

DVRPC FY2024 TIP for New Jersey

Action: NJ24-070

Highway/Transit/Statewide Program

Camden

DB# DR1803 PATCO Station Platform Rehabilitation

A/Q Code M8

Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

Prog Mgr: DRPA/PATCO

Cherry Hill Township

Summary of Action:

Action to amend amend the FY2024 TIP for New Jersey by increasing the FY25 Engineering/Right-of-Way/Construction (ERC) Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$17.021 M (\$13.561 M SECT 5307/\$3.46 M DRPA) using prior year unobligated funding, from \$4.8 M (\$3.84 M SECT 5307/\$0.96 M DRPA) to \$21.821 M (\$17.401 M SECT 5307/\$4.42 M DRPA).

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	1.270	0.960	0.520		0.390	1.000	1.000	1.000		
ERC	SECT 5307	5.080	3.840	2.080		1.560	4.000	4.000	4.000		
Fiscal Year Total		6.350	4.800	2.600		1.950	5.000	5.000	5.000		
Total FY2024-2027					13.750	Out-Year Cost		16.950			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA		4.420	0.520		0.390	1.000	1.000	1.000		
ERC	SECT 5307		17.401	2.080		1.560	4.000	4.000	4.000		
Fiscal Year Total			21.821	2.600		1.950	5.000	5.000	5.000		
Total FY2022 - 2025				24.421	Total FY2026 - 2031		16.950				

ACTION ITEM

Date Prepared: October 30, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2024

Agenda Item:

**2c. NJ24-071: Relocation of Center Tower/SCADA Modernization (DB #DR038),
DRPA/PATCO – Add Project Back into the TIP**

Background/Analysis/Issues:

DRPA/PATCO has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Relocation of Center Tower/SCADA Modernization (DB #DR038) project back into the TIP for Engineering/Right-of-Way/Construction (ERC) in the amount of \$3.5 M (\$2.8 M SECT 5337/\$0.7 DRPA) in FY25, using FY22 prior year unobligated funding. Funding is being added to support the completion of this ongoing project.

This program will provide for the fit-out (constructing a building to make it suitable for occupancy) of the second floor of an existing Administration and Maintenance building at Lindenwold station for the purpose of relocating Center Tower from Camden to Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication. This project contains ITS elements and Supervisory Control and Data Acquisition (SCADA) modernization.

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 DRPA 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:

\$3.5 M (\$2.8 M SECT 5337/\$0.7 DRPA)

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-071, DRPA/PATCO's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Relocation of Center Tower/SCADA Modernization (DB #DR038) project back into the TIP for Engineering/Right-of-Way/Construction (ERC) in the amount of \$3.5 M (\$2.8 M SECT 5337/\$0.7 DRPA) in FY25, using FY22 prior year unobligated funding.

Staff Contact:

Ethan Fogg

Attachments:

1. DRPA FCC #1
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-071

Highway/Transit/Statewide Program

Camden

DB# DR038 Relocation of Center Tower/SCADA Modernization

A/Q Code M8

This program will provide for the fit-out of the second floor of an existing Administration and Maintenance building at Lindenwold for the purpose of relocating Center Tower from Camden to Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication. This project contains ITS elements and Supervisory Control and Data Acquisition (SCADA) modernization.

Prog Mgr: DRPA/PATCO Various

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by adding the Relocation of Center Tower/SCADA Modernization (DB #DR038) project back into the TIP for ERC in the amount of \$3.5 M (\$2.8 M SECT 5337/\$0.7 DRPA) in FY25, using FY22 prior year unobligated funding.

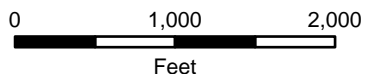
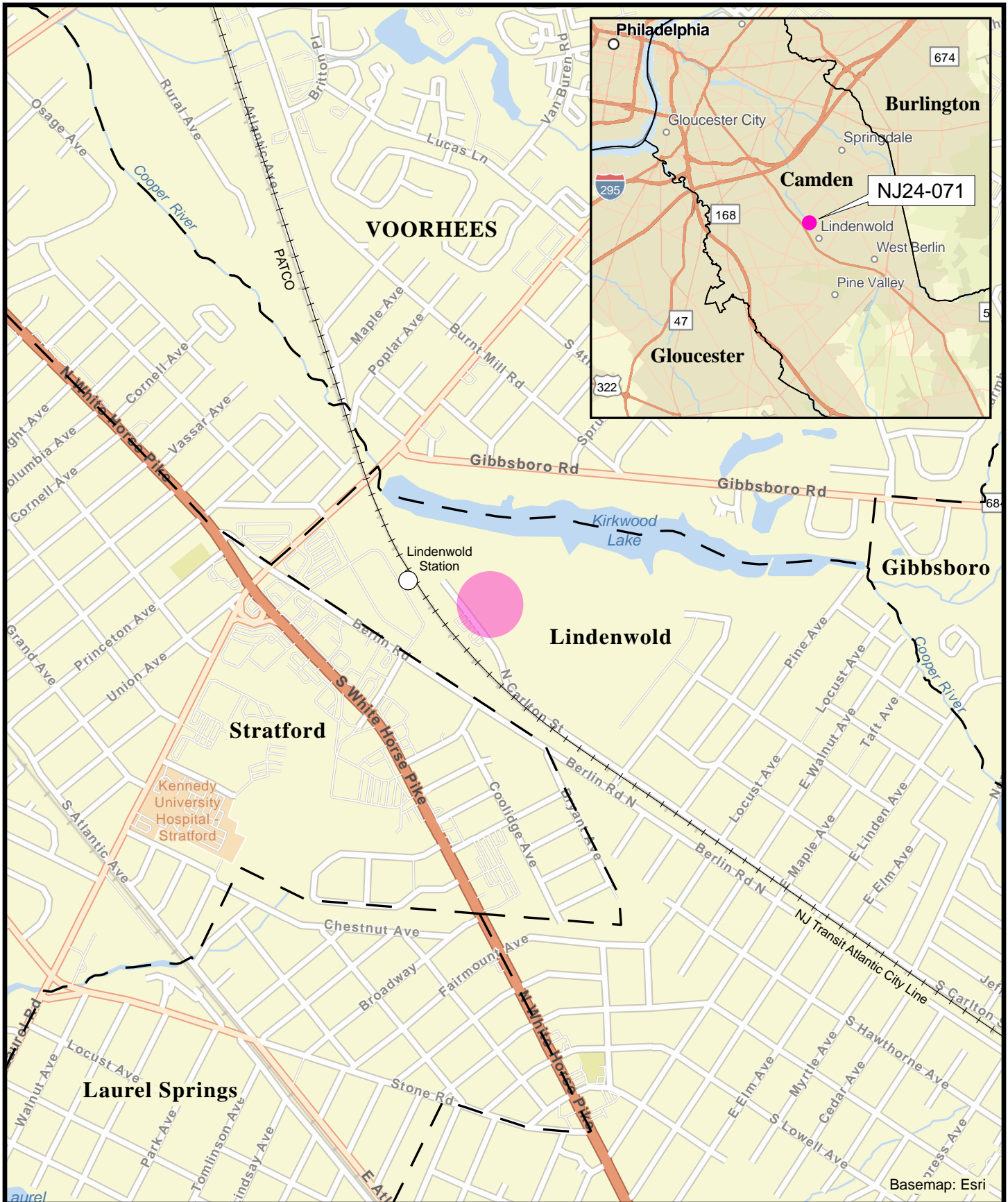
Mapped: Y

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

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA		0.700								
ERC	SECT 5337		2.800								
	Fiscal Year Total		3.500								
		Total FY2022 - 2025		3.500		Total FY2026 - 2031					

NJ24-071: Relocation of Center Tower/SCADA Modernization



Basemap: Esri

ACTION ITEM

Date Prepared: October 31, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2024

Agenda Item:

2d. PA25-016: JFK Boulevard at 32nd Street over SEPTA (MPMS #78757). City of Philadelphia – Reduce Funding in the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by reducing funding in the TIP for the Utility (UTL) Phase of the JFK Boulevard at 32nd Street over SEPTA project by \$19,932,000 in the first four years of the TIP and reprogramming as follows: FY25: \$1,250,000 State 185; FY26: \$1,250,000 State 185; FY27: \$1,250,000 State 185; and FY28: \$1,250,000 State 185. The total amount of funding shown in the DVRPC TIP for this project will be \$25,869,000 after this action: \$5,000,000 State 185 for the UTL Phase, \$5,565,000 NHPP for the Construction (CON) Phase, \$11,130,000 BRIP for the CON Phase, and \$4,174,000 State 185 for the CON Phase.

The UTL Phase estimate is \$24,932,000, with \$19,932,000 of the total funds having already been encumbered on previous TIPs, leaving \$5,000,000 left to be encumbered. The UTL Phase work completed to date in coordination with SEPTA includes upgrades to the structure to eliminate the 15-ton load restriction posting, including joint replacement, steel superstructure and substructure repairs, zone painting of superstructure and substructure, drainage upgrades, and concrete substructure repairs.

This project features the rehabilitation of the poor condition, load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over the SEPTA double track (West Branch). The proposed Construction Phase work includes deck overlay and sidewalk replacement, intersection improvements at Market Street, and streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

Reduce overall TIP funding by \$19,932,000 State 185 in the first four years of the TIP.

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-016, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by reducing funding in the TIP for the Utility Phase of the JFK Boulevard at 32nd over SEPTA project by \$19,932,000 in the first four years of the TIP and reprogramming as follows: FY25: \$1,250,000 State 185; FY26: \$1,250,000 State 185; FY27: \$1,250,000 State 185; and FY28: \$1,250,000 State 185. The total amount of funding shown in the DVRPC TIP for this project will be \$25,869,000 after this action.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #011
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-016

Philadelphia

MPMS# 78757 **JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)**

AQ Code S19 **LIMITS:** Between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

Latitude: 39.9552 **MUNICIPALITIES** Philadelphia City

Longitude: -75.1776 Bridge Repair/Replacement

PROJ MANG: AECOM/P. Shultes

Rehabilitation of the poor condition; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

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

This is a breakout from MPMS #69828.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by reducing funding in the TIP for the Utility (UTL) Phase of the JFK Boulevard at 32nd Street over SEPTA project by \$19,932,000 in the first four years of the TIP and reprogramming as follows: FY25: \$1,250,000 State 185; FY26: \$1,250,000 State 185; FY27: \$1,250,000 State 185; and FY28: \$1,250,000 State 185.

Before Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
UTL	185	5,002													
UTL	185		7,776												
UTL	185			10,085											
UTL	185				2,069										
CON	NHPP		5,565												
CON	185		1,391												
CON	BRIP			2,188											
CON	185			547											
CON	BRIP				2,942										
CON	185				736										
CON	BRIP					6,000									
CON	185					1,500									
		5,002	14,732	12,820	5,747	7,500	0	0	0	0	0	0	0		
		Total FY2025-2028			38,301	Total FY2029-2032				7,500	Total FY2033-2036				0

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	1,250											
UTL	185		1,250										
UTL	185			1,250									
UTL	185				1,250								
CON	NHPP		5,565										
CON	185		1,391										
CON	BRIP			2,188									

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-016

Philadelphia															
CON	185				547										
CON	BRIP														
CON	185														
CON	BRIP														
CON	185														
		1,250	8,206	3,985	4,928	7,500	0	0	0	0	0	0	0	0	
		Total FY2025-2028			18,369	Total FY2029-2032				7,500	Total FY2033-2036				0

PA25-016: JFK Boulevard at 32nd Street over SEPTA



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2024

Agenda Item:

2e. PA25-017: Chapman Road Bridge over Pine Run (MPMS #111565), Bucks County – Federalize Project

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Chapman Road Bridge over Pine Run (MPMS #111565), replacing \$1,768,000 State 185 Construction (CON) Phase funding with federal BOF/BRIP funding, programmed as follows: \$634,000 BOF in FY25, \$634,000 BOF in FY26, and \$500,000 BRIP in FY26.

This project involves the replacement of the Chapman Road Bridge over Pine Run. In addition to the bridge replacement, the project will include the following work:

- Relocation of two existing drainage pipes adjacent to the bridge abutments located on the south side of the bridge.
- Full depth pavement reconstruction for approximately 30 feet on the northern approach and approximately 40 feet on the southern approach.
- Pavement mill and overlay for approximately 75 feet on the northern approach and approximately 91 feet on the southern approach.
- Existing weathering steel guiderail will be replaced with new brown painted guiderail on all four quadrants of the bridge. The new guiderail may be extended past the limits of existing guiderail in the southwest quadrant.
- Stormwater outfalls will be relocated downstream of the existing outfall structures.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$1,268,000 BOF/\$500,000 BRIP; The overall funding of the project will not change.

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-017, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Chapman Road Bridge over Pine Run (MPMS #111565), replacing \$1,768,000 State 185 Construction (CON) Phase funding with federal BOF/BRIP funding, programmed as follows: \$634,000 BOF in FY25, \$634,000 BOF in FY26, and \$500,000 BRIP in FY26.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #014
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-017

Bucks

MPMS# 111565 *Chapman Road Bridge over Pine Run*

AQ Code S19 **LIMITS:** Chapman Road over Pine Run, Doylestown Township

Latitude: **MUNICIPALITIES** Doylestown Township

Longitude: Bridge Repair/Replacement

PROJ MANG: TSS/Gannett/A. Harper

This project involves rehabilitating or replacing the Bridge at Chapman Road Bridge over Pine Run. Design is being completed by the locals.

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 federalizing the project, Chapman Road Bridge over Pine Run (MPMS #111565), replacing \$1,768,000 State 185 Construction (CON) Phase funding with federal BOF/BRIP funding, programmed as follows: \$634,000 BOF in FY25, \$634,000 BOF in FY26, and \$500,000 BRIP in FY26.

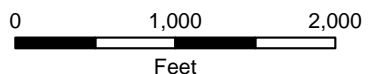
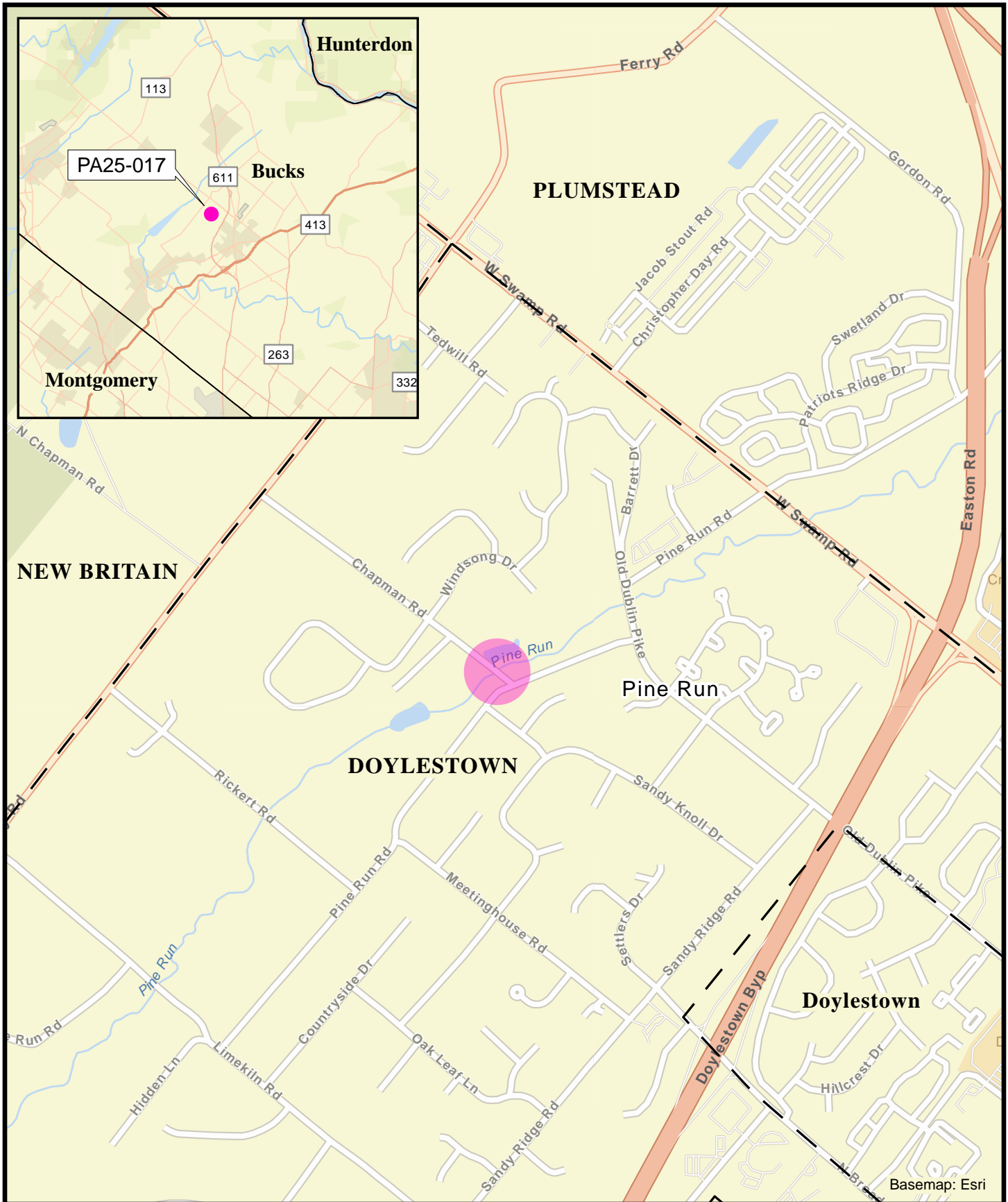
Before Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	185				1,768										
		0	0	0	1,768	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,768	Total FY2029-2032				0	Total FY2033-2036				0

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	BOF	634													
CON	BRIP		500												
CON	BOF		634												
		634	1,134	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,768	Total FY2029-2032				0	Total FY2033-2036				0

PA25-017: Chapman Road Bridge over Pine Run



ACTION ITEM

Date Prepared: October 31, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2024

Agenda Item:

**2f. PA25-018: Creek Road over Pickering Creek (Bridge) (MPMS #98223),
Chester County – Federalize Project**

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Creek Road over Pickering Creek (MPMS #98223), by programming \$3,800,000 BRIP in FY25 for construction.

Project delays were encountered, due to a required agreement with PECO gas, and the project was not able to obligate funding under the previous FY2023 TIP. This project involves the replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54-foot single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$3,800,000 BRIP

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-018, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Creek Road over Pickering Creek (MPMS #98223), by programming \$3,800,000 BRIP in FY25 for construction.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #016
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-018

Chester

MPMS# 98223 **Creek Road over Pickering Creek (Bridge)**

AQ Code S19 **LIMITS:** Thompson Davis Bridge

Latitude: 40.109238 **MUNICIPALITIES** Schuylkill Township

Longitude: -75.5278 Bridge Repair/Replacement

PROJ MANG: TSS/Gannett/A. Harper

This project is a replacement of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by federalizing the project, Creek Road over Pickering Creek (MPMS #98223), by programming \$3,800,000 BRIP in FY25 for construction.

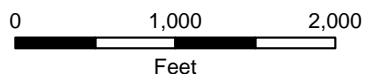
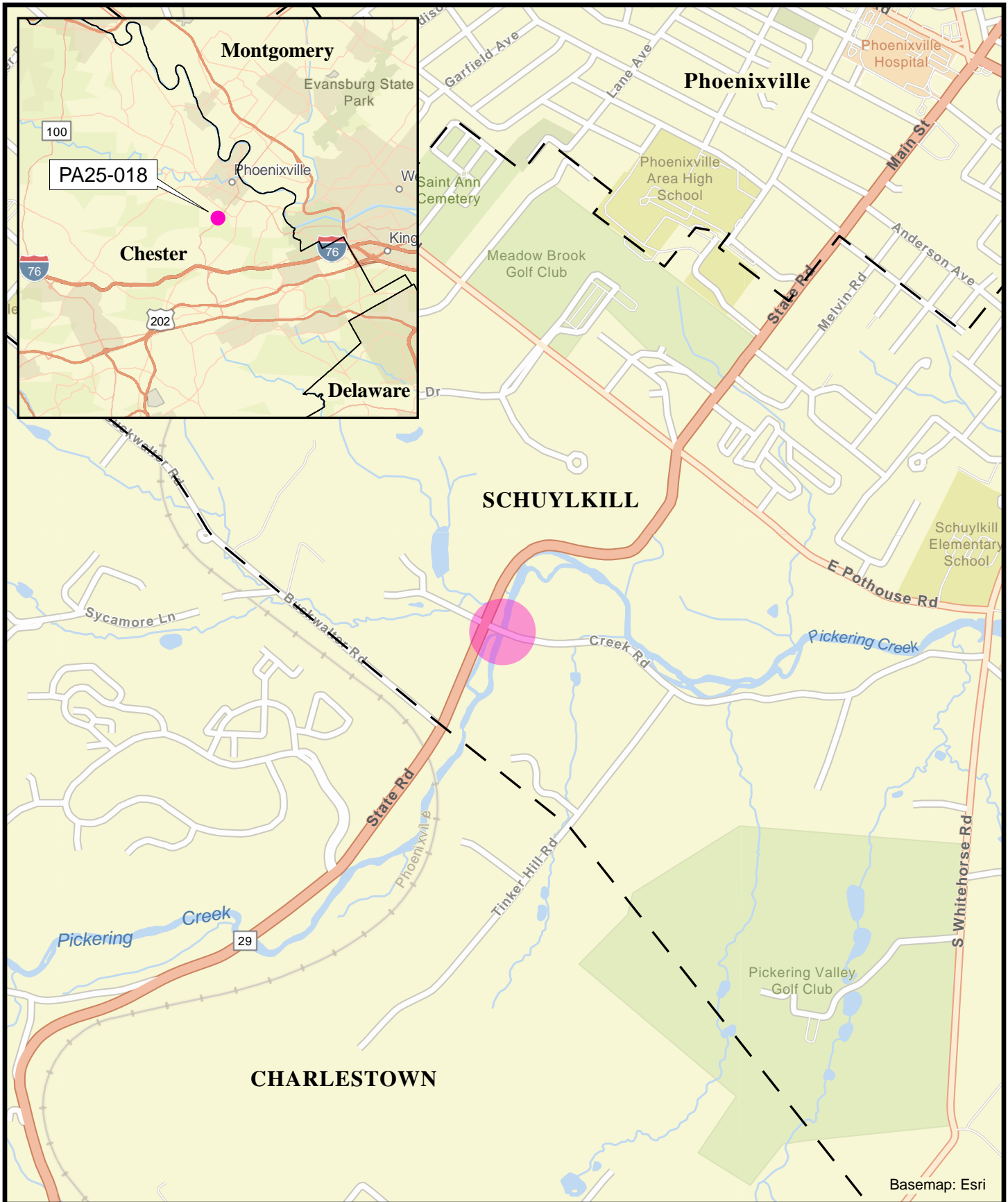
Before Proposed Action

		TIP Program Years (\$ 000)															
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036				
ROW	183																
ROW	LOC																
		0	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2025-2028				0				Total FY2029-2032				0			
										Total FY2033-2036				0			

After Proposed Action

		TIP Program Years (\$ 000)															
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036				
CON	BRIP	3,800															
		3,800	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2025-2028				3,800				Total FY2029-2032				0			
										Total FY2033-2036				0			

PA25-018: Creek Road over Pickering Creek (Bridge)



Basemap: Esri

ACTION ITEM

Date Prepared: October 31, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2024

Agenda Item:

**2g. PA25-019: Spring City Road over Stony Run (Bridge) (MPMS #98224),
Chester County – Federalize Project**

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Spring City Road over Stony Run (Bridge) (MPMS #98224), by programming \$3,000,000 BRIP in FY25 for construction.

Project delays were encountered, as ROW negotiations resulted in a condemnation that caused a delay in submitting the project's Plans, Specifications, and Estimate (PS&E), as such the project was not able to obligate funding under the previous FY2023 TIP. This project is a replacement of the county owned "Cromby's Bridge" (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This is a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons combination. This 34.5-foot, adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$3,000,000 BRIP

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make recommendations at the November 12, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-019, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by federalizing the project, Spring City Road over Stony Run (Bridge) (MPMS #98224), by programming \$3,000,000 BRIP in FY25 for construction.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #015
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-019

Chester

MPMS# 98224 *Spring City Road over Stony Run (Bridge)*

AQ Code S19 **LIMITS:** East Pikeland Township

Latitude: 40.148915 **MUNICIPALITIES** East Pikeland Township

Longitude: -75.5311 Bridge Repair/Replacement

PROJ MANG: TSS/Gannett/A. Harper

This project is a replacement of the county owned Cromby's Bridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by federalizing the project, Spring City Road over Stony Run (Bridge) (MPMS #98224), by programming \$3,000,000 BRIP in FY25 for construction.

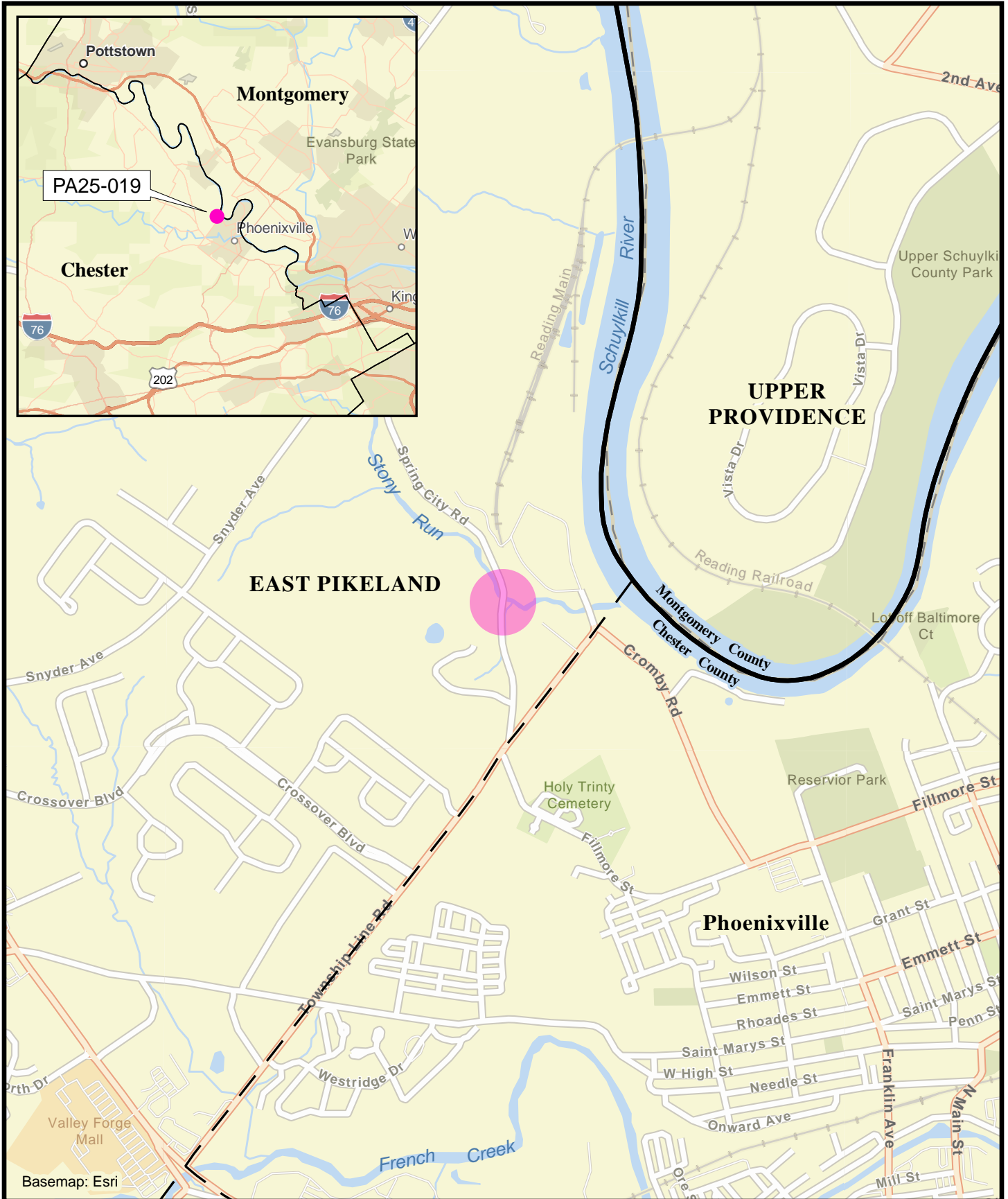
Before Proposed Action

		TIP Program Years (\$ 000)														
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036			
ROW	183															
ROW	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2025-2028				0	Total FY2029-2032				0	Total FY2033-2036				0

After Proposed Action

		TIP Program Years (\$ 000)														
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036			
CON	BRIP	3,000														
		3,000	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2025-2028				3,000	Total FY2029-2032				0	Total FY2033-2036				0

PA25-019: Spring City Road over Stony Run (Bridge)



PennDOT Fiscal Constraint Charts (November 2024)

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 #6

Chart: 006

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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				
COUNTY/CITY BRDG RESERV	95447	CON	Before		183	0	2,468,000	1,792,000	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,787,000	896,000	0	3,585,000	896,000	0	3,585,000	896,000	0	8,332,000	3,896,000	44,590,000	LINE ITEM		
BUCKS			Adjust		183	0	(2,216,958)	(554,240)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,771,198)			
SR,-----			After		183	0	251,042	1,237,760	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,787,000	896,000	0	3,585,000	896,000	0	3,585,000	896,000	0	8,332,000	3,896,000	41,818,802			
MANCHESTER RD O/ RIDLEY CR(R)	103535	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT FROM COUNTY BRIDGE LINE ITEM. PROJECT WAS SELECTED UNDER ROUND 2 IN THE SUMMER OF 2016.		
DELAWARE			Adjust		183	0	219,879	54,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		274,849	
SR,7023,BRG			After		183	0	219,879	54,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	274,849
MANCHESTER RD O/ RIDLEY CR(R)	103535	ROW	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	RETRO-REIMBURSEMENT FROM COUNTY BRIDGE LINE ITEM. PROJECT WAS SELECTED UNDER ROUND 2 IN THE SUMMER OF 2016.		
DELAWARE			Adjust		183	0	40,868	10,217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		51,085	
SR,7023,BRG			After		183	0	40,868	10,217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	51,085
MANCHESTER RD O/ RIDLEY CR(R)	103535	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT FROM COUNTY BRIDGE LINE ITEM. PROJECT WAS SELECTED UNDER ROUND 2 IN THE SUMMER OF 2016.		
DELAWARE			Adjust		183	0	1,956,211	489,053	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,445,264	
SR,7023,BRG			After		183	0	1,956,211	489,053	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2,445,264
Before FFY Totals						0	2,468,000	1,792,000	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,787,000	896,000	0	3,585,000	896,000	0	3,585,000	896,000	0	8,332,000	3,896,000	44,590,000			
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						0	2,468,000	1,792,000	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,787,000	896,000	0	3,585,000	896,000	0	3,585,000	896,000	0	8,332,000	3,896,000	44,590,000			

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 #7

Chart: 007

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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	TOTAL	Remarks				
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		7,598,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	103,980,000	LINE ITEM	
			Adjust	TAU		(985,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(985,000)			
			After	TAU		6,613,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000		0
MAINST. EAST-RUTH RD. SIDEWALK			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2021 TASA AWARDED PROJECT.	
MONTGOMERY	117961	CON	Adjust	TAU		985,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	985,000			
SR,0063,MRS			After	TAU		985,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	985,000			
Before FFY Totals						7,598,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	103,980,000		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						7,598,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	103,980,000		

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 #8

Chart: 008

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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	TOTAL	Remarks					
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRPU		8,890,000	0	0	10,476,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	23,872,000	LINE ITEM		
			Adjust	CRPU		(1,600,000)	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	0	0	0	(1,600,000)			
			After	CRPU		7,290,000	0	0	10,476,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,506,000	0
CHICHESTER AVE & I-95 RAMP ROUNDABOUTS DELAWARE SR,3009,SP2	111022	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION.	
			Adjust	CRPU	TC		1,600,000	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	0	0	0	0	1,600,000	
			After	CRPU	TC		1,600,000	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	0	0	0	0	0	1,600,000
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		5,730,000	0	0	2,922,000	0	0	4,856,000	0	0	4,295,000	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	0	0	0	0	0	0	0	46,879,000	LINE ITEM	
			Adjust	CAQ		(308,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(308,000)		
			After	CAQ		5,422,000	0	0	2,922,000	0	0	4,856,000	0	0	4,295,000	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	0	0	0	0	0	0	0	0		46,571,000
TRANSPORTATION OPERATIONS 2024-25 PHILADELPHIA SR,----,---	81232	PRA	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION.	
			Adjust	CAQ		208,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208,000	
			After	CAQ		208,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208,000	
PA AIR QUALITY ACTION SUPP SERVICES 2024-25 PHILADELPHIA SR,----,---	81227	PRA	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION.	
			Adjust	CAQ		100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000		
			After	CAQ		100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	
Before FFY Totals						14,620,000	0	0	13,398,000	0	0	4,856,000	0	0	4,295,000	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	14,506,000	0	0	0	0	0	0	0	0	70,751,000			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						14,620,000	0	0	13,398,000	0	0	4,856,000	0	0	4,295,000	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	14,506,000	0	0	0	0	0	0	0	0	0	70,751,000		

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 #9

Chart: 009

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			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	TOTAL	Remarks	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	3,009,000	1,705,000	0	0	123,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,400,000	LINE ITEM	
			Adjust	STU	581	(243,618)	(16,212)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(259,830)	
			After	STU	581	2,765,382	1,688,788	0	0	123,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,140,170
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		5,422,000	0	0	2,922,000	0	0	4,856,000	0	0	4,295,000	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	0	0	46,571,000	LINE ITEM	
			Adjust	CAQ		(12,160)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(12,160)	
			After	CAQ		5,409,840	0	0	2,922,000	0	0	4,856,000	0	0	4,295,000	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	0	0	0	0	46,558,840	
CITYWIDE RESURFACE/RAMPS 106(C) PHILADELPHIA SR,----,106	108090	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO PAY FINAL INVOICE
			Adjust	STU	LOC	142,926	0	35,732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178,658	
			After	STU	LOC	142,926	0	35,732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178,658	
MATTSON O/ W BR CHESTER CR DELAWARE SR,7023,MAP	103528	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR A SUPPLEMENT FOR PHASE 1 ARCH WORK NOT PREVIOUSLY SCOPED.
			Adjust	STU	TC	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,000	
			After	STU	TC	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,000	
TRANSPORTATION SYSTEMS MGMT & OPERATIONS(TSMO) PHILADELPHIA SR,----,LEG	72738	PRA	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO ADDRESS AUC.
			Adjust	STU	581	23,519	5,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29,399	
			After	STU	581	23,519	5,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29,399	
D6 MODELING ASSITANCE MONTGOMERY SR,----,MOD	110127	PRA	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO ADDRESS AUC.
			Adjust	STU	581	18,080	4,520	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,600	
			After	STU	581	18,080	4,520	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,600	
TAP PROJECT ENGR/MGMT PHILADELPHIA SR,----,TEM	66460	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO ADDRESS AUC.
			Adjust	STU	581	11,093	2,772	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,865	
			After	STU	581	11,093	2,772	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,865	
CMAQ PROJ ENGR/MGMT PHILADELPHIA SR,----,CEM	66461	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO ADDRESS AUC.
			Adjust	CAQ	581	12,160	3,040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,200	
			After	CAQ	581	12,160	3,040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,200	
Before FFY Totals						8,431,000	1,705,000	0	2,922,000	123,000	0	4,856,000	760,000	0	4,295,000	2,240,000	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	563,000	0	54,971,000	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.	
FFY Adjustment Totals						0	0	35,732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,732			
After FFY Totals						8,431,000	1,705,000	35,732	2,922,000	123,000	0	4,856,000	760,000	0	4,295,000	2,240,000	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	563,000	0	55,006,732		

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR OCTOBER 2024
Chart 10

MA IDs:

Chart: 010

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			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	TOTAL	Remarks			
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	2,765,382	1,688,788	0	0	123,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,140,170	LINE ITEM			
			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	10,763,000			
			After	STU	581	2,765,382	1,688,788	0	0	123,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,903,170		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	585,000	LINE ITEM			
			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	20,236,000			
			After	NHPP	581	0	0	0	585,000	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	20,236,000		
US 422: NORFOLK SOUTHERN- EVERGREEN RD(C) MONTGOMERY SR,0422,M1B	16738	CON	Before	NHPP	581	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	20,961,000	7,932,000	0	87,490,000	FUNDS OBLIGATED UNDER PREVIOUS TIP. REMAINING FUNDING NEEDED FOR AC CONVERSION.			
			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	0	(27,986,000)		
			After	NHPP	581	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	20,961,000	7,932,000	0	59,504,000				
US 422: NORFOLK SOUTHERN- EVERGREEN RD(C) MONTGOMERY SR,0422,M1B	16738	CON	Before	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	16,478,000	FUNDS OBLIGATED UNDER PREVIOUS TIP. REMAINING FUNDING NEEDED FOR AC CONVERSION.			
			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	0	(10,763,000)		
			After	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	0	0	5,715,000	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	CON	Before	NHPP	TC	8,850,000	0	0	3,568,000	0	0	18,299,000	0	0	10,084,000	0	0	16,924,000	0	0	10,000,000	0	0	10,000,000	0	0	0	0	0	0	0	0	77,725,000	FUNDS AVAILABLE BASED ON CURRENT NEEDS.			
			Adjust	NHPP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,000,000)		
			After	NHPP	TC	8,850,000	0	0	3,568,000	0	0	18,299,000	0	0	10,084,000	0	0	16,924,000	0	0	10,000,000	0	0	5,000,000	0	0	0	0	0	0	0	0	0	0	0	72,725,000	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	CON	Before	STU	TC	2,625,000	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	2,625,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			After	STU	TC	2,625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,625,000	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	CON	Before	sSTP	TC	20,093,593	0	0	2,908,745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,002,338	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	sSTP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			After	sSTP	TC	20,093,593	0	0	2,908,745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,002,338	
Before FFY Totals						41,264,975	3,421,788	0	13,992,745	1,856,000	0	25,230,000	2,493,000	0	17,015,000	3,973,000	0	20,855,000	983,000	0	15,290,000	1,323,000	0	14,572,000	1,143,000	0	9,931,000	2,483,000	0	31,724,000	8,495,000	0	216,045,508				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						41,264,975	3,421,788	0	13,992,745	1,856,000	0	25,230,000	2,493,000	0	17,015,000	3,973,000	0	20,855,000	983,000	0	15,290,000	1,323,000	0	14,572,000	1,143,000	0	9,931,000	2,483,000	0	31,724,000	8,495,000	0	216,045,508				

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR NOVEMBER 2024
Chart #12

MA IDs:

Chart: 012

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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 FFY 2033			TOTAL	Remarks						
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL								
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	3,752,000	0	0	6,526,000	0	0	8,835,000	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	77,546,000	LINE ITEM				
			Adjust	BOF	185	0	(375,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(375,000)						
			After	BOF	185	0	3,377,000	0	0	6,526,000	0	0	8,835,000	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,642,000	53,642,000	0	77,171,000
BRIDGE GROUP U(C) CHESTER SR,3003,HBU	109599	CON	Before		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY ENCUMBERED. ADDING FUNDS TO REPAIR THE KNOX COVERED BRIDGE IN VALLEY FORGE NATIONAL PARK DUE TO A FALLEN TREE. DAMAGE OCCURRED IN AUGUST 2024.				
Adjust				185	0	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000					
After				185	0	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		375,000			
Before FFY Totals						0	3,752,000	0	0	6,526,000	0	0	8,835,000	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	77,546,000		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						0	3,752,000	0	0	6,526,000	0	0	8,835,000	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	77,546,000

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR NOVEMBER 2024
Chart #13

Chart: 013

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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 FFY 2033			TOTAL	Remarks						
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks							
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	3,377,000	0	0	6,526,000	0	0	8,835,000	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	77,171,000	LINE ITEM					
			Adjust	BOF	185	0	(1,000,000)	0	0	(2,161,661)	0	0	(2,161,662)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,323,323)						
			After	BOF	185	0	2,377,000	0	0	4,364,339	0	0	6,673,338	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000		53,642,000	0	71,847,677		
BROWNSVILLE RD O/ NESHAMINY CR(C) BUCKS SR,2043,BBR	78516	CON	Before		185	0	1,946,000	0	0	2,000,000	0	0	1,000,000	0	0	3,054,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000,000	ADDING FUNDS TO ACCOUNT FOR RECENT LOW BID PLUS INSPECTION RESULT.					
			Adjust		185	0	1,000,000	0	0	2,161,661	0	0	2,161,662	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5,323,323				
			After		185	0	2,946,000	0	0	4,161,661	0	0	3,161,662	0	0	3,054,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	13,323,323			
Before FFY Totals						0	5,323,000	0	0	8,526,000	0	0	9,835,000	0	0	3,873,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	85,171,000				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
After FFY Totals						0	5,323,000	0	0	8,526,000	0	0	9,835,000	0	0	3,873,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	85,171,000	

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR NOVEMBER 2024
Chart #15

MA IDs:

Chart: 015

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				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	TOTAL	Remarks								
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		0	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114,000	0	0	919,000	LINE ITEM				
			Adjust	BRIP		3,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,300,000					
			After	BRIP		3,300,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		114,000	0	0	4,219,000
PLEASANT VIEW RD O/ SANATOGA CR(C) MONTGOMERY SR,4028,NR1	92637	CON	Before	BRIP	TC	3,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,300,000	PROJECT LET FOR CONSTRUCTION 7/25/2024 AND FULLY FUNDED/OBLIGATED UNDER THE 2023 TIP. FUNDING NOT NEEDED ON THE 25 PROGRAM.				
			Adjust	BRIP	TC	(3,300,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(3,300,000)			
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0		
AMENDMENT																																										
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		3,300,000	0	0	805,000	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	114,000	0	0	4,219,000	LINE ITEM		
			Adjust	BRIP		(3,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,000,000)			
			After	BRIP		300,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		114,000	0
SPRING CITY RD O/ STONY RUN CHESTER SR,7015,205	98224	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECT WAS CARRIED ON THE 2023 TIP. FUNDS COULD NOT BE OBLIGATED PRIOR TO THE END OF THE 2023 TIP AS ROW NEGOTIATIONS RESULTED IN A CONDEMNATION. THIS CAUSED A DELAY IN GETTING THE PROJECT TO PS&E. THE ROW CLEARANCE IS EXPECTED SOON WITH AN ANTICIPATED JANUARY 2025 LETTING.		
			Adjust	BRIP		3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000			
			After	BRIP		3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,000,000	
Before FFY Totals						6,600,000	0	0	1,610,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228,000	0	0	8,438,000		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						6,600,000	0	0	1,610,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228,000	0	0	8,438,000

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR NOVEMBER 2024
Chart #16

Chart: 016

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			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													
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		300,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114,000	0	0	1,219,000	LINE ITEM								
			Adjust	BRIP		(3,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,800,000							
			After	BRIP		4,100,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	114,000	0	0	5,019,000			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	2,377,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	53,642,000	0	0	70,716,677	LINE ITEM						
			Adjust	BOF	185	0	(950,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(950,000)	0	0	0	
			After	BOF	185	0	3,327,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,642,000	52,692,000	0		0	70,716,677				
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	2,765,382	1,688,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,763,000	563,000	0	0	19,229,170	LINE ITEM							
			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	0	0	0	0		0	0	(3,800,000)	0	0	(3,800,000)	
			After	STU	581	2,765,382	1,688,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0		0	15,429,170					
N. VALLEY RD O/ AMTRAK CHESTER SR,1005,PTC	47979	CON	Before	BRIP	185	6,416,000	1,604,000	0	6,416,000	1,604,000	0	2,416,000	604,000	0	4,416,000	1,104,000	0	6,000,000	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,080,000	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.						
			Adjust	BRIP	185	(3,800,000)	(950,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(3,800,000)				
			After	BRIP	185	2,616,000	654,000	0	6,416,000	1,604,000	0	2,416,000	604,000	0	4,416,000	1,104,000	0	6,000,000	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	950,000	0	0	28,280,000	
N. VALLEY RD O/ AMTRAK CHESTER SR,1005,PTC	47979	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.					
			Adjust	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,800,000	0	0	3,800,000	
			After	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	3,800,000	0	0
AMENDMENT																																													
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		4,100,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114,000	0	0	5,019,000	LINE ITEM			
			Adjust	BRIP		(3,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(3,800,000)		
			After	BRIP		300,000	0	0	805,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		114,000	0	0
CREEK RD O/ PICKERING CR CHESTER SR,7015,175	98223	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECT WAS CARRIED ON THE 2023 TIP. FUNDS COULD NOT BE OBLIGATED PRIOR TO THE END OF THE 2023 TIP. AS AN AGREEMENT WAS NEEDED WITH PECO GAS. THE COUNTY IS CURRENTLY FINALIZING THE AGREEMENT. ANTICIPATED PROJECT LETTING IS JANUARY 2025.				
			Adjust	BRIP		(3,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	3,800,000		
			After	BRIP		3,800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	3,800,000	
Before FFY Totals						13,581,382	5,669,788	0	8,026,000	6,417,339	0	2,416,000	6,906,338	0	4,416,000	4,163,000	0	6,000,000	1,500,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	14,633,000	54,205,000	0	0	128,263,847					
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
After FFY Totals						13,581,382	5,669,788	0	8,026,000	6,417,339	0	2,416,000	6,906,338	0	4,416,000	4,163,000	0	6,000,000	1,500,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,633,000	54,205,000	0	0	128,263,847

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 136723) District 6-0 Interstate TIP				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	NHPP		18,818,922			61,914,994			23,967,559			12,741,084			Funds returned to Interstate Contingency LI.	
			Adjust	NHPP									15,000,000						
			After	NHPP			18,818,922			61,914,994			38,967,559			12,741,084			
I-95: Margaret-Carver (C) 95/BS2 Philadelphia	79910	CON	Before	NHPP		40,000,000			40,000,000			31,681,786						Reduce to AC amount plus anticipated increase.	
			Adjust	NHPP									(15,000,000)						
			After	NHPP			40,000,000			40,000,000			16,681,786						
Before Totals						\$58,818,922	\$0	\$0	\$101,914,994	\$0	\$0	\$55,649,345	\$0	\$0	\$12,741,084	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$58,818,922	\$0	\$0	\$101,914,994	\$0	\$0	\$55,649,345	\$0	\$0	\$12,741,084	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:) District 6-0 Interstate TIP				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			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-76 Integrated Corridor Management	106662	PE	Before	NHPP		9,000,000			9,000,000									PE phase concluding in the next few months. Returning unused PE funding to IC LI leaving \$3M for potential supplement costs.	
76/ICM			Adjust	NHPP		(7,500,000)			(7,500,000)										
Montgomery			After	NHPP			1,500,000			1,500,000									
Interstate Contingency	75891	CON	Before	NHPP		23,818,922			61,914,994			38,967,559			12,741,084			Funds returned to Interstate Contingency LI to maintain fiscal constraint.	
/			Adjust	NHPP		7,500,000			7,500,000										
Central Office			After	NHPP			31,318,922			69,414,994			38,967,559			12,741,084			
Before Totals						\$32,818,922	\$0	\$0	\$70,914,994	\$0	\$0	\$38,967,559	\$0	\$0	\$12,741,084	\$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						\$32,818,922	\$0	\$0	\$70,914,994	\$0	\$0	\$38,967,559	\$0	\$0	\$12,741,084	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 136769) District 6-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			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 & Bridge Street Interchange DESIGN 95/BSR Philadelphia	47811	FD	Before	NHPP	581	10,170,000	1,130,000												Decrease to current need.
			Adjust	NHPP	581	(4,500,000)	(500,000)												
			After	NHPP	581	5,670,000	630,000												
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	34,818,922	6,834,876		69,414,994	17,085,435		38,967,559	3,428,558		12,741,084	15,626,836			Funds returned to Interstate Contingency LI to maintain fiscal constraint.
			Adjust	NHPP	581	4,500,000	500,000												
			After	NHPP	581	39,318,922	7,334,876		69,414,994	17,085,435		38,967,559	3,428,558		12,741,084	15,626,836			
Before Totals						\$44,988,922	\$7,964,876	\$0	\$69,414,994	\$17,085,435	\$0	\$38,967,559	\$3,428,558	\$0	\$12,741,084	\$15,626,836	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$44,988,922	\$7,964,876	\$0	\$69,414,994	\$17,085,435	\$0	\$38,967,559	\$3,428,558	\$0	\$12,741,084	\$15,626,836	\$0		

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FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 136790) District 6-0 Interstate TIP				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	39,318,922	7,334,876		68,414,994	17,085,435		38,967,559	3,428,558		12,741,084	15,626,836		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP	581				(4,500,000)	(500,000)									
			After	NHPP	581	39,318,922	7,334,876		63,914,994	16,585,435		38,967,559	3,428,558		12,741,084	15,626,836			
I-95 & Bridge Street Interchange DESIGN 95/BSR Philadelphia	47811	FD	Before	NHPP	581	5,670,000	630,000											Technical correction to MA# 136769 return funds to phase. Funds are cash-flowed into FFY 2026.	
			Adjust	NHPP	581				4,500,000	500,000									
			After	NHPP	581	5,670,000	630,000		4,500,000	500,000									
Before Totals						\$44,988,922	\$7,964,876	\$0	\$68,414,994	\$17,085,435	\$0	\$38,967,559	\$3,428,558	\$0	\$12,741,084	\$15,626,836	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$44,988,922	\$7,964,876	\$0	\$68,414,994	\$17,085,435	\$0	\$38,967,559	\$3,428,558	\$0	\$12,741,084	\$15,626,836	\$0		

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 136800) DVRPC & Statewide TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TIIF Reserve / Central Office	60469	CON	Before		e581		7,249,477			13,396,000			22,500,000			25,000,000		TIIF Reserve utilized as source of funds to maintain fiscal constraint.
			Adjust		e581		(1,500,000)			(1,500,000)								
			After		e581		5,749,477			11,896,000			22,500,000			25,000,000		
US 30 RTL @ PA 352 R9 30/MT2 Chester	120277	CON	Before															Increase phase for approved Transportation Infrastructure Investment Fund project. Project approved by DCED letter dated 8/10/2022 on behalf of Governor Wolf.
			Adjust		e581		1,500,000			1,500,000								
			After		e581		1,500,000			1,500,000								
Before Totals						\$0	\$7,249,477	\$0	\$0	\$13,396,000	\$0	\$0	\$22,500,000	\$0	\$0	\$25,000,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$7,249,477	\$0	\$0	\$13,396,000	\$0	\$0	\$22,500,000	\$0	\$0	\$25,000,000	\$0	

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FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137059) District 6-0 Interstate TIP				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Studies Line Item 95/0 Philadelphia	114876	STUDY	Before	NHPP		2,000,000			2,000,000									Studies Line Item utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP		(2,000,000)			(2,000,000)										
			After	NHPP															
Broad Street Interchange 95/BSI Philadelphia	113762	STUDY	Before	NHPP														Increase to cover AC.	
			Adjust	NHPP		500,000			500,000										
			After	NHPP		500,000			500,000										
Walt Whitman Bridge Interchange 95/WWB Philadelphia	113763	STUDY	Before	NHPP														Increase to cover AC.	
			Adjust	NHPP		500,000			500,000										
			After	NHPP		500,000			500,000										
Penns Landing Interchange 95/PLI Philadelphia	113764	STUDY	Before	NHPP														Increase to cover AC.	
			Adjust	NHPP		500,000			500,000										
			After	NHPP		500,000			500,000										
Christopher Columbus Blvd Corridor 95/CCB Philadelphia	113765	STUDY	Before	NHPP														Increase to cover AC.	
			Adjust	NHPP		500,000			500,000										
			After	NHPP		500,000			500,000										
Before Totals						\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals						\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			

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FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137057) D6-0 Statewide & DVRPC TIPs				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Multimodal Reserve / Central Office	102893	CON	Before		411		79,926,916			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.	
			Adjust		411		(377,805)												
			After		411		79,549,111			84,462,886			87,948,000			89,867,000			
Pennsylvania & Trenton Aves R6 & R7 2073/MTF Bucks	115754	PE	Before															Add PE phase as per MTF agreement. Local funds are additional to the STIP.	
			Adjust		411			47,000											
			After		411			47,000											
Pennsylvania & Trenton Aves R6 & R7 2073/MTF Bucks	115754	CON	Before															Add CON phase as per MTF agreement. Local funds are additional to the STIP.	
			Adjust		411			377,805	66,342										
			After		411			377,805	66,342										
Before Totals						\$0	\$79,926,916	\$0	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$113,342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$79,926,916	\$113,342	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		

NOTES

***NJDOT Fiscal Constraint Charts
(November 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	(16.673)	30.232	143.928	157.487	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Washington Turnpike, Bridge over West Branch of Wading River	15324	BEFORE		Burlington	0.300	0.000	0.000	0.000	0.300	
		ROW	BFP-OS-BRDG		(0.300)	0.300	0.000	0.000	0.000	
		AFTER			0.000	0.300	0.000	0.000	0.300	
Total					(0.300)	0.300	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	(16.673)	30.232	143.928	157.487	
<p>... 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)</p>										

DRPA/PATCO Fiscal Constraint Charts (November 2024)

DVRPC FY2024 TIP for New Jersey
Fiscal Constraint Chart
DVRPC Regional Transit (DRPA) Program (in Millions)
DRPA/PATCO Fiscal Constraint Chart #1

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

Project Title/ Program/County	DB #	Phase	Action	Fund Type	Prior Years		Four Years of the TIP (FY24-27)					Out Years					10-Yr Total	Remarks					
					2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032			2033	Out Yrs Total			
Relocation of Center Tower/SCADA Modernization DRPA Various Counties	DR038	ERC	Before	SECT 5337		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
			Adjust	SECT 5337	-2.800		0.000	2.800													0.000	2.800	
			After	SECT 5337	0.000		0.000	2.800	0.000	0.000	2.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.800	
	DR038	ERC	Before	DRPA		0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
			Adjust	DRPA	-0.700		0.000	0.700													0.000	0.700	
			After	DRPA	0.000		0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	
Track Drainage Improvements-Cuthbert & Osage DRPA Various Counties	DR15001A	DES	Before	SECT 5337		1.923	1.600	0.000	0.800	0.000	2.400	0.000								0.000	2.400		
			Adjust	SECT 5337	-1.923		-1.600	3.523													0.000	1.923	
			After	SECT 5337	0.000		0.000	3.523	0.000	0.800	2.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.523	
	DR15001A	DES	Before	DRPA		0.481	0.400	0.000	0.200	0.000	0.600	0.000									0.000	0.600	
			Adjust	DRPA	-0.481		-0.400	0.881														0.000	0.481
			After	DRPA	0.000		0.000	0.881	0.000	0.200	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.881
Electrical Cable Replacement DRPA Various Counties	DR008	ERC	Before	SECT 5337	2.000	3.760	1.300	1.300	6.400	6.400	15.400	2.800	0.000	0.000	0.000	0.000	0.000	0.000	2.800	18.200			
			Adjust	SECT 5337	-2.000	-3.760	-1.300	7.060			5.760									0.000	5.760		
			After	SECT 5337	0.000	0.000	0.000	8.360	6.400	6.400	21.160	2.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.800	23.960		
	DR008	ERC	Before	DRPA	0.500	0.940	0.325	0.325	1.600	1.600	3.850	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.700	4.550			
			Adjust	DRPA	-0.500	-0.940	-0.325	1.765			1.440									0.000	1.440		
			After	DRPA	0.000	0.000	0.000	2.090	1.600	1.600	5.290	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.990	
Smoke and Fire Control DRPA Various Counties	DR019	ERC	Before	SECT 5337	0.200	0.400	0.400	0.400	0.400	0.400	1.600	0.400	0.400	0.400	0.400	0.000	0.000	0.000	1.600	3.200			
			Adjust	SECT 5337	-0.200	-0.400	-0.400	1.000			0.600									0.000	0.600		
			After	SECT 5337	0.000	0.000	0.000	1.400	0.400	0.400	2.200	0.400	0.400	0.400	0.400	0.000	0.000	0.000	0.000	1.600	3.800		
	DR019	ERC	Before	DRPA	0.050	0.100	0.100	0.100	0.100	0.100	0.400	0.100	0.100	0.100	0.100	0.000	0.000	0.000	0.400	0.800			
			Adjust	DRPA	-0.050	-0.100	-0.100	0.250			0.150									0.000	0.150		
			After	DRPA	0.000	0.000	0.000	0.350	0.100	0.100	0.550	0.100	0.100	0.100	0.100	0.000	0.000	0.000	0.000	0.400	0.950		
Transit Enhancements DRPA Various Counties	DR036	ERC	Before	SECT 5307	0.056	0.056	0.056	0.056	0.056	0.056	0.224	0.056	0.056	0.056	0.056	0.000	0.000	0.000	0.224	0.448			
			Adjust	SECT 5307	-0.056	-0.056	-0.056	0.168			0.112									0.000	0.112		
			After	SECT 5307	0.000	0.000	0.000	0.224	0.056	0.056	0.336	0.056	0.056	0.056	0.056	0.000	0.000	0.000	0.000	0.224	0.560		
	DR036	ERC	Before	DRPA	0.014	0.014	0.014	0.014	0.014	0.014	0.056	0.014	0.014	0.014	0.014	0.000	0.000	0.000	0.056	0.112			
			Adjust	DRPA	-0.014	-0.014	-0.014	0.042			0.028									0.000	0.028		
			After	DRPA	0.000	0.000	0.000	0.056	0.014	0.014	0.084	0.014	0.014	0.014	0.014	0.000	0.000	0.000	0.000	0.056	0.140		
PATCO Interlocking & Track Rehabilitation DRPA Various Counties	DR1501	EC	Before	SECT 5307	0.200	1.528	0.510	1.640	1.900	2.880	6.930	0.000	2.100	1.580	1.740	5.900	6.480	17.800	24.730				
			Adjust	SECT 5307	-0.200	-1.528	-0.510	2.237			1.727									0.000	1.727		
			After	SECT 5307	0.000	0.000	0.000	3.877	1.900	2.880	8.657	0.000	2.100	1.580	1.740	5.900	6.480	17.800	26.457				
	DR1501	EC	Before	DRPA	0.050	0.382	0.127	0.410	0.475	0.720	1.732	0.000	0.525	0.395	0.435	1.475	1.620	4.450	6.182				
			Adjust	DRPA	-0.500	-0.382	-0.127	0.559			0.432									0.000	0.432		
			After	DRPA	-0.450	0.000	0.000	0.969	0.475	0.720	2.164	0.000	0.525	0.395	0.435	1.475	1.620	4.450	6.614				
Subway Structures Renovation DRPA Various Counties	DR1802	ERC	Before	SECT 5337	4.000	2.640	3.040	3.840	2.480	1.100	10.460	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.460				
			Adjust	SECT 5337	-4.000	-2.640	-3.040	9.680			6.640									0.000	6.640		
			After	SECT 5337	0.000	0.000	0.000	13.520	2.480	1.100	17.100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.100		
	DR1802	ERC	Before	DRPA	1.000	0.860	0.860	0.960	0.620	0.275	2.715	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.715			
			Adjust	DRPA	-1.000	-0.860	-0.860	2.520			1.660									0.000	1.660		
			After	DRPA	0.000	0.000	0.000	3.480	0.620	0.275	4.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.375		
PATCO Station Platform Rehabilitation DRPA Various Counties	DR1803	ERC	Before	SECT 5307	4.761	3.720	5.080	3.840	2.480	1.100	12.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.500				
			Adjust	SECT 5307	-4.761	-3.720	-5.080	13.561			8.481									0.000	8.481		
			After	SECT 5307	0.000	0.000	0.000	17.401	2.480	1.100	20.981	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	20.981		
	DR1803	ERC	Before	DRPA	1.190	1.000	1.270	0.960	0.620	0.275	3.125	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.125			
			Adjust	DRPA	-1.190	-1.000	-1.270	3.460			2.190									0.000	2.190		
			After	DRPA	0.000	0.000	0.000	4.420	0.620	0.275	5.315	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.315		
PATCO Track Resurfacing & Rail Profile Grinding DRPA Various Counties	D1911	CON	Before	SECT 5307	0.000	0.040	0.040	0.080	0.080	0.400	0.600	0.000	0.400	0.400	0.400	0.440	0.000	1.640	2.240				
			Adjust	SECT 5307	0.000	-0.040	-0.040	0.080			0.040								0.000	0.040			
			After	SECT 5307	0.000	0.000	0.000	0.160	0.080	0.400	0.640	0.000	0.400	0.400	0.400	0.440	0.000	1.640	2.280				
	D1911	CON	Before	DRPA	0.000	0.010	0.010	0.020	0.020	0.100	0.150	0.000	0.100	0.100	0.100	0.110	0.000	0.410	0.560				
			Adjust	DRPA	0.000	-0.010	-0.010	0.020			0.010								0.000	0.010			
			After	DRPA	0.000	0.000	0.000	0.040	0.020	0.100	0.160	0.000	0.100	0.100	0.100	0.110	0.000	0.410	0.570				
Rehabilitation of PATCO Bridges DRPA Various Counties	D1912	ERC	Before	SECT 5337	0.800	0.800	0.800	0.400	0.800	2.400	4.400	2.400	0.000	1.500	2.000	0.000	0.000	5.900	10.300				
			Adjust	SECT 5337	-0.800	-0.800	-0.800	2.400			1.600								0.000	1.600			
			After	SECT 5337	0.000	0.000	0.000	2.800	0.800	2.400	6.000	2.400	0.000	1.500	2.000	0.000	0.000	0.000	5.900	11.900			
	D1912	ERC	Before	DRPA	0.200	0.200	0.200	0.100	0.200	0.600	1.100	0.600	0.000	0.375	0.500	0.000	0.000	1.475	2.575				
			Adjust	DRPA	-0.200	-0.200	-0.200	0.600			0.400								0.000	0.400			
			After	DRPA	0.000	0.000	0.000	0.700	0.200	0.600	1.500	0.600	0.000	0.375	0.500	0.000	0.000	0.000	1.475	2.975			
PATCO Stations Modernizations DRPA Various Counties	DR2006	EC	Before	SECT 5337	0.400	0.400	0.400	0.400	1.600	4.000	6.400	0.000	1.500	2.500	5.000	0.000	0.000</						

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

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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)

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	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.
<i>S</i>	STATE	State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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


OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

November 12, 2024

Agenda Item:

3. Project Selections for the New Jersey Regional Transportation Alternative Set-Aside (RTASA) Program

Background/Analysis/Issues:

DVRPC staff requests to amend the FY2024 TIP for New Jersey (TIP Action NJ24-072) by adding five (5) new projects, totaling \$12.253 million TA-FLEX funds, from the DVRPC NJ region to the Transportation Alternatives Program (DB #X107), accordingly:

1. \$2,900,000 for the Great Western Bikeway project in Mercer County
2. \$2,093,000 for the Marine Terminal Trail and Cooper Field Connector project in Trenton City
3. \$2,560,000 for the Rancocas Creek Greenway, Historic Smithville Park to over Route 206 project in Burlington County
4. \$1,400,000 for the Harrison Trail (Limits Route 45 Main Street to the Mullica Hill Bypass Cross Walk at Walter Road) project in Gloucester County
5. \$3,300,000 for the Camden County LINK Trail Segment 1D-3 project in Camden County

The New Jersey Regional Transportation Alternative Set-Aside Program (RTASA) is a competitive federal program established to provide funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. The DVRPC NJ region received five (5) RTASA applications requesting approximately \$20.38 million total. DVRPC and NJDOT review committee members, including the three NJ MPOs, evaluated these applications by using an agreed upon selection criteria from NJDOT.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as these projects are exempt from regional conformity analysis.

Cost and Source of Funds:

\$12.253 million Statewide TA-FLEX

Date Action Required:

November 12, 2024

Recommendations:

RTC – Will make a recommendation at the November 12 RTC meeting

Staff – Recommends Approval

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-072, to amend the FY2024 TIP for New Jersey by adding five (5) new projects, totaling \$12.253M TA-FLEX funds, from the DVRPC NJ region to the Transportation Alternatives Set-Aside (TA-SA) Program (DB #X107) in the Statewide Program, accordingly:

1. \$2,900,000 for the Great Western Bikeway project in Mercer County
2. \$2,093,000 for the Marine Terminal Trail and Cooper Field Connector project in Trenton City
3. \$2,560,000 for the Rancocas Creek Greenway, Historic Smithville Park to over Route 206 project in Burlington County
4. \$1,400,000 for the Harrison Trail (Limits Route 45 Main Street to the Mullica Hill Bypass Cross Walk at Walter Road) project in Gloucester County
5. \$3,300,000 for the Camden County LINK Trail Segment 1D-3 project in Camden County

Staff Contact:

Daniel Snyder, Senior Project Implementation Engineer

Attachments:

- 1) Regional Transportation Alternatives Set-Aside list of projects
- 2) Map showing the five project locations

**Project Selections for the New Jersey
Regional Transportation Alternative Set-Aside Program (RTASA):**

Project Title	Sponsor	Award Amount
Great Western Bikeway	Mercer County	\$2,900,000
Marine Terminal Trail and Cooper Field Connector	Trenton City	\$2,093,000
Rancocas Creek Greenway, Historic Smithville Park to Over Route 206	Burlington County	\$2,560,000
Harrison Trail (Limits Route 45 Main Street to The Mullica Hill Bypass Cross Walk at Walter Road)	Gloucester County	\$1,400,000
Camden County LINK Trail Segment 1D-3	Camden County	\$3,300,000
	Total	\$12,253,000

New Jersey Regional Transportation Alternative Set-Aside Program (RTASA) 2024 Project Selections

Map Number	Project	Award Amount
1	Great Western Bikeway	\$2,900,000
2	Marine Terminal Trail and Cooper Field Connector	\$2,093,000
3	Rancocas Creek Greenway, Historic Smithville Park to Over Route 206	\$2,560,000
4	Camden County LINK Trail Segment 1D-3	\$3,300,000
5	Harrison Trail (Route 45 Main Street to the Mullica Hill Bypass cross walk at Walter Road)	\$1,400,000
Total Awarded: \$12,253,000		

● Project Location

