

Agenda

Tuesday, January 7, 2025 | 10 am

In-Person/Hybrid Meeting

https://dvrpc.zoom.us/webinar/register/WN_5P4GgI9UQqew7fGh2qxquA

Call to Order – Chair’s Comments

DVRPC Director’s Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. Highlights of the RTC Meeting on November 12, 2024

2. TIP Actions

Ethan Fogg, DVRPC Capital Programs 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) PA25-027: Statewide Multimodal Transportation Fund Projects (Various MPMS #'s), Various Counties – Accept New Projects into the TIP

b) PA25-028: 70th, 71st, and 72nd Streets over Amtrak (MPMS #17215), City of Philadelphia – Add PE Phase Back into TIP

c) PA25-029: Westpark Redevelopment (MPMS #82007), City of Philadelphia – Add New Project to the TIP

d) PA25-030: Honor Square at Five Points Streetscape and Traffic Improvements (MPMS #82005), City of Philadelphia – Add New Project to the TIP

e) PA25-031: North Broad Bus-Subway Transfer Improvement Project (MPMS #122325), City of Philadelphia – Add New Project to the TIP

f) PA25-032: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Project to the Program

- g) PA25-033: Philadelphia Community Charging Solutions (MPMS #), City of Philadelphia – Add New Project to the TIP
- h) NJ24:082: DVRPC Carbon Reduction Program (DB #D2305), Various Counties – Add New Project to the Program
- i) NJ24-083: Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E), Camden County – Increase CON Phase

3. FY2025 UPWP Amendment: SEPTA's T1 Corridor TOD and Multimodal Access Analysis Project

Logan Axelson, SEPTA Deputy Program Director for Trolley Modernization, will present. On October 31, 2024, SEPTA was selected to receive \$460,000 under the Federal Transit Administration (FTA) FY 2024 Pilot Program for Transit-Oriented Development Planning Program to execute the T1 Corridor TOD and Multimodal Access Analysis project. The project will include a comprehensive planning analysis of a four-mile corridor served by the T1/Route 10 trolley in support of the Trolley Modernization program. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing through DVRPC, but adding the project to the DVRPC UPWP is a requirement of the FTA grant program.

4. Adoption of DVRPC Fiscal Year 2026 Unified Planning Work Program and TIP Amendments

Greg Krykewycz, DVRPC Director of Transportation Planning, will present. At their meeting on December 4, 2024, the DVRPC Board authorized release of the [Draft DVRPC FY2026 Unified Planning Work Program \(UPWP\)](#) for distribution and public comment and review through January 7, 2025. DVRPC staff are in the process of receiving and responding to comments and resolving any open issues. There are a variety of funding sources that support the work program, including the TIP. The RTC will be asked to recommend that the Board adopt the Final DVRPC FY 2026 UPWP, pending the resolution of any outstanding comments and issues, and to recommend Board approval for several PA and NJ TIP actions to support certain projects in the FY 2026 UPWP.

5. Equity Through Access (ETA): 2024 Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan (CHSTP)

Amy Bernknopf, DVRPC Manager of the Office of Transit, Bicycle, and Pedestrian Planning, and Shoshana Akins, DVRPC Manager of Public Participation Planning, will present. The ETA plan seeks to improve economic and social opportunity in the region by expanding access to essential services for vulnerable populations - those who are more critically impacted by barriers and gaps in infrastructure, service coordination, and policies. This plan serves as DVRPC's update to the region's CHSTP. It uses updated conversations with local governments, human services agencies, nonprofits, transportation providers, advocates, and past conversations with vulnerable transit users to identify unmet mobility needs and service gaps, recommend new or different kinds of transportation access solutions, and enable more people to access social and economic mobility.

6. Adoption of Updated Regional Roadway Safety Targets

Kevin Murphy, DVRPC Manager of the Office of Safe Streets, will present. The Safety Performance Measure Final Rule establishes the process for state Departments of Transportation and MPOs establish and report their safety targets yearly. Beginning in 2022, the DVRPC partners have adopted annual regional safety targets in support of Regional Vision Zero 2050. This presentation will highlight recent crash data trends in the context of the Regional Safety Targets update, and the RTC will be asked to recommend Board adoption of updated targets.

INFORMATION ITEMS

7. **Plan Centers Update for Update: Connections 2050 Plan**

Greg Diebold, DVRPC Planning Data Analyst, will present. DVRPC's Plan Centers are a smart growth, land use planning tool used to guide regional growth and development toward areas that have the necessary infrastructure to support it. In collaboration with DVRPC's Socioeconomic and Land Use Analytics Committee (SLUAC), long-range planning staff are updating the Plan Centers for publication in the *Update: Connections 2050* Long-Range Plan. The purpose of the update is to clarify Centers typologies, strategies, and messaging, and operationalize the process for selecting Centers, informed by research conducted by DVRPC staff. This presentation will review the update process and provide the RTC with an opportunity for feedback ahead of finalizing the Centers selection methodology, policy, and messaging.

PRESENTATION ITEMS

8. **PA Turnpike/I-95 Interchange Program, Stage 3 (Delaware River Bridge)**

The Pennsylvania Turnpike Commission, in partnership with the New Jersey Turnpike Authority, is leading the Delaware River Bridge Project with oversight from the Federal Highway Administration. As part of the federal requirements, the agencies are updating the 2003 Final EIS environmental clearance documents due to the passage of time, regulatory changes, and potential changes to the selected alternative following the discovered fracture and bridge closure in 2017. The two agencies jointly own the 70-year-old structure and are re-evaluating rehabilitation and replacement options for the existing Delaware River Bridge as part of the PA Turnpike/I-95 Interchange Program. Prior to initiating more active public involvement in both states associated with the Supplemental Environmental Impact Statement (SEIS), the Project Team would like to present project details to RTC members.

DISCUSSION ITEMS

9. **IIJA Update**

An update on IIJA activities will be provided.

10. **One Minute Reports**

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

Old Business and New Business

11. **Meeting Adjournment**

The next scheduled meeting of the RTC is Tuesday, February 11, 2025, planned as an all-virtual meeting.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with

disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

November 12, 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 October 8, 2024 RTC Meeting

The highlights from the October 8, 2024 meeting of the RTC were presented for adoption.

Motion by June Morton, seconded by Nick Cressman that the RTC adopt the highlights of the October 8, 2024 RTC meeting.

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

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

The RTC recommends:

That the DVRPC Board approves 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)].

Motion: by June Morton, seconded by Judith Fagin.

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

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

The RTC recommends:

That the DVRPC Board approves 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).

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

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

The RTC recommends:

That 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.

Motion: *by Donna Rendeiro, seconded by Tom Stanuikynas*
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That 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.

Motion: *by Jonathan Korus, seconded by Donna Rendeiro.*
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That 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.

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

The RTC recommends:

That 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.

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

The RTC recommends:

That 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.

Motion for 2e, 2f, and 2g: *by Richard Brahler, seconded by Brian Styche.*
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That 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

Motion: *by Nick Cressman, seconded by Donna Rendeiro.*
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That the DVRPC Board amend the FY 2025 Unified Planning Work Program to add project 25-52-190 Regional Vision Zero Plan Supplemental Planning and Partner Support.

Motion: *by Matt Lawson, seconded by Brian Styche*
Motion passed. All votes were cast in favor of the motion.

5. Planning for the Clean Transportation Transition

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

7. IIJA Update

8. One-Minute Reports

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

ATTENDANCE

Voting Members

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

Representative

(not represented)
Ruth Foster
(not represented)
(not represented)
Donna Rendeiro
(not represented)
Sachin Shankar
Jonathan Korus
(not represented)
(not represented)
Richard Brahler
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Lou Hufnagle
Nick Cressman
Matt Lawson
Matt Edmond
Mason Austin
Nicholas Baker
Kelley Yemen
June Morton
Paul Fritz
Lisa Serieyssl
Jalila Parker
Michael Swan
Rohan Hepkins
Kellie Bellina
Judith Fagin
Craig Way

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

Representative

(not represented)
Kelvin MacKavanaugh
(not represented)
Eugene Porochniak
(not represented)
(not represented)
Rosemary Nivar
(not represented)
Cheryl Kastrenakes
Tracy Barusevicius

Pennsylvania TMAs
Pennsylvania TMAs
Pennsylvania Turnpike Commission
PhilaPort
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

Rob Henry
Jacqui Baxter-Rollins
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Other Member Representatives and Guests

Bucks County
Burlington County
Chester County
City of Philadelphia Streets Department
City of Philadelphia City Planning Commission
Delaware River Port Authority
Dewberry
Driveless
Gloucester County
NJDOT
New Jersey League of Conservation Voters
Montgomery County
PennDOT
Partnership TMA of Montgomery County
City of Philadelphia
Public Participation Task Force
ICF
ICF

Parker Frohlich
Carol Thomas
Patty Quinn
David Kanthor
Kyle Brown
Jalila Parker
Jack Kanarek
Patrick Farley
Bill Fleming
Tavainya Smith
Jay Weisbond
Matthew Popek
Nick Raio
Lucas Oshman
Bonita Cummings
Imani Badie
Noah Levine
Michael Grant
Peter Rykard
Lee Wolfe

DVRPC Staff

Alison Hastings
Alyson Dressman
Alyssa Driscoll
Amy Berknopf
Ariella Maron
Baxter Barrett
Betsy Mastaglio
Brett Fusco
Christopher Mulroy

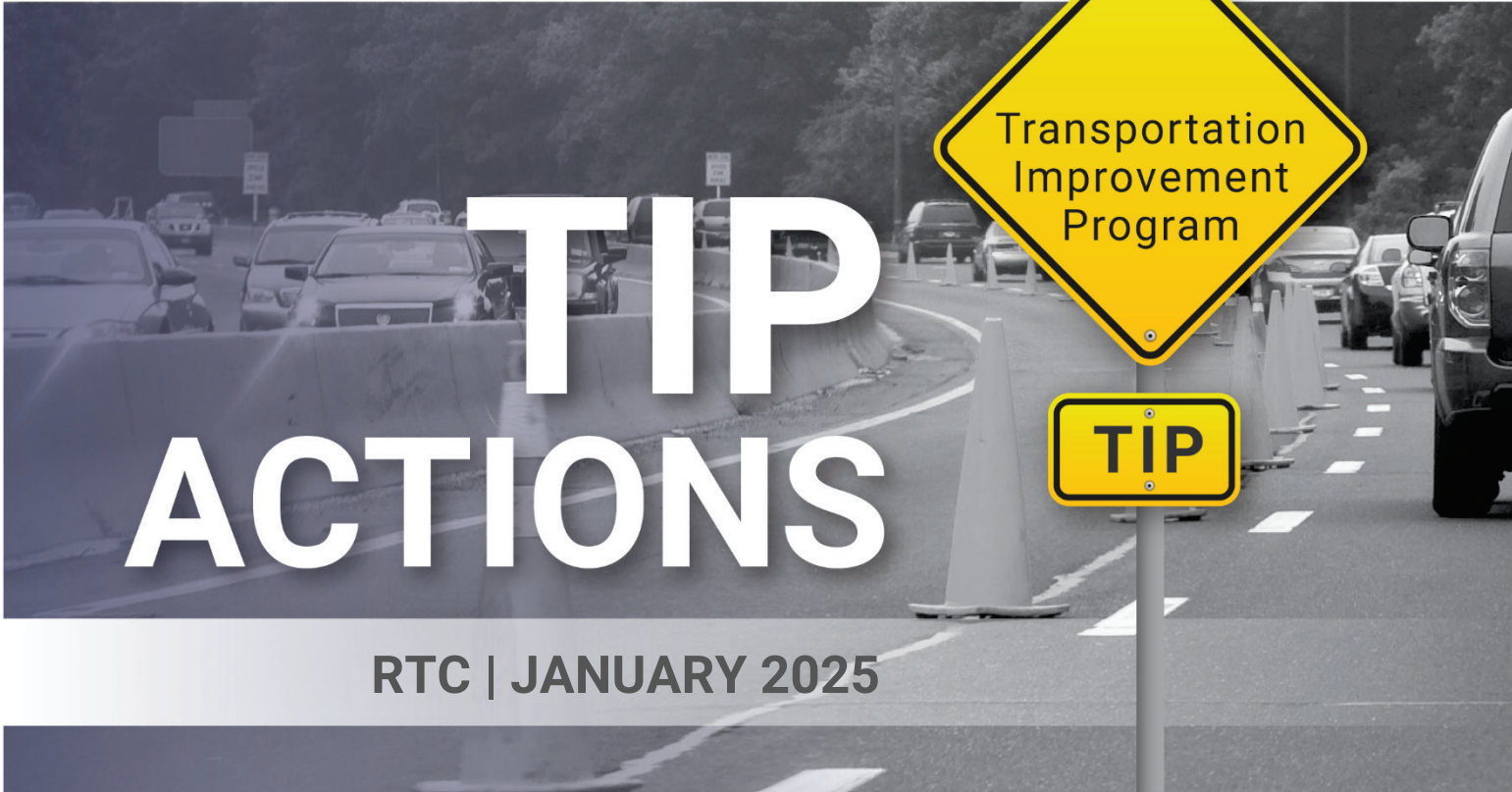
Colin Kirby
Dan Snyder
Elise Turner
Ethan Fogg
Gina Myers
Glenn McNichol
Greg Krykewycz
Ian Schwarzenberg
Jackie Davis
Jesse Buerk
Kai Yuen
Katie LaCava
Karen Cilurso
Karin Morris
Kevin Murphy
Marissa Volk Binjaku
Meijun Liu
Michelle Beaulieu
Mike Boyer
Najah Jackson
Neve Zhang
Rebecca Wetzler
Renee Wise
Rick Murphy
Shoshana Akins
Tom Edinger
Travis Spotts

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TIP ACTIONS

RTC | JANUARY 2025

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 January 2025

The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or FY2025 TIP for Pennsylvania. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) **PA25-027: Statewide Multimodal Transportation Fund Projects (Various MPMS #'s), Various Counties – Accept New Projects into the TIP**
- b) **PA25-028: 70th, 71st, 72nd Streets over Amtrak (MPMS #17215), City of Philadelphia – Add PE Phase Back into TIP**
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- f) **PA25-032: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Project to the Program**
- g) **PA25-033: Philadelphia Community Charging Solutions (MPMS #82012), City of Philadelphia – Add New Project to the TIP**
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- i) **NJ24-083: Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E), Camden County – Increase CON Phase**

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

ACTION ITEM

Date Prepared: December 19, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 7, 2025

Agenda Item:

2a. PA25-027: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2025 TIP for Pennsylvania. 13 projects with a total amount of \$11,601,000 in State 411 funding will be added to the TIP for Construction in FY25. These funds are additional to the region and are outside the Core Funding distributions.

The following is the list of the new Statewide MTF projects awarded funding in the DVRPC region:

Bucks County

- Lower Southampton School Crossing R10 (MPMS #120747) - \$42,000 State 411 to upgrade two school speed zones with LED and high-visibility signage, radar speed notification, and traffic camera monitoring capabilities in Lower Southampton Township.
- Valley Road Bridge R10 (MPMS #81881) - \$1,547,000 State 411 to reconstruct the bridge carrying Valley Road over a tributary of the Neshaminy Creek in Warwick Township.

Chester County

- Lincoln Highway Streetscape (MPMS #111761) - \$122,000 State 411 to

extend the new streetscape along the north side of Lincoln Highway between Third and Fourth Avenues in the City of Coatesville.

- Bridge and Starr Streets R10 (MPMS #81887) - \$900,000 State 411 for improvements to Bridge and Starr streets, including the extension of Starr Street North to provide an additional exit for Ashland Street and improved SEPTA access in Phoenixville Borough.
- Niblock Alley R10 (MPMS #81888) - \$854,000 State 411 for improvements to Niblock Alley from Market to Hodgson Street, including the adjacent Broad Street Bridge, to transform it into a public street and gateway to downtown Oxford, with improved pedestrian safety and multimodal circulation. This will include an improved rail movement with a new switch.
- Prospect Ave Pedestrian Improvements R10 (MPMS #81889) - \$514,000 State 411 for multimodal improvements to Prospect Avenue in West Grove Borough.

Delaware County

- GLG-Pennel Rd/Concord Rd/Knowlton Rd Signals (MPMS #121863) - \$306,000 State 411 for upgrades to the 5 Points Intersection, including traffic signals, ADA ramps, bus shelters, crosswalks, and other improvements to help create multiple safe pedestrian-friendly corridors in Aston Township.
- Springfield Rd Clifton Heights R10 (MPMS #81882) - \$1,300,000 State 411 for infrastructure and safety upgrades to improve traffic and stormwater management along the Springfield Road corridor in Clifton Heights Borough.

Montgomery County

- W. Monument Ave o/ Trib to Pennypack Ck R8 (MPMS #118395) – \$598,000 State 411 to replace the West Monument Bridge in Hatboro Borough.
- St. Paul's Church Rd over Macoby Creek R10 (MPMS #81895) - \$1,978,000 State 411 to replace the St. Paul's Church Road Bridge over Macoby Creek in Upper Hanover Township.
- Marshall and Forest Intersection R10 (MPMS #81893) - \$547,000 State 411

for signal upgrades at the intersection of Marshall Street and Forrest Avenue in West Norriton Township.

- SR 73 and SR 2016 Improvements R10 (MPMS #81892) - \$1,463,000 State 411 for the installation of a traffic signal at Skippack Pike (PA 73) and School Road and other intersection improvements in Whitpain Township.

City of Philadelphia

- Historic Philadelphia Streets R10 (MPMS #81884) - \$1,430,000 State 411 to rehabilitate five historic streets in the Washington Street West neighborhood.

There is one additional Multimodal Transportation Fund project that was selected, the Black Rock Road & 2nd Ave Roundabout R10 project in Upper Providence Township, Montgomery County, which is Air Quality significant and therefore is not included in this TIP Action request. The project will be presented after it has been modeled in the next Air Quality Conformity analysis.

The Multimodal Transportation Fund (MTF) is a 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. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as these projects are exempt from air quality analysis, not regionally significant, or will be included in the next air quality analysis.

Cost and Source of Funds:

\$11,601,000 State 411

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approves TIP Action PA25-027, PennDOT's request that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2025 TIP for Pennsylvania. 13 projects with a total amount of \$11,601,000 in State 411 funding will be added to the TIP for Construction in FY25:

Bucks County

Lower Southampton School Crossing R10 (MPMS #120747) - \$42,000 State 411

Valley Road Bridge R10 (MPMS #81881) - \$1,547,000 State 411

Chester County

Lincoln Highway Streetscape (MPMS #111761) - \$122,000 State 411

Bridge and Starr Streets R10 (MPMS #81887) - \$900,000 State 411

Niblock Alley R10 (MPMS #81888) - \$854,000 State 411

Prospect Ave Pedestrian Improvements R10 (MPMS #81889) - \$514,000 State 411

Delaware County

GLG-Pennel Rd/Concord Rd/Knowlton Rd Signals (MPMS #121863) - \$306,000
State 411

Springfield Rd Clifton Heights R10 (MPMS #81882) - \$1,300,000 State 411

Montgomery County

W. Monument Ave o/ Trib to Pennypack Ck R8 (MPMS #118395) – \$598,000 State 411

St. Paul's Church Rd over Macoby Creek R10 (MPMS #81895) - \$1,978,000 State 411

Marshall and Forest Intersection R10 (MPMS #81893) - \$547,000 State 411

SR 73 and SR 2016 Improvements R10 (MPMS #81892) - \$1,463,000 State 411

City of Philadelphia

Historic Philadelphia Streets R10 (MPMS #81884) - \$1,430,000 State 411

Staff Contact:

Travis Spotts

Attachments:

1. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Bucks

MPMS# 81881 Valley Road Bridge R10

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES Warwick Township

Longitude: Bridge Repair/Replacement

PROJ MANG: K. Caparra

Reconstruction of the bridge carrying Valley Road over a tributary of the Neshaminy Creek in Warwick Township.

Summary of Action:

Action to accept the MTF project, Valley Road Bridge R10, as well as the project's additional funds, \$1,547,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	1,547													
		1,547	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,547	Total FY2029-2032				0	Total FY2033-2036				0

MPMS# 120747 Lower Southampton School Crossing R10

AQ Code S7 LIMITS:

Latitude: MUNICIPALITIES Lower Southampton Township

Longitude: Signal/ITS Improvements

PROJ MANG: J. Fry

Upgrades two school speed zones with LED and high-visibility signage, radar speed notification, and traffic camera monitoring capabilities in Lower Southampton Township.

Summary of Action:

Action to accept the MTF project, Lower Southampton School Crossing, as well as the project's additional funds, \$42,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	42													
		42	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			42	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Chester

MPMS# 81882 *Springfield Rd Clifton Heights R10*

AQ Code A2 **LIMITS:**

Latitude: **MUNICIPALITIES** Clifton Heights Borough

Longitude: Streetscape

PROJ MANG: S. Finan

Infrastructure and safety upgrades to improve traffic and stormwater management along the Springfield Road corridor in Clifton Heights Borough.

Summary of Action:

Action to accept the MTF project, Springfield Rd Clifton Heights R10, as well as the project's additional funds, \$1,300,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	411	1,300												
		1,300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			1,300	Total FY2029-2032				0	Total FY2033-2036			0

MPMS# 81887 *Bridge and Starr Streets R10*

AQ Code NRS **LIMITS:**

Latitude: **MUNICIPALITIES** Phoenixville Borough

Longitude: Streetscape

PROJ MANG: S. Finan

Improvements to Bridge and Starr streets, including the extension of Starr Street North to provide an additional exit for Ashland Street and improved SEPTA access in Phoenixville Borough.

Summary of Action:

Action to accept the MTF project, Bridge and Starr Streets R10, as well as the project's additional funds, \$900,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	411	900												
		900	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			900	Total FY2029-2032				0	Total FY2033-2036			0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Chester

MPMS# 81888 *Niblock Alley R10*

AQ Code NRS **LIMITS:**

Latitude: **MUNICIPALITIES** Oxford Borough

Longitude: Bicycle/Pedestrian Improvement

PROJ MANG: C. Bergeman

Improvements to Niblock Alley from Market to Hodgson Street, including the adjacent Broad Street Bridge, to transform it into a public street and gateway to downtown Oxford, with improved pedestrian safety and multimodal circulation. This will include an improved rail movement with a new switch.

Summary of Action:

Action to accept the MTF project, Niblock Alley R10, as well as the project's additional funds, \$854,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	854													
		854	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			854	Total FY2029-2032				0	Total FY2033-2036				0

MPMS# 81889 *Propest Ave Pedestrian Improvements*

AQ Code A2 **LIMITS:**

Latitude: **MUNICIPALITIES** West Grove Borough

Longitude: Other

PROJ MANG: C. Bergeman

Multimodal improvements to Prospect Avenue in West Grove Borough.

Summary of Action:

Action to accept the MTF project, Prospect Ave Pedestrian Improvements, as well as the project's additional funds, \$514,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	514													
		514	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			514	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA Pennsylvania - Highway and Transit Program

Action: PA25-027

Chester

MPMS# 111761 *Lincoln Highway Streetscape Improvements*

AQ Code A2 **LIMITS:** First Avenue to 4th Street

Latitude: **MUNICIPALITIES** Coatesville City

Longitude: Streetscape

PROJ MANG: E. Reagle

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIIF(e581) funding previously.

Summary of Action:

Action to accept the MTF project, Lincoln Highway Streetscape, as well as the project's additional funds, \$122,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	122													
		122	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			122	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Delaware

MPMS# 121863 *GLG-Pennel Rd/Concord Rd/Knowlton Rd Signals*

AQ Code A2 **LIMITS:**

Latitude: **MUNICIPALITIES** Aston Township

Longitude: Streetscape

PROJ MANG: J. Burns

Upgrades to the 5 Points Intersection, including traffic signals, ADA ramps, bus shelters, crosswalks, and other improvements to help create multiple safe pedestrian-friendly corridors in Aston Township.

Summary of Action:

Action to accept the MTF project, GLG-Pennel Rd/Concord Rd/Knowlton Rd Signals, as well as the project's additional funds, \$306,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	306													
		306	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			306	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Montgomery

MPMS# 81892 *SR 73 and SR 2016 Improvements R10*

AQ Code R2 **LIMITS:**

Latitude: **MUNICIPALITIES** Whitpain Township

Longitude: Signal/ITS Improvements

PROJ MANG: E. Reagle

Installation of a traffic signal at Skippack Pike (PA 73) and School Road and other intersection improvements in Whitpain Township.

Summary of Action:

Action to accept the MTF project, SR 73 and SR 2016 Improvements R10, as well as the project's additional funds, \$1,463,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	1,463													
		1,463	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,463	Total FY2029-2032				0	Total FY2033-2036				0

MPMS# 81893 *Marshall and Forrest Intersection R10*

AQ Code 2035M **LIMITS:**

Latitude: **MUNICIPALITIES** West Norriton Township

Longitude: Signal/ITS Improvements

PROJ MANG: K. Caparra

Signal upgrades at the intersection of Marshall Street and Forrest Avenue in West Norriton Township.

Summary of Action:

Action to accept the MTF project, Marshall and Forrest Intersection R10, as well as the project's additional funds, \$547,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	547													
		547	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			547	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Montgomery

MPMS# 81895 *St. Paul's Church Rd over Macoby Creek R10*

AQ Code S19 **LIMITS:**

Latitude: **MUNICIPALITIES** Upper Hanover Township

Longitude: Bridge Repair/Replacement

PROJ MANG: K. Caparra

Replacement of the St. Paul's Church Road Bridge over Macoby Creek in Upper Hanover Township.

Summary of Action:

Action to accept the MTF project, St. Paul's Church Rd over Macoby Creek, as well as the project's additional funds, \$1,978,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	1,978													
		1,978	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,978	Total FY2029-2032				0	Total FY2033-2036				0

MPMS# 118395 *West Monument Ave over Tributary to Pennypack Creek R8*

AQ Code S19 **LIMITS:**

Latitude: **MUNICIPALITIES** Hatboro Borough

Longitude: Bridge Repair/Replacement

PROJ MANG: K. Caparra

Replacement of the West Monument Bridge in Hatboro Borough.

Summary of Action:

Action to accept the MTF project, W. Monument Ave over Tributary to Pennypack Creek, as well as the project's additional funds, \$598,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	598													
		598	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			598	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-027

Philadelphia

MPMS# 81884 *Historic Philadelphia Streets R10*

AQ Code S10 **LIMITS:**

Latitude: **MUNICIPALITIES** Philadelphia City

Longitude: Streetscape

PROJ MANG: J. Fry

Rehabilitation of five historic streets in the Washington Street West neighborhood.

Summary of Action:

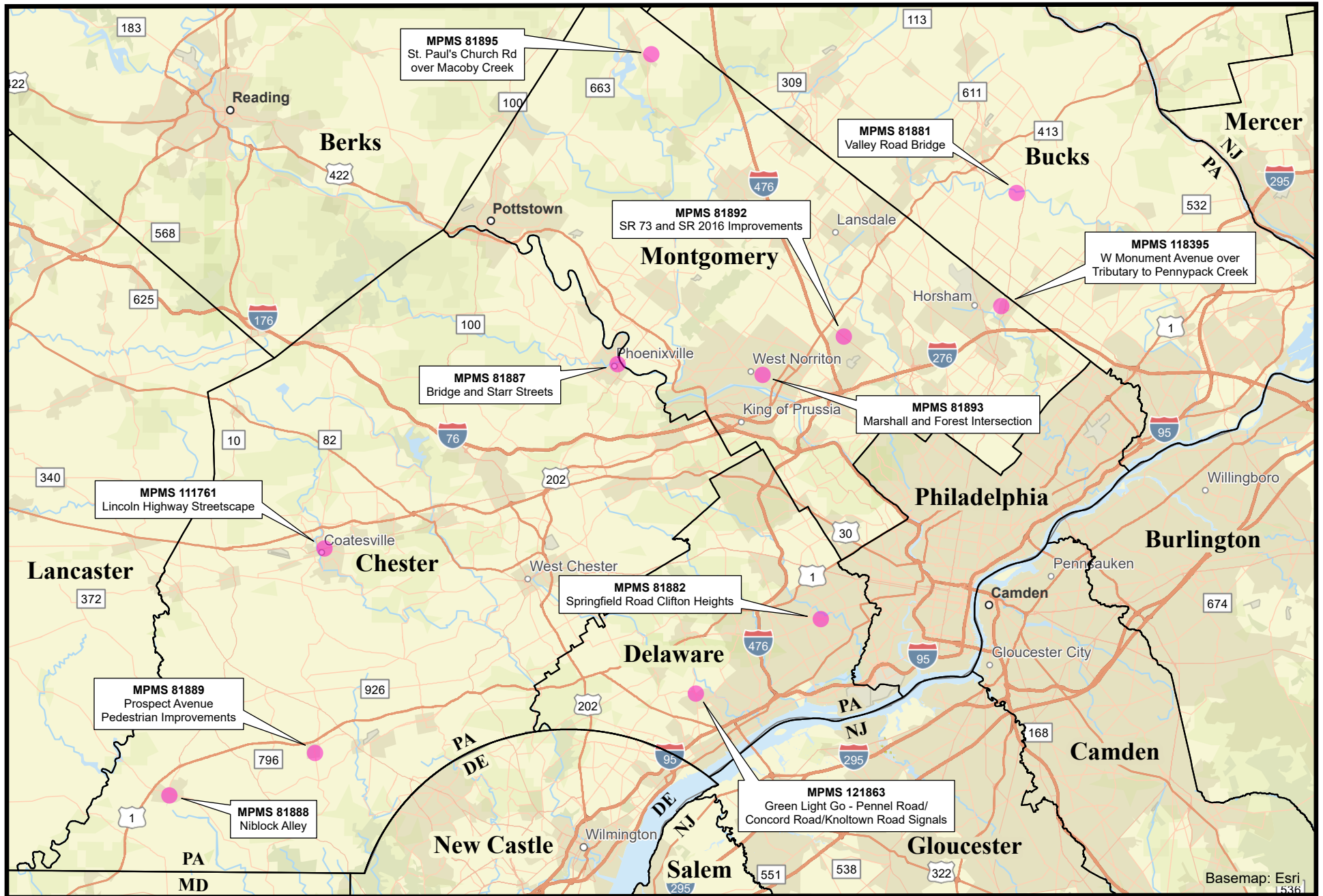
Action to accept the MTF project, Historic Philadelphia Streets R10, as well as the project's additional funds, \$1,430,000 State 411 for construction in FY25 into the FY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	411	1,430													
		1,430	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,430	Total FY2029-2032				0	Total FY2033-2036				0

PA25-027: Statewide Multimodal Transportation Fund Projects



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 7, 2025

Agenda Item:

2b. PA25-028: 70th, 71st, and 72nd Streets over Amtrak (MPMS #17215), City of Philadelphia – Add PE Phase back into TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding the PE Phase back into the 70th, 71st, and 72nd Streets over Amtrak project (MPMS #17215), in the amount \$4,500,000 State 183 (FY25: \$500,000 /FY26: \$2,000,000/FY27: \$2,000,000).

The PE phase of the project was not able to encumber funds under the previous FY2023 TIP for Pennsylvania. The project involves the rehabilitation of the 70th, 71st, and 72nd Street Bridges over rail facilities and also includes upgrades of adjacent intersections. A final alternative for bridge rehabilitation or replacement is determined upon the federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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:

\$4,500,000 State 183

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-028, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding the PE Phase back into the 70th, 71st, and 72nd Streets over Amtrak project (MPMS #17215), in the amount \$4,500,000 State 183 (FY25: \$500,000 /FY26: \$2,000,000/FY27: \$2,000,000).

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #020

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-028

Philadelphia

MPMS# 17215 70th, 71st, 72nd Streets over Amtrak

AQ Code S19 LIMITS: over Amtrak

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Bridge Repair/Replacement

PROJ MANG: TSS/RKK/C. Carmichael

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections.

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

The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding the PE Phase back into the 70th, 71st, and 72nd Streets over Amtrak project (MPMS #17215), in the amount \$4,500,000 State 183 (FY25: \$500,000 /FY26: \$2,000,000/FY27: \$2,000,000).

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	183						7,379						
UTL	183						3,262						
UTL	183							3,262					
UTL	183								3,262				
UTL	183									3,262			
CON	BRIP						1,000						
CON	BRIP							1,000					
CON	BRIP								1,655				
CON	BRIP									3,964			
CON	BRIP										15,099		
CON	BRIP											6,222	
CON	BRIP												8,116
		0	0	0	0	0	11,641	4,262	4,917	7,226	15,099	6,222	8,116
		Total FY2025-2028			0	Total FY2029-2032			20,820	Total FY2033-2036			36,663

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	183	500											
PE	183		2,000										
PE	183			2,000									
FD	183						7,379						
UTL	183						3,262						
UTL	183							3,262					
UTL	183								3,262				
UTL	183									3,262			
CON	BRIP						1,000						
CON	BRIP							1,000					
CON	BRIP								1,655				
CON	BRIP									3,964			
CON	BRIP										15,099		
CON	BRIP											6,222	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-028

Philadelphia													
CON	BRIP									8,116			
		500	2,000	2,000	0	0	11,641	4,262	4,917	7,226	15,099	6,222	8,116
		Total FY2025-2028		4,500		Total FY2029-2032		20,820		Total FY2033-2036		36,663	

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 7, 2025

Agenda Item:

2c. PA25-029: Westpark Redevelopment (MPMS #82007), City of Philadelphia – Add New Project to the TIP

Background/Analysis/Issues:

The City of Philadelphia has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Westpark Redevelopment project (MPMS #82007), in the amount \$28,528,000 [\$21,396,000 RAISE/\$2,000,000 OTH-S (RACP)/\$5,132,000 LOC] for the Construction (CON) Phase in FY25.

The Westpark Redevelopment Project will reconnect neighborhoods in West Philadelphia by constructing a new street grid. The project will reconnect 1,000 units of mixed-income housing in the Westpark campus with the SEPTA rail station to the southwest, park space to the north, and adjacent streets to the north, west, and south with a new network of shared streets, sidewalks and bicycle infrastructure. The Project will support the transformation of the existing 12-acre site from an isolated campus with three high rises in a state of disrepair into a dynamic, mixed-income community. The project will involve a public-private partnership between the Philadelphia Housing Authority, the City of Philadelphia, and committed urban development partners. The investment will provide connection and inclusive growth in a neighborhood where residents are fearing displacement, in a census tract that is an Area of Persistent Poverty in an urban area.

\$2,000,000 in funds have been committed through Pennsylvania's Redevelopment Capital Assistance Program. \$3,000,000 in funds have been committed from the City of Philadelphia's Department of Housing and Community Development, and another \$2,132,000 will be provided as a development loan from the Philadelphia Housing Authority.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$28,528,000 (\$21,396,000 RAISE/\$2,000,000 Other-State (RACP)/\$5,132,000 LOC

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-029, the City of Philadelphia's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Westpark Redevelopment project (MPMS #82007), in the amount \$28,528,000 (\$21,396,000 RAISE/\$2,000,000 RACP/\$5,132,000 LOC) for the Construction (CON) Phase in FY25.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #027
2. City of Philadelphia Request
3. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-029

Philadelphia

MPMS# 82007 *Westpark Redevelopment*

AQ Code NRS **LIMITS:**

Latitude: **MUNICIPALITIES** Philadelphia City

Longitude: Other

PROJ MANG: B. Jenkins

The Westpark Redevelopment Project will reconnect neighborhoods in West Philadelphia by constructing a new street grid. The project will reconnect 1,000 units of mixed-income housing in the Westpark campus with the SEPTA rail station to the southwest, park space to the north, and adjacent streets to the north, west, and south with a new network of shared streets, sidewalks and bicycle infrastructure. The Project will support the transformation of the existing 12-acre site from an isolated campus with three high rises in a state of disrepair into a dynamic, mixed-income community. The project will involve a public-private partnership between the Philadelphia Housing Authority, the City of Philadelphia, and committed urban development partners. The investment will provide connection and inclusive growth in a neighborhood where residents are fearing displacement, in a census tract that is an Area of Persistent Poverty in an urban area.

Summary of Action:

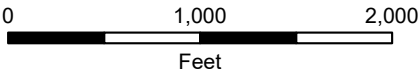
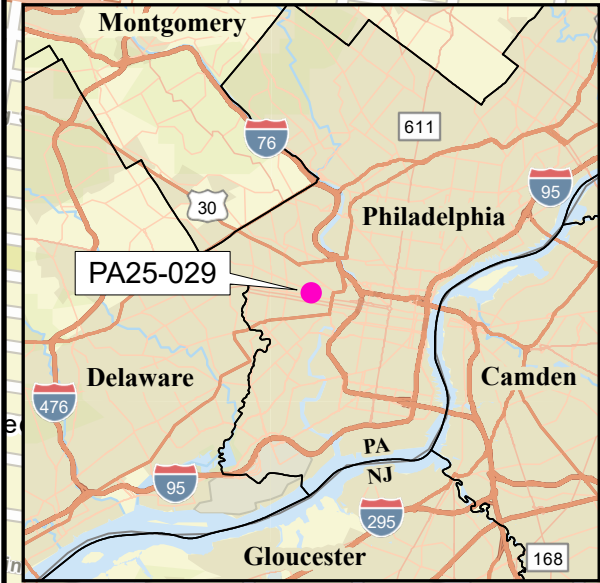
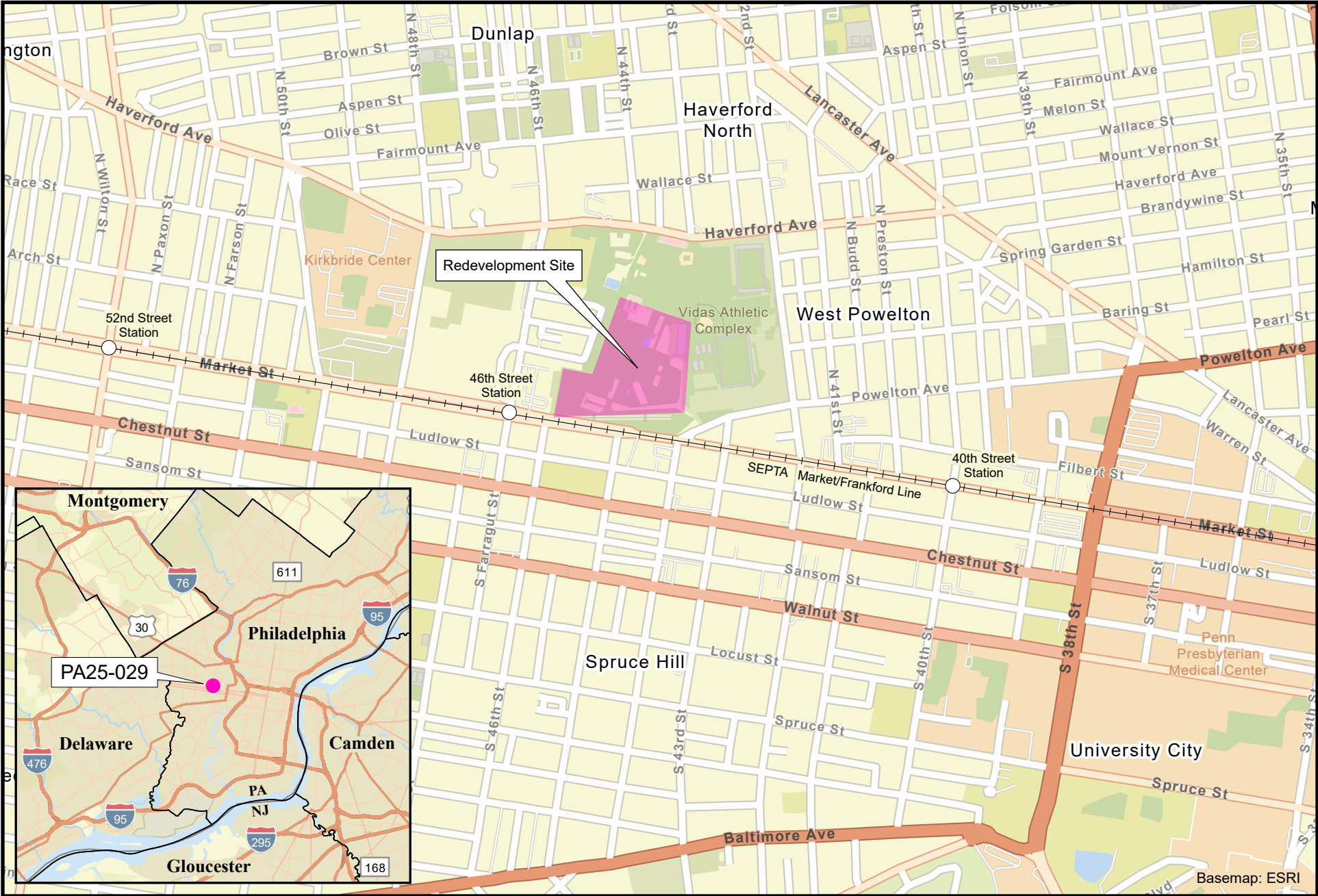
Action to amend the FY25 TIP for Pennsylvania by adding a new project, the Westpark Redevelopment project (MPMS #82007), in the amount \$28,528,000 [\$21,396,000 RAISE/\$2,000,000 OTH-S (RACP)/\$5,132,000 LOC] for the Construction (CON) Phase in FY25.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	RAISE	21,396												
CON	LOC	5,132												
CON	OTH-S	2,000												
		28,528	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			28,528	Total FY2029-2032				0	Total FY2033-2036			0

PA25-029: Westpark Redevelopment



Basemap: ESRI

ACTION ITEM

Date Prepared: December 19, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 7, 2025

Agenda Item:

2d. PA25-030: Honor Square at 5 Points Streetscape and Traffic Improvements (MPMS #82005), City of Philadelphia– Add New Project to the TIP

Background/Analysis/Issues:

The City of Philadelphia has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Honor Square at 5 Points Streetscape and Traffic Improvements project (MPMS #82005) to the TIP, in the amount of \$3,140,000 by programming \$500,000 LOC for the Preliminary Engineering (PE) Phase in FY25 and \$2,640,000 (\$1,616,000 SXF/\$1,024,000 LOC) for the Construction (CON) Phase in FY26.

This project was allocated funding through the Transportation, Housing and Urban Development, and related Agencies Appropriations Act of 2024, a section of the Consolidated Appropriations Act of 2024. It will include construction of multimodal intersection safety improvements, including curb line changes, bump outs, traffic signal upgrades, ADA curb upgrades, roadway resurfacing, installation of pavement markings, and beautification of the existing memorial island.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$3,140,000 (\$1,616,000 SXF/\$1,524,000 LOC)

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-030, the City of Philadelphia's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Honor Square at 5 Points Streetscape and Traffic Improvements project (MPMS #82005) to the TIP, in the amount of \$3,140,000. \$500,000 LOC for the Preliminary Engineering (PE) Phase in FY25 and \$2,640,000 (\$1,616,000 SXF/\$1,024,000 LOC) for the Construction (CON) Phase in FY26.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #025
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-030

Philadelphia

MPMS# 82005 *Honor Square at 5 Points Streetscape and Traffic Improvements*

AQ Code S6 **LIMITS:**

Latitude: **MUNICIPALITIES** Philadelphia City

Longitude: Intersection/Interchange Improvements **PROJ MANG:** M. Washington

Project includes the construction of multimodal intersection safety improvements, including curb line changes, bump outs, traffic signal upgrades, ADA curb upgrades, roadway resurfacing, installation of pavement markings, and beautification of the existing memorial island.

The project was allocated funding through the Transportation, Housing and Urban Development, and related Agencies Appropriations Act of 2024, a section of the Consolidated Appropriations Act of 2024.

Summary of Action:

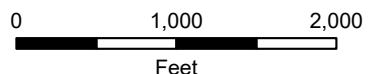
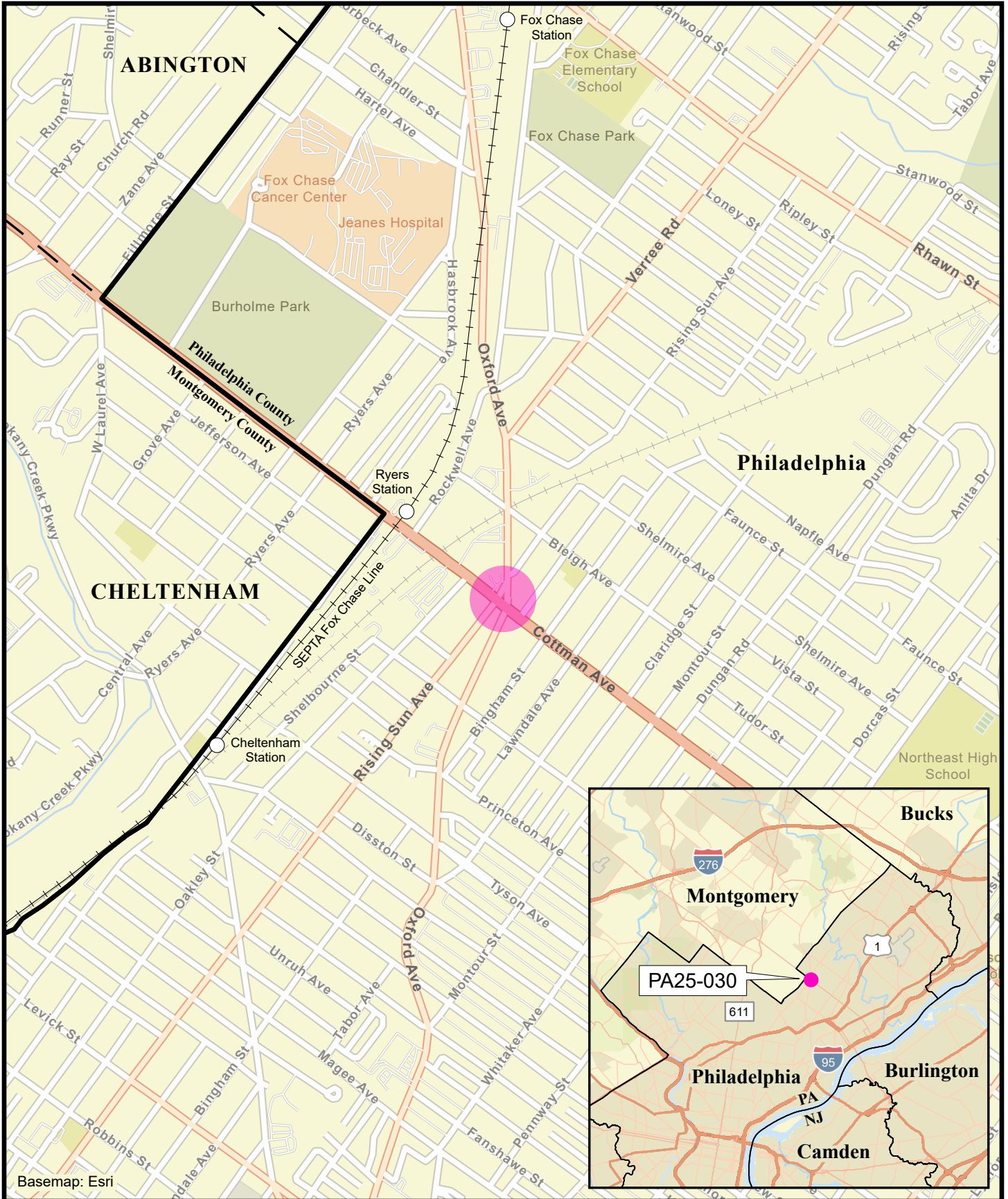
Action to amend the FY25 TIP for Pennsylvania by adding a new project, the Honor Square at 5 Points Streetscape and Traffic Improvements project (MPMS #82005) to the TIP, in the amount of \$3,140,000 by programming \$500,000 LOC for the Preliminary Engineering (PE) Phase in FY25 and \$2,640,000 (\$1,616,000 SXF/\$1,024,000 LOC) for the Construction (CON) Phase in FY26.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	LOC	500												
CON	SXF		1,616											
CON	LOC		1,024											
		500	2,640	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			3,140	Total FY2029-2032				0	Total FY2033-2036			0

PA25-030: Honor Square at Five Points Streetscape and Traffic Improvements



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 7, 2025

Agenda Item:

2e. PA25-031: North Broad Bus-Subway Transfer Improvement Project (MPMS #122325), City of Philadelphia – Add New Project to the TIP

Background/Analysis/Issues:

The City of Philadelphia has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the North Broad Bus-Subway Transfer Improvement Project (MPMS #122325), in the amount of \$625,000 (\$500,000 SXF/\$125,000 Local) for the Engineering, Right-of-Way, and Construction (ERC) Phase in FY25, on the FTA-funded portion of the TIP.

This project was allocated funding through the Consolidated Appropriations Act of 2024. It will involve designing and building safer, more attractive bus stops at the intersection of Allegheny Avenue and North Broad Street. Where feasible, elements will include:

- Expanded passenger areas through curb extensions or bus boarding islands;
- Upgraded lighting (e.g. integrated lighting or pedestrian scale lighting);
- Additional trash receptacles;
- Repaired sidewalks;
- Installation of landscaping, planters, and trees;
- Installation of a bus shelter at the northeast corner of Allegheny Avenue and North Broad Street.

The proposed work is necessary because the existing bus stops at this intersection lack comfortable, safe, high-quality bus stop infrastructure. Due to a lack of dedicated bus curb space, transfer points within the project area often require commuters to make irregular and unprotected boardings and alightings. In lieu of transferring to the subway at the project locations, many bus riders choose longer bus rides. With the

proposed improvements, the City will provide dedicated space for passengers to board and alight buses and transfer between transit modes, increasing customer safety, comfort, and accessibility.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$625,000 (\$500,000 SXF/\$125,000 Local)

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-031, SEPTA's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the North Philadelphia Bus-Subway Transfer Improvement Project (MPMS #122325), in the amount of \$625,000 (\$500,000 SXF/\$125,000 Local) for the Engineering, Right-of-Way, and Construction (ERC) Phase in FY25, on the FTA-funded portion of the TIP.

Staff Contact:

Travis Spotts

Attachments:

1. DVRPC FCC #003
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-031

Philadelphia

MPMS# 122325 *North Broad Bus-Subway Transfer Improvement Project*

AQ Code S6

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Transit Improvements

PROJ MANG:

This project involves designing and building safer, more attractive bus stops at the intersection of Allegheny Avenue and North Broad Street. Where feasible, elements will include:

- Expanded passenger areas through curb extensions or bus boarding islands;
- Upgraded lighting (e.g. integrated lighting or pedestrian scale lighting);
- Additional trash receptacles;
- Repaired sidewalks;
- Installation of landscaping, planters, and trees;
- Installation of a bus shelter at the northeast corner of Allegheny Avenue and North Broad Street.

The project was allocated funding through the Consolidated Appropriations Act of 2024.

Summary of Action:

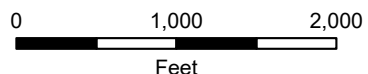
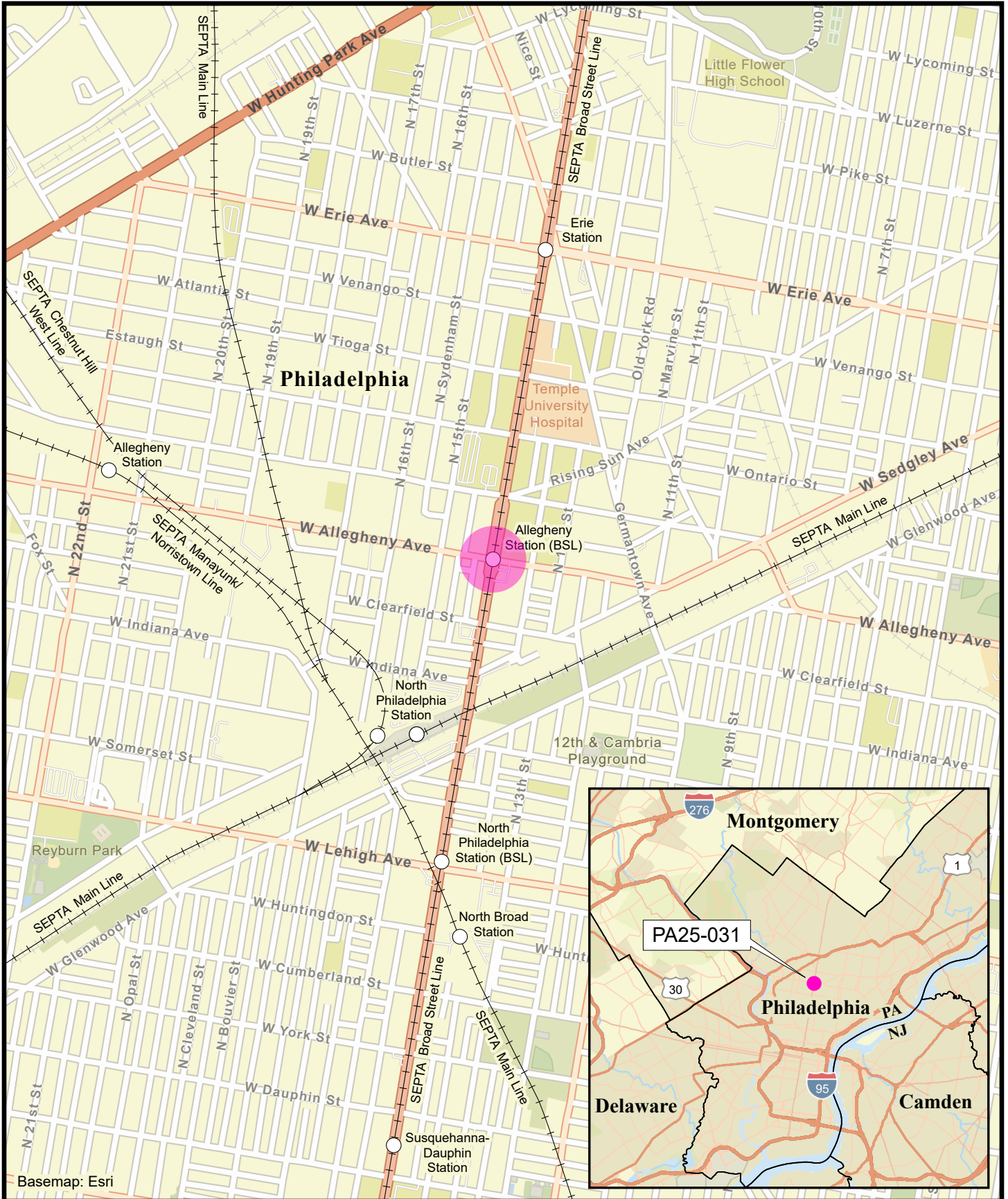
Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the North Broad Bus-Subway Transfer Improvement Project (MPMS #122325), in the amount of \$625,000 (\$500,000 SXF/\$125,000 Local) for the Engineering, Right-of-Way, and Construction (ERC) Phase in FY25, on the FTA-funded portion of the TIP.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
ERC	SXF	500												
ERC	LOC	125												
		625	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			625	Total FY2029-2032				0	Total FY2033-2036			0

PA25-031: North Broad Bus-Subway Transfer Improvement Project



ACTION ITEM

Date Prepared: December 19, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 7, 2025

Agenda Item:

2f. PA25-032: Safe, Clean, and Secure Program (MPMS #121367), SEPTA – Add New Project to the Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Safer Bus Operator Area Initiative project to the Safe, Clean, and Secure Program (MPMS #121367).

The Safer Bus Operator Area Initiative Project is a safety retrofit campaign that will replace the existing bus operator window with an emergency egress operator window with sash lock to prevent intrusion from the vehicle's exterior through the operator window. It will also retrofit the existing interior barrier with "max glass" kits to protect operators from assaults.

No new funding will be added to the current TIP. This project will be added to the Safe, Clean, and Secure program description for pre-award authority purposes. SEPTA anticipates beginning design and procurement activities in the upcoming months and per the federal requirements, any project utilizing federal funds must be included on the TIP before such activities can commence. It is anticipated that this project will be included in SEPTA's Draft FY 26 Capital Budget, and upon the Capital Budget's approval, SEPTA will request another TIP amendment to add the project's funding to the Safe, Clean, and Secure Program.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

Conformity Finding:

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

Cost and Source of Funds:

The overall funding of the program will not change.

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-032, SEPTA's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Safer Bus Operator Area Initiative Project, to the Safe, Clean, and Secure Program (MPMS #121367).

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-032

SEPTA

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

AQ Code M8

LIMITS:

Latitude:

MUNICIPALITIES

Longitude:

Transit Improvements

PROJ MANG:

Safety is a core value at SEPTA. All projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

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

Currently programmed projects include:

- Escalator / Elevator Improvement Program - \$66.57M (Ongoing)
- SEPTA Transit Police Department Equipment – \$7.10M (Ongoing)
- Light Rail Vehicle (LRV) Forward Collision Avoidance System - \$3.5M (FY2025 – FY2027)
- Fern Rock Transportation Center Safety Improvements - \$22.5M (Prior Years – FY2028)
- Fern Rock Transportation Center Pedestrian Access - \$30M (Prior Years – FY2028)
- Grade Crossing Enhancement Program - \$35.76M (Ongoing)
- Regional Rail Grade Crossing - \$22M (Prior Years – FY2029)
- Safety and Security Infrastructure Hardening Program - \$68.16M (Ongoing)
- Safety and Security Shop, Yard, & Office Hardening - \$59M (Ongoing)
- Tank Replacement Program - \$32.43M (Ongoing)
- Lawndale Station Grade Separation & High-Level Platform - \$25.3M (Prior Years – FY2028)
- 2026 Events Preparedness Initiative - \$5M (FY2025)
- Vacuum Cleaning Trains - \$36M (FY2025 – FY2028)
- Cleaning Equipment – \$33.43M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (Prior Years – FY2026)
- Ballistic Bus Barriers Pilot Project - \$0.200M (FY2025 - FY2026)
- Jefferson Station Escalators - \$3M (FY2025 - FY2026)
- Safer Bus Operator Area Initiative - \$8.6M (FY2025 - FY2026)

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding the Safer Bus Operator Area Initiative project to the Safe, Clean, and Secure Program (MPMS #121367).

Before Proposed Action

TIP Program Years (\$ 000)

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-032

SEPTA

ERC	LOC				693									
ERC	5307				2,320									
ERC	1514				18,235									
ERC	LOC				608									
ERC	5307					2,389								
ERC	1514					18,746								
ERC	LOC					625								
ERC	5307						2,460							
ERC	1514						19,270							
ERC	LOC						642							
ERC	5307								2,533					
ERC	1514								19,811					
ERC	LOC								660					
ERC	5307									2,607				
ERC	1514									20,367				
ERC	LOC									679				
ERC	5307										2,688			
ERC	1514										20,940			
ERC	LOC										698			
ERC	5307											1,582		
ERC	1514											24,740		
ERC	LOC											824		
		37,625	50,804	55,882	41,768	32,125	21,163	21,760	22,372	23,004	23,653	24,326	27,146	
		Total FY2025-2028		186,079	Total FY2029-2032		97,420	Total FY2033-2036		98,129				

After Proposed Action

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-032

SEPTA														
ERC	5307									2,460				
ERC	1514									19,270				
ERC	LOC									642				
ERC	5307										2,533			
ERC	1514										19,811			
ERC	LOC										660			
ERC	5307											2,607		
ERC	1514											20,367		
ERC	LOC											679		
ERC	5307												2,688	
ERC	1514												20,940	
ERC	LOC												698	
ERC	5307													1,582
ERC	1514													24,740
ERC	LOC													824
		37,625	50,804	55,882	41,768	32,125	21,163	21,760	22,372	23,004	23,653	24,326	27,146	
		Total FY2025-2028		186,079	Total FY2029-2032				97,420	Total FY2033-2036			98,129	

ACTION ITEM

Date Prepared: December 20, 2024

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

JANUARY 7, 2025

Agenda Item:

2g. PA25-033: Philadelphia Community Charging Solutions (MPMS #82012), City of Philadelphia – Add New Project to the TIP

Background/Analysis/Issues:

The City of Philadelphia has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Philadelphia Community Charging Solutions project (MPMS #82012) in the amount of \$4,000,000 CRP (FY25: \$2,029,000/FY26: \$1,971,000) for the Construction (CON) Phase.

The City of Philadelphia will utilize these funds to invest in the equitable expansion of electric vehicle charging infrastructure throughout the City. Given the density of row homes and multifamily housing in the City, investment in neighborhood charging solutions is key to facilitate the uptake of electric vehicles for residents who do not have access to charging overnight. Funds will be used for the acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure. In partnership with the Philadelphia Parking Authority, the City has identified community parking lots that are ideal locations for publicly available EV charging stations. Community lots were selected based on the following criteria:

- High rates of electric vehicle registrations in the surrounding zip code
- Proximity to disadvantaged communities
- Proximity to regional rail stations
- Filling gaps in existing EV charging infrastructure
- Ease of installation and operation according to existing surface lot operations

In addition to these surface lot locations, the City is underway with an RFP process to select a vendor for curbside charging locations that will serve areas of the City with high densities of multifamily housing. Charging stations would be predominately Level 2, with potential for Level 3 installation in appropriate locations. Where possible, charging locations will be determined in collaboration with the Office of Sustainability and Fleet

Services to ensure that public charging stations can be utilized by the City's fleet vehicles in addition to the public.

The Carbon Reduction Program is a new federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions and support the development of carbon reduction strategies. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. DVRPC has developed a Regional Carbon Reduction Strategy, which was published in November 2024. This proposed TIP action supports the PennDOT and DVRPC Carbon Reduction Strategies.

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:

\$4,000,000 CRP

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-033, the City of Philadelphia's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Philadelphia Community Charging Solutions project (MPMS #82012) in the amount of \$4,000,000 CRP (FY25: \$2,029,000/FY26: \$1,971,000) for the Construction (CON) Phase.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #030

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-033

Philadelphia

MPMS# 82012 *Philadelphia Community Charging Stations*

AQ Code **LIMITS:**

Latitude: **MUNICIPALITIES** Philadelphia City

Longitude: Other

PROJ MANG: A. Kelly

The City of Philadelphia will utilize Carbon Reduction TIP funding to invest in the equitable expansion of electric vehicle charging infrastructure throughout the City. Given the density of row homes and multifamily housing in the City, investment in neighborhood charging solutions is key to facilitate the uptake of electric vehicles for residents who do not have access to charging overnight. Funds will be used for the acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure. In partnership with the Philadelphia Parking Authority, the City has identified community parking lot locations that are ideal locations for publicly available EV charging stations. Community lots were selected based on the following criteria:

- High rates of electric vehicle registrations in the surrounding zip code
- Proximity to disadvantaged communities
- Proximity to regional rail stations
- Filling in gaps in existing EV charging infrastructure
- Ease of installation and operation according to existing surface lot operations

In addition to these surface lot locations, the City is underway with an RFP process to select a vendor for curbside charging locations that will serve areas of the City with high densities of multifamily housing. Charging stations would be predominately level two, with potential for level three installation in appropriate locations. Where possible, charging locations will be determined in collaboration with the Office of Sustainability and Fleet Services to ensure that public charging stations can be utilized by fleet vehicles in addition to the public.

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Philadelphia Community Charging Solutions project (MPMS #82012) in the amount of \$4,000,000 CRP (FY25: \$2,029,000/FY26: \$1,971,000) for the Construction (CON) Phase.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	CRP	2,029												
CON	CRP		1,971											
		2,029	1,971	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			4,000		Total FY2029-2032				0		Total FY2033-2036	

ACTION ITEM

Date Prepared: December 20, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 7, 2025

Agenda Item:

**2h. NJ24-082: DVRPC Carbon Reduction Program (DB #D2305), Various Counties
– Add New Project to the Program**

Background/Analysis/Issues:

Camden County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Camden County EV Charge Up Program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1 M CR-PHILA.

Camden County seeks to purchase 20 to 30 Level 2 electric vehicle chargers to be placed within the County, as part of the Camden County EV Charge Up Program and in support of the NJDOT and DVRPC Carbon Reduction Strategies. \$0.4 M will support the design and engineering of this program, and \$0.6 M will go towards the purchasing, installation and maintenance fees associated with the vehicle chargers. Camden County is working on an Electric Vehicle Action Plan, which will recommend to the County Commissioners that older, gas-powered vehicles be replaced with electric and/or hybrid vehicles to support the State's goal of reducing carbon emissions by 50% by 2030 and to achieve net zero emissions by 2050. The purchase of these Level 2 chargers will help Camden County achieve this goal.

The Carbon Reduction Program is a new federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions and support the development of carbon reduction strategies. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT has submitted their Carbon Reduction Strategy to the federal government, and it was approved on February 20, 2024. DVRPC has developed a Regional Carbon Reduction Strategy, which was published in November 2024.

Financial Constraint:

Financial constraint will be maintained, as funding for this line item will remain the same.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is not regionally significant

Cost and Source of Funds:

\$1 M CR-PHILA

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-082, Camden County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Camden County EV Charge Up program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1 M CR-PHILA.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC FCC #24

DVRPC FY2024 TIP for New Jersey

Action: NJ24-082

Highway/Transit/Statewide Program

Various

DB# D2305 **DVRPC Carbon Reduction Program**

A/Q Code NRS

This new federal-aid funding category established under the IJA/BIL provides for projects that will reduce transportation emissions, as well as the development of carbon reduction strategies. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT has submitted their Carbon Reduction Strategy to the federal government and was approved on February 20, 2024. DVRPC is pursuing the creation of a regional Carbon Reduction Strategy in the FY24 UPWP.

Projects under this program include:
 - South Jersey Port Corporation (SJPC) Equipment Electrification project - \$4 M

Prog Mgr: Berryman, Thomas

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by adding the Camden County EV Charge Up Program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1 M CR-PHILA. Funding for this line item will remain the same, see DVRPC FCC #24.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-PHILA	2.628	2.680	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141
ERC	CR-TRENTON	0.677	0.691	0.705	0.719	0.733	0.748	0.763	0.778	0.794	0.810
Fiscal Year Total		3.305	3.371	3.439	3.508	3.578	3.649	3.722	3.797	3.873	3.950
		Total FY2024-2027				Out-Year Cost					
		13.623				22.569					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-PHILA	2.628	2.680	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141
ERC	CR-TRENTON	0.677	0.691	0.705	0.719	0.733	0.748	0.763	0.778	0.794	0.810
Fiscal Year Total		3.305	3.371	3.439	3.508	3.578	3.649	3.722	3.797	3.873	3.950
		Total FY2022 - 2025				Total FY2026 - 2031					
		13.623				22.569					

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JANUARY 7, 2025

Agenda Item:

2i. NJ24-083: Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E), Camden County – Increase CON Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY32 Construction (CON) Phase of the Route 295/42/I-76, Direct Connection, Contract 4 project (DB #355E) by \$12.204 M NHPP from \$52.257 M NHPP to \$64.461 M NHPP.

The cost increase is primarily due to adjusting cost estimates due to the delay of CON from FY25 to FY28 (see previous DVRPC Board Action in March 2024) and inflation. CON programming has been updated to match the most recent Financial Management Plan (FMP). Some of the activities that have been updated and that are contributing to the increase include estimates for roadway and structure construction (\$8.713 M), and construction contingencies, inspection, and support services. (\$3.491 M).

The overall Route 295/42/I-76 Direct Connection project will relieve the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six-lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry, and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits, the completion of new Ramps C & F, and the completion of the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County" project.

Financial Constraint:

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

provided by NJDOT shows all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$12.204 M NHPP

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make recommendations at the January 7, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-083, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY32 CON Phase of the Route 295/42/I-76, Direct Connection, Contract 4 project (DB #355E) by \$12.204 M NHPP from \$52.257 M NHPP to \$64.461 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT FY24-33 FCC #18
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-083

Highway/Transit/Statewide Program

Camden

DB# 355E Route 295/42/I-76, Direct Connection, Contract 4

A/Q Code 2035M

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements, which will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

Prog Mgr: Dave, Hardev Bellmawr Borough; Mount Ephraim Borough

Summary of Action:

Action to amend the FY2024 TIP for New Jersey by increasing the FY32 CON Phase of the Route 295/42/I-76, Direct Connection, Contract 4 project (DB #355E) by \$12.204 M NHPP from \$52.257 M NHPP to \$64.461 M NHPP.

Mapped: Y

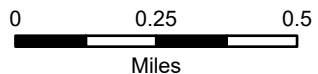
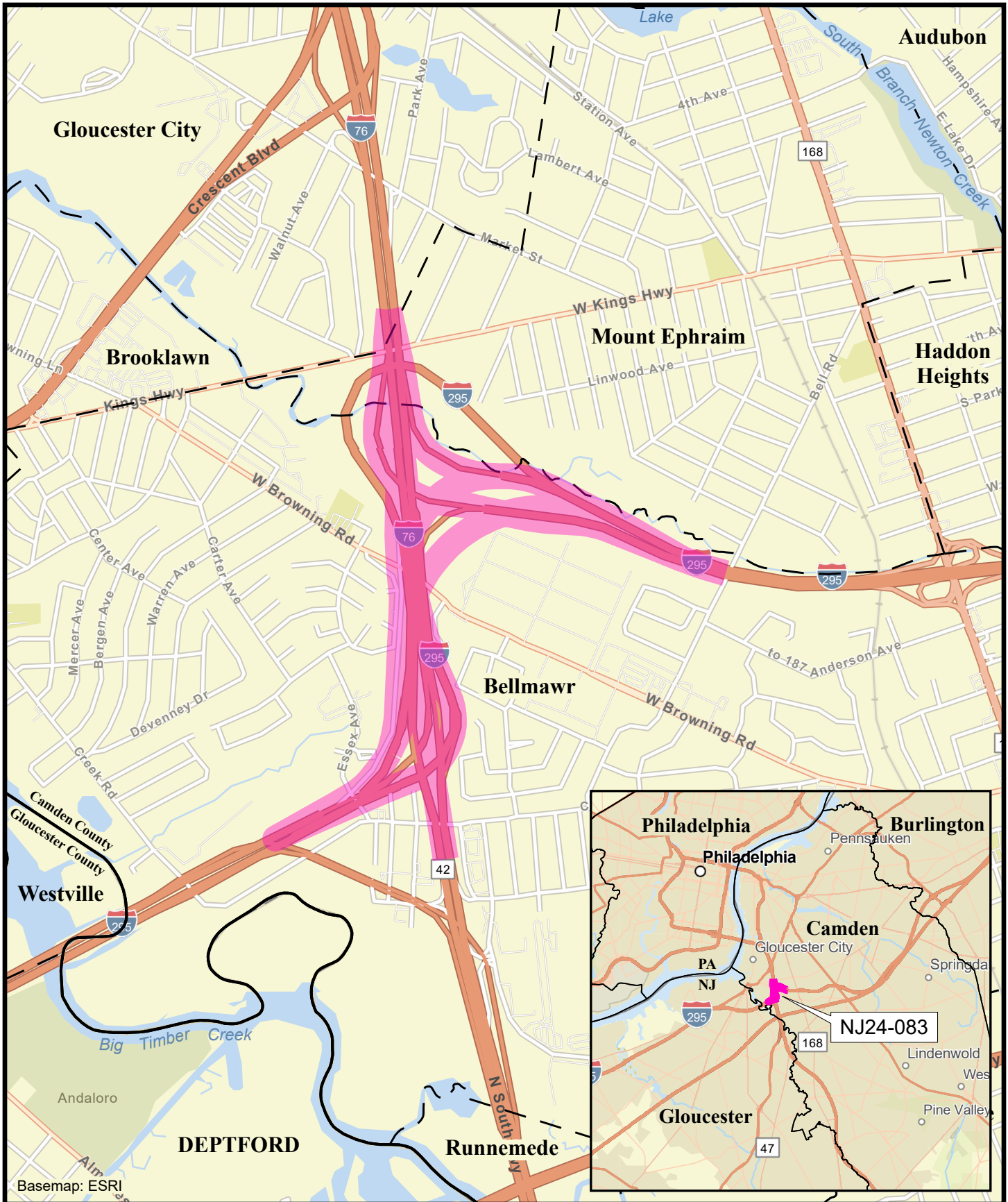
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHFP-HWY						20.000	20.000	20.000	6.243	
CON	NHPP					50.000	60.000	60.000	70.450	52.257	
	Fiscal Year Total					50.000	80.000	80.000	90.450	58.500	
		Total FY2024-2027				Out-Year Cost		358.950			

After Proposed Action

		TIP Program Years (\$ millions)										
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
CON	NHFP-HWY						20.000	20.000	20.000	6.243		
CON	NHPP					50.000	60.000	60.000	70.450	64.461		
	Fiscal Year Total					50.000	80.000	80.000	90.450	70.704		
		Total FY2022 - 2025					Total FY2026 - 2031					371.154

NJ24-083: Route 295/42/I-76, Direct Connection, Contract 4



PennDOT Fiscal Constraint Charts
(January 2025)

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

MA IDs: 137549, 137550, 137551

TIP MODIFICATIONS FOR NOVEMBER 2024
Chart #17

Chart: 017

* 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	Amnts.	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														
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	20,236,000	7,750,000	0	33,571,000	LINE ITEM									
			Adjust	NHPP	581	5,000,000	1,250,000	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							
			After	NHPP	581	5,000,000	1,250,000	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	0	0	0	0	0	0	0					
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	NHPP	581	15,954,000	3,988,000	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	43,452,000	10,864,000	0	148,458,000	CASH FLOWING BASED ON CURRENT LET DATE.											
			Adjust	NHPP	581	(5,000,000)	(1,250,000)	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					
			After	NHPP	581	10,954,000	2,738,000	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	48,452,000	12,114,000	0	148,458,000											
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.							
			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							
			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000						
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	5,000,000	1,250,000	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	0	0	0	0	0	15,236,000	6,500,000	0	33,571,000	LINE ITEM		
			Adjust	NHPP	581	(3,722,000)	(930,000)	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	(4,652,000)				
			After	NHPP	581	1,278,000	320,000	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	0	0	0	0	0	0	0	0	28,919,000			
I-476 @ MACDADE BLVD & US 1(C) DELAWARE SR,2006,476	70228	CON	Before	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	0	0	0	0	0	0	0	0	0	0	0	
			Adjust	NHPP	581	3,722,000	930,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,652,000
			After	NHPP	581	3,722,000	930,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Before FFY Totals						20,954,000	5,238,000	0	17,124,000	3,988,000	0	15,954,000	3,988,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	78,924,000	25,114,000	0	226,679,000													
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	0	0	0				
After FFY Totals						20,954,000	5,238,000	0	17,124,000	3,988,000	0	15,954,000	3,988,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	78,924,000	25,114,000	0	226,679,000													

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 #18

Chart: 018

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

Amendment	Project Title	NPMS	Phs	Amts.	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
					Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE RESERVE LINE ITEM	BUCKS	79929	CON	Before	BOF	185		0	3,327,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	0	0	330,000	0	0	0	0	0	0	0	0	3,642,000	52,692,000	0	70,716,677	LINE ITEM
				Adjust	BOF	185		0	(1,200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,200,000)		
				After	BOF	185		0	2,127,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	0	3,642,000	52,692,000	0	
DOE RUN ROAD O/DOE RUN CHESTER SR,0082,CDR	57677	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	BRIDGE CLOSED 11/16/24. ADDING FUNDS FOR UPCOMING ADVERTISEMENT/LETTING TO REPLACE THE BRIDGE.		
			Adjust		185		0	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000				
			After		185		0	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000				
		Before FFY Totals				0	3,327,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	0	3,642,000	52,692,000	0	70,716,677			
		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				
		After FFY Totals				0	3,327,000	0	0	4,364,339	0	0	5,542,338	0	0	819,000	0	0	330,000	0	0	0	0	0	0	0	0	0	3,642,000	52,692,000	0	70,716,677				

DVRPC Board approved this action on December 4, 2024.

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 #19

Chart: 019

* 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	TOTAL	Remarks							
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	1,278,000	320,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,236,000	6,500,000	0	28,919,000	LINE ITEM			
			Adjust	NHPP	581	5,920,000	1,480,000	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
			After	NHPP	581	7,198,000	1,800,000	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	0	0	0	0
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	NHPP	581	10,954,000	2,738,000	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	48,452,000	12,114,000	0	148,458,000	CASH FLOWING BASED ON CURRENT LET DATE.			
			Adjust	NHPP	581	(5,920,000)	(1,480,000)	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
			After	NHPP	581	5,034,000	1,258,000	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	54,372,000	13,594,000	0	148,458,000			
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.	
			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	
			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	7,198,000	1,800,000	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	9,316,000	5,020,000	0	28,919,000	LINE ITEM		
			Adjust	NHPP	581	(5,876,844)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,876,844)		
			After	NHPP	581	1,321,156	1,800,000	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	9,316,000	5,020,000	0	23,042,156		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	2,127,000	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	3,642,000	52,692,000	0	69,516,677	LINE ITEM		
			Adjust	BOF	185	0	(1,469,211)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,469,211)		
			After	BOF	185	0	657,789	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	3,642,000	52,692,000	0	68,047,466		
CITY AVE O/ SEPTA(C) PHILADELPHIA SR,0001,PCS	17511	CON	Before	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	0	0	0	
			Adjust	NHPP	581	5,876,844	1,469,211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,346,055
			After	NHPP	581	5,876,844	1,469,211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,346,055
Before FFY Totals						19,430,000	6,985,000	0	17,124,000	8,352,339	0	15,954,000	9,530,338	0	8,863,000	3,035,000	0	4,863,000	1,216,000	0	8,863,000	2,546,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	76,646,000	76,326,000	0	286,891,677					
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						19,430,000	6,985,000	0	17,124,000	8,352,339	0	15,954,000	9,530,338	0	8,863,000	3,035,000	0	4,863,000	1,216,000	0	8,863,000	2,546,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	76,646,000	76,326,000	0	286,891,677					

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

MA IDs:

TIP MODIFICATIONS FOR JANUARY 2024
Chart #20

Chart: 020

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	657,789	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	68,047,466	LINE ITEM	
			Adjust	BOF	185	0	(500,000)	0	0	(2,000,000)	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(4,500,000)
			After	BOF	185	0	157,789	0	0	2,364,339	0	0	3,542,338	0	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
70TH, 71ST, & 72ND STREETS O/ AMTRAK	17215	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	PHASE WAS CARRIED ON THE 2023 TIP. FUNDS COULD NOT BE ENCUMBERED IN TIME PRIOR TO THE EXPIRATION OF THE PREVIOUS PROGRAM.	
Adjust				183	0	500,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,500,000		
After				183	0	500,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,500,000
Before FFY Totals						0	657,789	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	68,047,466		
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	657,789	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	68,047,466	

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

MA IDs:

TIP MODIFICATIONS FOR DECEMBER 2024
Chart #22

Chart: 022

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT		Fund Type				FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks					
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks					
PHILADELPHIA CFI COMMUNITY GRANT PROJECT	81939	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	ADDITION CFI COMMUNITY GRANT TO THE TIP.			
PHILADELPHIA			Adjust	CFI	LOC	3,160,000	0	790,000	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	3,950,000			
SR,----,CFI			After	CFI	LOC	3,160,000	0	790,000	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	3,950,000	
PHILADELPHIA CFI COMMUNITY GRANT PROJECT	81939	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	ADDITION CFI COMMUNITY GRANT TO THE TIP.		
PHILADELPHIA			Adjust	CFI	LOC	0	0	0	3,600,000	0	900,000	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	4,500,000		
SR,----,CFI			After	CFI	LOC	0	0	0	3,600,000	0	900,000	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	4,500,000
PHILADELPHIA CFI CORRIDOR GRANT PROJECT.	81942	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	ADDITION CFI CORRIDOR GRANT TO THE TIP.		
PHILADELPHIA			Adjust	CFI	LOC	278,252	0	69,563	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	347,815	
SR,----,CFI			After	CFI	LOC	278,252	0	69,563	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	347,815
PHILADELPHIA CFI CORRIDOR GRANT PROJECT.	81942	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	ADDITION CFI CORRIDOR GRANT TO THE TIP.		
PHILADELPHIA			Adjust	CFI	LOC	0	0	0	1,946,548	0	486,637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,433,185	
SR,----,CFI			After	CFI	LOC	0	0	0	1,946,548	0	486,637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,433,185
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals						3,438,252	0	859,563	5,546,548	0	1,386,637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,231,000	TOTAL ADJUST IS DUE TO THE ADDITION OF THE CFI COMMUNITY & CORRIDOR GRANT AWARDS AND LOCAL MATCH.
After FFY Totals						3,438,252	0	859,563	5,546,548	0	1,386,637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,231,000		

DVRPC Board approved these actions December 4, 2024.

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

MA IDs: 137889

TIP MODIFICATIONS FOR DECEMBER 2024
Chart #23

Chart: 023

* 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						
NORTH PHILA SCHOOL ZONES RAISE 23			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	ADJUSTING THE PROGRAMMING OF THE RAISE AND LOCAL FUNDS PER THE CITY OF PHILADELPHIA. OVERALL PROJECT BUDGET IS NOT CHANGING.		
PHILADELPHIA	120993	PE	Adjust	RASIE	LOC	559,500	0	559,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,119,000			
SR,.....SZS			After	RAISE	LOC	559,500	0	559,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,119,000		
NORTH PHILA SCHOOL ZONES RAISE 23			Before	RASIE	LOC	0	0	0	25,000,000	0	1,762,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,762,000	ADJUSTING THE PROGRAMMING OF THE RAISE AND LOCAL FUNDS PER THE CITY OF PHILADELPHIA. OVERALL PROJECT BUDGET IS NOT CHANGING.	
PHILADELPHIA	120993	CON	Adjust	RAISE	LOC	0	0	0	(559,500)	0	559,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,.....SZS			After	RAISE	LOC	0	0	0	24,440,500	0	2,321,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,762,000	
Before FFY Totals						0	0	0	25,000,000	0	1,762,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,762,000		
FFY Adjustment Totals						559,500	0	559,500	(559,500)	0	559,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,119,000	TOTAL ADJUST IS DUE TO THE USE OF RAISE AND LOCAL FUNDS.
After FFY Totals						559,500	0	559,500	24,440,500	0	2,321,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,881,000	

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

MA IDs: 137893

TIP MODIFICATIONS FOR DECEMBER 2024
Chart #24

Chart: 024

* 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			
GREAT STREETS PHILADELPHIA RASIE 22	119437	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	ADJUSTING THE PROGRAMMING OF THE RAISE AND LOCAL FUNDS PER THE CITY OF PHILADELPHIA. OVERALL PROJECT BUDGET IS NOT CHANGING.		
PHILADELPHIA			Adjust	RASIE	LOC	733,600	0	1,233,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,967,200			
SR,,,,,GSP			After	RAISE	LOC	733,600	0	1,233,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,967,200	
GREAT STREETS PHILADELPHIA RASIE 22	119437	FD	Before		LOC	0	0	2,468,000	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	2,468,000	ADJUSTING THE PROGRAMMING OF THE LOCAL FUNDS PER THE CITY OF PHILADELPHIA. OVERALL PROJECT BUDGET IS NOT CHANGING.	
PHILADELPHIA			Adjust		LOC	0	0	(267,200)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(267,200)		
SR,,,,,GSP			After		LOC	0	0	2,200,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,800
GREAT STREETS PHILADELPHIA RASIE 22	119437	CON	Before	RASIE	LOC	0	0	0	25,000,000	0	652,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,652,000	ADJUSTING THE PROGRAMMING OF THE RAISE AND LOCAL FUNDS PER THE CITY OF PHILADELPHIA. OVERALL PROJECT BUDGET IS NOT CHANGING.	
PHILADELPHIA			Adjust	RAISE	LOC	0	0	0	(733,600)	0	233,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(500,000)		
SR,,,,,GSP			After	RAISE	LOC	0	0	0	24,266,400	0	885,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,152,000	
Before FFY Totals						0	0	2,468,000	25,000,000	0	652,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,120,000		
FFY Adjustment Totals						733,600	0	966,400	(733,600)	0	233,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000	TOTAL ADJUST IS DUE TO THE USE OF RAISE AND LOCAL FUNDS.
After FFY Totals						733,600	0	3,434,400	24,266,400	0	885,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29,320,000	

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

MA IDs:

TIP MODIFICATIONS FOR JANUARY 2025
Chart #25

Chart: 025

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Pha	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	
HONOR SQUARE @ 5 POINTS STREETSCAPE & TRAFFIC IMPROVEMENTS PHILADELPHIA	82005	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	ADDING NEW PROJECT TO THE TIP. PE PHASE IS 100% LOCAL.
			Adjust		LOC	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
			After		LOC	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
HONOR SQUARE @ 5 POINTS STREETSCAPE & TRAFFIC IMPROVEMENTS PHILADELPHIA	82005	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	ADDING NEW PROJECT TO THE TIP. SXF FUNDS ARE FROM THE CONSOLIDATED APPROPRIATIONS ACT OF 2024, PA 10 762. THE CITY IS CONTRIBUTING GREATER THAN THE 20% REQUIRED LOCAL MATCH.
			Adjust	SXF	LOC	0	0	0	1,616,279	0	1,023,721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,640,000	
			After	SXF	LOC	0	0	0	1,616,279	0	1,023,721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,640,000	
				Before FFY Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				FFY Adjustment Totals			0	0	500,000	1,616,279	0	1,023,721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,140,000	
				After FFY Totals			0	0	500,000	1,616,279	0	1,023,721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,140,000	TOTAL ADJUST IS DUE TO THE USE OF SXF AND LOCAL FUNDS.

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

TIP MODIFICATIONS FOR JANUARY 2025
Chart #27

MA IDs:

Chart: 027

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
WESTPARK REDEVELOPMENT RAISE 24			Before	RASIE	e581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDITION THIS RAISE 24 PROJECT TO THE TIP. PHILADELPHIA HOUSING AUTHORITY WILL BE THE LEAD ON THE PROJECT.
PHILADELPHIA	82007	CON	Adjust	RAISE	e581	21,395,555	2,000,000	5,131,852	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,527,407			
SR,----,WPR			After	RAISE	e581	21,395,555	2,000,000	5,131,852	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,527,407		
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals						21,395,555	2,000,000	5,131,852	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,527,407	TOTAL ADJUST IS DUE TO THE USE OF RAISE, RACP, AND LOCAL FUNDS.	
After FFY Totals						21,395,555	2,000,000	5,131,852	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,527,407		

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

MA IDs:

TIP MODIFICATIONS FOR JANUARY 2025
Chart #26

Chart: 026

* 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.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks							
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581		1,321,156	1,800,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,316,000	5,020,000	0	23,042,156	LINE ITEM			
			Adjust	NHPP	581		5,034,000	1,258,000	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		
			After	NHPP	581		6,355,156	3,058,000	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	0	0	0	0
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	NHPP	581		5,034,000	1,258,000	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	54,372,000	13,594,000	0	148,458,000	CASH FLOWING BASED ON CURRENT LET DATE.				
			Adjust	NHPP	581		(5,034,000)	(1,258,000)	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	
			After	NHPP	581		0	0	0	15,954,000	3,988,000	0	15,954,000	3,988,000	0	0	0	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	59,406,000	14,852,000	0	148,458,000					
US 322: CLAYTON PARK - CHELSEA PARKWAY DELAWARE SR,0322,102	69817	CON	Before	STU	581		0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.	
			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	
			After	STU	581		0	0	0	0	0	0	0	0	0	0	8,863,000	2,216,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,079,000
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581		6,355,156	3,058,000	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	4,282,000	3,762,000	0	23,042,156	LINE ITEM	
			Adjust	NHPP	581		(5,920,000)	(1,480,000)	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	(7,400,000)	
			After	NHPP	581		435,156	1,578,000	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	0	0	0	15,642,156
ROUTE 1 IMPROVEMENT-NORTH(C) BUCKS SR,0001,RC2	93445	UTL	Before	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	0	0	0	0
			Adjust	NHPP	581		5,920,000	1,480,000	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	7,400,000
			After	NHPP	581		5,920,000	1,480,000	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
Before FFY Totals							12,710,312	6,116,000	0	17,124,000	3,988,000	0	15,954,000	3,988,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	67,970,000	22,376,000	0	205,621,312					
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							12,710,312	6,116,000	0	17,124,000	3,988,000	0	15,954,000	3,988,000	0	8,863,000	2,216,000	0	4,863,000	1,216,000	0	8,863,000	2,216,000	0	14,863,000	1,216,000	0	8,863,000	2,216,000	0	67,970,000	22,376,000	0	205,621,312					

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137456) D6-0 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		581		8,799,876			11,585,435			3,428,558			15,626,836		Interstate Contingency line item used as source of funds to maintain fiscal constraint.	
			Adjust		581		(750,000)												
			After		581		8,049,876			11,585,435				3,428,558			15,626,836		
I-95/US 322 Interchange Improvements 95/322 Delaware	15477	ROW	Before															Adding back ROW phase to cover early ROW acquisition for CSX property.	
			Adjust		581		750,000												
			After		581		750,000												
Before Totals						\$0	\$8,799,876	\$0	\$0	\$11,585,435	\$0	\$0	\$3,428,558	\$0	\$0	\$15,626,836	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$8,799,876	\$0	\$0	\$11,585,435	\$0	\$0	\$3,428,558	\$0	\$0	\$15,626,836	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137457) D6-0 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 B.Ross Rmps/Adms Ave Cnn (C) 95/BS4 Philadelphia	103562	CON	Before	NHPP		2,955,954												Deobligation
			DEOB	NHPP		(502,100)												
			After	NHPP		2,453,854												
I-95: Betsy Ross Ramps(C) 95/BR0 Philadelphia	79903	CON	Before															Increasing CON phase to cover Delaware River Port Authority (DRPA) reimbursement agreement.
			Adjust	NHPP		502,100												
			After	NHPP		502,100												
Before Totals						\$2,955,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$502,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$2,955,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137535) D5-0 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 B.Ross Rmps/Adms Ave Cnn (C) 95/BS4 Philadelphia	103562	CON	Before	NHPP		1,571,854													Deobligation	
			DEOB	NHPP		(200,000)														
			After	NHPP			1,371,854													
I-80 - I-380 to Tannersville Resurface 80/23M Monroe	87649	CON	Before																Increase CON phase to cover inspection due to additional unforeseen work that will extend the project from Dec 2024 to May 2025.	
			Adjust	NHPP		200,000														
			After	NHPP			200,000													
Before Totals						\$1,571,854	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Adjustment Totals						\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$1,571,854	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 137190) STWD - DVRPC		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
TAP Reserve / Central Office	60560	CON	Before Adjust	TAP TAP		618,840 (502,029)			16,841,249 (2,799,700)			25,519,882 (5,755,500)			30,604,000			Funding source
Arch Street Greenway /ASG Montgomery	81168	CON	Before Adjust	TAP TAP											1,000,000			Add selected project to TIP
South Easton Road Trail 1001/SET Bucks	81294	CON	Before Adjust	TAP TAP								700,000						Add selected project to TIP
Bike Education/Safety Assemblies and Programs / Bucks	81721	CON	Before Adjust	TAP TAP														Add selected project to TIP
Route 100 Trail: Graphite Mine Rd - Fellowship Rd /RPP Chester	81794	CON	Before Adjust	TAP TAP								700,000						Add selected project to TIP
My School in Motion 2024-2026 / Montgomery	81725	CON	Before Adjust	TAP TAP								399,700						Add selected project to TIP
Woodind Av Trolley Portal Comp St(TOP) /TOP Philadelphia	118496	CON	Before Adjust	TAP TAP				147,000				1,000,000						Add selected project to TIP
Cobbs Creek Trail Segment B2 /CB2 Philadelphia	81307	CON	Before Adjust	TAP TAP											1,500,000			Add selected project to TIP
Better Bus Stops - S 7th & 8th Streets /BBS Philadelphia	81230	CON	Before Adjust	TAP TAP											500,000			Add selected project to TIP
Frankford Creek Greenway - Phase 3 1004/FC3 Philadelphia	81309	CON	Before Adjust	TAP TAP											1,500,000			Add selected project to TIP
Belmont Ave Trail Reconstruction 3005/BTR Philadelphia	81305	CON	Before Adjust	TAP TAP											1,255,500			Add selected project to TIP
Ridge Road Stormwater /MSW Delaware	111488	CON	Before Adjust	TAP TAP											400,000			Carryover project

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 137191) STWD - DVRPC				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			
Federal SRTS Reserve / Central Office	84372	CON	Before	SRTSF		400,000			1,600,000			3,162,684							Funding source	
			Adjust	SRTSF		(300,000)							(2,889,179)							
			After	SRTSF			100,000			1,600,000				273,505						
Arch Street Greenway / ASG / Montgomery	81168	CON	Before	TAP								1,000,000							Add selected project to TIP	
			Before	SRTSF																
			Adjust	TAP																
			Adjust	SRTSF										500,000						
			After	TAP										1,000,000						
Upper Dublin Sidewalk to School 152/SSP Montgomery	81677	CON	After	SRTSF								500,000							Add selected project to TIP	
Logan Elementary School Zone / LES Philadelphia	81308	CON	Before	SRTSF															Add selected project to TIP	
			Adjust	SRTSF									1,250,000							
			After	SRTSF										1,250,000						
Safe Routes Philly-Special Education Modules / Philadelphia	81726	CON	Before	SRTSF															Add selected project to TIP	
			Adjust	SRTSF			300,000													
			After	SRTSF			300,000													
Before Totals						\$1,018,840	\$0	\$147,000	\$18,441,249	\$0	\$0	\$29,682,566	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$1,018,840	\$0	\$147,000	\$18,441,249	\$0	\$0	\$29,682,566	\$0	\$0	\$30,604,000	\$0	\$0			

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137847) D6-0 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 ITS Reserve / Central Office	114586	CON	Before	NHPP		5,089,162			4,000,000			4,000,000			4,000,000			Line Item.	
			Adjust	NHPP		(185,770)													
			After	NHPP				4,903,392			4,000,000			4,000,000			4,000,000		
Interstate ITS Contract 2023(C) / Montgomery	119500	CON	Before	NHPP														Increase to cover AC.	
			Adjust	NHPP		185,770													
			After	NHPP				185,770											
Before Totals						\$5,089,162	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$5,089,162	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137529) STWD - DVRPC				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		
TAP Reserve / Central Office	60560	CON	Before	TAP		76,877			325,466			7,858,330			30,604,000			Balancing source	
			Adjust	TAP		51,243													
			After	TAP		128,120			325,466			7,858,330			30,604,000				
State Road Sidewalks (C) /SRS Chester	111477	CON	Before	TAP(deob)		41,228												Return deob funds to line item.	
			Adjust	TAP(deob)		(41,228)													
			After	TAP(deob)															
Limerick Township Trail (C) 4022/LKT Montgomery	108006	CON	Before	TAP(deob)		10,015												Return deob funds to line item.	
			Adjust	TAP(deob)		(10,015)													
			After	TAP(deob)															
Before Totals						\$128,120	\$0	\$0	\$325,466	\$0	\$0	\$7,858,330	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$128,120	\$0	\$0	\$325,466	\$0	\$0	\$7,858,330	\$0	\$0	\$30,604,000	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137718) D6-0 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		
Multimodal Reserve	102893	CON	Before		411		73,624,652			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.	
/			Adjust		411		(300,000)												
Central Office			After		411		73,324,652			84,462,886				87,948,000			89,867,000		
Middletown Twp School Zone Pedestrian Safety R9	120275	CON	Before															Add CON phase as per MTF agreement. Local funds are additional to the TIP.	
/MTF			Adjust		411		300,000	90,945											
Bucks			After		411		300,000	90,945											
Before Totals						\$0	\$73,624,652	\$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	\$90,945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$73,624,652	\$90,945	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		

NOTES

SEPTA Fiscal Constraint Charts
(January 2025)

DVRPC FFY 2025-2028 TIP for Pennsylvania

Fiscal Constraint Chart

SEPTA TIP Actions for January 2025

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

Project Title	MPMS	Phase	Fund Type			FFY 2025			Comments		
			Amts	Fed	State	Fed	State	Local			
Safe, Clean, and Secure	121367	ERC	Before	5307	1514	8,500	26,250	875	Amendment to add new project to the TIP.		
			Before	STBU	1514	2,000	0	0			
			Before	n/a	1514		0				
			Adjust	5307	1514	0	0	0			
			Adjust	STBU	1514	0	0	0			
			Adjust	n/a	1514	0	0	0			
			Total Adjust					0		0	0
			After	5307	1514	8,500	26,250	875			
			After	STBU	1514	2,000	0	0			
			After	n/a	1514		0				
Summary of Changes			Before			773,571	427,901	16,956			
			Adjust			0	0	0			
			After			773,571	427,901	16,956			

NJDOT Fiscal Constraint Charts
(January 2025)

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS																	
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	FFY 33	FFY 24-33		
NET- FEDERAL				0.000	(6.173)	19.732	143.928	157.487	65.399	(80.000)	(80.000)	(90.450)	(58.500)	0.000	(86.064)		
PROJECT MODIFICATIONS																	
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	FFY 33	FFY 24-33	
Route 295/42/I-76, Direct Connection, Contract 4	355E	BEFORE		Camden	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	52.257	0.000	52.257	
		CON	NHPP		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.204	0.000	12.204
		AFTER			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	64.461	0.000	64.461
Total					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.204	0.000	12.204	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS																	
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	FFY 33	FFY 24-33		
NET- FEDERAL				0.000	(6.173)	19.732	143.928	157.487	65.399	(80.000)	(80.000)	(90.450)	(70.704)	0.000	(98.268)		
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>																	

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		2.218	(7.618)	0.400	5.000	0.000

PROJECT MODIFICATIONS

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Electric Vehicle Infrastructure Program	22350	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	EVC RAA		0.000	5.973	0.000	0.000	5.973
		AFTER			0.000	5.973	0.000	0.000	5.973
Total					0.000	5.973	0.000	0.000	5.973

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		2.218	(7.618)	0.400	5.000	0.000

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

DVRPC Fiscal Constraint Charts
(January 2025)

DVRPC FY2024 TIP for New Jersey (FY24-FY27)

Fiscal Constraint Chart #23

DVRPC Local Highway Program (in Millions)

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks	
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total			
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	6.149	-0.097	3.110	-2.476	6.686	0.000	0.000	0.177	4.612	11.006	12.174	27.969	34.655	Administrative action to add \$1 M STBGP-PHILA to the FY24 ERC Phase, add \$4.209 M STBGP-PHILA to the FY25 ERC Phase, and remove \$6.585 M STBGP-PHILA from the FY26 ERC Phase. A total of \$1.376 M STBGP-PHILA will be removed, from \$34.655 M STBGP-PHILA to \$33.279 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	1.000	4.209	-6.585	0.000	-1.376	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		(1.376)
			After	STBGP-PHILA	7.149	4.112	-3.475	-2.476	5.310	0.000	0.000	0.177	4.612	11.006	12.174	27.969	33.279		
CR 544 (Evesham Rd), NJ 41 to Schubert Ave Local Camden	D2208	CON	Before	STBGP-PHILA	0.000	1.651	0.000	0.000	1.651								0.000	1.651	Administrative action to increase the FY25 CON Phase by \$1.376 M.
			Adjust	STBGP-PHILA	0.000	1.376	0.000	0.000	1.376	0.000	0.000	0.000					0.000	1.376	
			After	STBGP-PHILA	0.000	3.027	0.000	0.000	3.027	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.027	
Burlington County Roadway Safety Improvements Local Burlington	D0302	DES	Before	STBGP-PHILA	1.000	0.000	1.000	0.000	2.000	1.000		1.000					2.000	4.000	Administrative action to delay \$1 M STBGP-PHILA funded PE Phase from FY24 to FY25.
			Adjust	STBGP-PHILA	-1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				0.000	0.000	
			After	STBGP-PHILA	0.000	1.000	1.000	0.000	2.000	1.000	0.000	1.000	0.000	0.000	0.000	0.000	2.000	4.000	
Rancocas Creek Greenway, Rainbow Meadow Park (Circuit) Local Burlington	D2207	CON	Before	STBGP-PHILA	0.000	1.305	1.054	2.000	4.359	1.500							1.500	5.859	Administrative action to modify the TIP by delaying \$1.305 M STBGP-PHILA funded CON Phase from FY25 to FY26.
			Adjust	STBGP-PHILA	0.000	-1.305	1.305	0.000	0.000	0.000	0.000	0.000					0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	2.359	2.000	4.359	1.500	0.000	0.000	0.000	0.000	0.000	0.000	1.500	5.859	
Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail Local Gloucester	D1203	CON	Before	STBGP-PHILA	0.000	5.280	0.000	0.000	5.280	1.500							1.500	6.780	Administrative action to modify the TIP by delaying \$5.28 M STBGP-PHILA funded CON Phase from FY25 to FY26.
			Adjust	STBGP-PHILA	0.000	-5.280	5.280	0.000	0.000	0.000	0.000	0.000					0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	5.280	0.000	5.280	1.500	0.000	0.000	0.000	0.000	0.000	0.000	1.500	6.780	
Total Before					7.149	8.139	5.164	-0.476	19.976	4.000	0.000	1.177	4.612	11.006	12.174	32.969	52.945	Fiscal Constraint is maintained.	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)		
Total After					7.149	8.139	5.164	-0.476	19.976	4.000	0.000	1.177	4.612	11.006	12.174	32.969	52.945		

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

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

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #24
DVRPC Local Highway Program (in Millions)

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)						10-Yr Total	Remarks		
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033			Out Yrs Total	
DVRPC Carbon Reduction Program Local Various	D2305	ERC	Before	CR-PHILA	2.628	2.680	2.734	2.789	10.831	2.844	2.901	2.959	3.019	3.079	3.141	17.943	28.774	Formal action to amend the TIP by adding the Camden County EV Charge Up Program to the line item in the amount of \$1 M CR-PHILA. Funding for this line item will remain the same.	
			Adjust	CR-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
			After	CR-PHILA	2.628	2.680	2.734	2.789	10.831	2.844	2.901	2.959	3.019	3.079	3.141	17.943	28.774		
Total Before					2.628	2.680	2.734	2.789	10.831	2.844	2.901	2.959	3.019	3.079	3.141	14.802	23.005	Fiscal Constraint is maintained.	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Total After					2.628	2.680	2.734	2.789	10.831	2.844	2.901	2.959	3.019	3.079	3.141	14.802	25.633		

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

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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HIGHWAY PROJECT FUNDING SOURCES

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

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

January 7, 2025

Agenda Item:

3. DVRPC FY 2025 Work Program Amendment: FTA Pilot Program for Transit-Oriented Development Planning – T1 Corridor TOD and Multimodal Access Analysis

Background/Analysis/Issues:

On October 31, 2024, SEPTA was selected to receive \$460,000 under the Federal Transit Administration (FTA) FY 2024 Pilot Program for Transit-Oriented Development Planning Program to execute the T1 Corridor TOD and Multimodal Access Analysis project. The project will include a comprehensive planning analysis of a four-mile corridor served by the T1/Route 10 trolley in support of the Trolley Modernization program. The project will include a market analysis to understand the possibilities for transit-oriented development (TOD) in the study area, and to recommend how SEPTA may best partner with public and private stakeholders to facilitate equitable housing and commercial development. The project will also develop recommendations for multimodal connections that will make these newly constructed stations integral parts of a thriving community in West Philadelphia.

SEPTA anticipates that Trolley Modernization, with its new stations and vehicles, will drive additional public and private real estate investment along each trolley line, including the T1/Route 10 corridor. Through its Transit Oriented Communities (TOC) program, SEPTA is striving to make each of its Trolley Modernization Corridors an opportunity to support equitable development.

SEPTA's study area includes the above-ground portion of the T1/Route 10 trolley corridor between the 36th Street Portal through the existing end-of-line facility at North 63rd Street and Malvern Avenue, along with any potential extension needed to reach an end-of-line location that can be modernized for new trolley vehicles, such as the Overbrook Regional Rail Station. The T1/Route 10 trolley provides critical public transit access for disadvantaged communities in West Philadelphia.

This study is being funded by a grant through the FTA's Pilot Program for Transit-Oriented Development Planning. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing through DVRPC. However, adding the project to the DVRPC UPWP is a requirement of the FTA grant program.

Cost and Source of Funds:

\$460,000 FTA Pilot Program for TOD Planning.

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make a recommendation at the January 7, 2025 meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends that the DVRPC Board approve the addition of the *FTA Pilot Program for Transit-Oriented Development Planning – T1 Corridor TOD and Multimodal Access Analysis* project to the FY 2025 DVRPC UPWP to fulfil the Federal Transit Administration's FY 2024 Pilot Program for Transit-Oriented Development Planning requirements.

Staff Contact:

Greg Krykewycz, Director of Transportation Planning

Attachments:

- 1) FY 25 Work Program project description

PROJECT Name: FTA Pilot Program for Transit-Oriented Development Planning – T1 Corridor TOD and Multimodal Access Analysis

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Program Coordinator: Brian McFadden, SEPTA

Project Manager: Ryan Judge, SEPTA

Goals:

To undertake a comprehensive planning analysis of the four-mile corridor in West Philadelphia served by the T1/Route 10 trolley in support of SEPTA's Trolley Modernization program. The project will include a market analysis to understand the possibilities for transit-oriented development (TOD) in the study area, and to recommend how SEPTA may best partner with public and private stakeholders to facilitate equitable housing and commercial development. The project will also develop recommendations for multimodal connections that will make these newly constructed stations integral parts of a thriving community in West Philadelphia.

Description:

Trolley Modernization is a once-in-a-century opportunity for SEPTA and the region to improve and transform one of the nation's largest streetcar networks. Through Trolley Modernization, SEPTA is replacing its 43-year-old trolley fleet with ADA-accessible vehicles and modernizing station and street track infrastructure to make the system fully accessible to improve capacity and reliability. SEPTA anticipates that Trolley Modernization, with its new stations and vehicles, will drive additional public and private real estate investment along each trolley line, including the T1/Route 10 corridor. Through SEPTA's Transit Oriented Communities (TOC) program, SEPTA is striving to make each of its Trolley Modernization Corridors an opportunity to support equitable development.

SEPTA's study area includes the above-ground portion of the T1/Route 10 trolley corridor between the 36th Street Portal through the existing end-of-line facility at North 63rd Street and Malvern Avenue, along with any potential extension needed to reach an end-of-line location that can be modernized for new trolley vehicles, such as the Overbrook Regional Rail Station. The T1/Route 10 trolley provides critical public transit access for disadvantaged communities in West Philadelphia. The study area includes an above average population of low-income residents, persons with disabilities, Black/African American individuals, zero-vehicle households, and residents who are foreign-born and/or limited English proficiency.

The project will incorporate meaningful community engagement through thoughtful and equitable public outreach. Deliverables will include summary reports documenting all phases of the study.

This study is being funded by a grant through the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing through DVRPC. However, adding this project to the DVRPC UPWP is a requirement of the FTA grant program.

Tasks:

1. TOD Market Analysis, including the following deliverables:
 - a. Demographic and Economic Trend Analysis: Analysis of existing demographic and economic conditions, and projections for future conditions impacting TOD opportunities in the study area.
 - b. Development Capacity Analysis: SEPTA will identify unmet needs and potential sites for TOD projects including affordable and mixed-income housing, commercial and mixed-use properties, and projects that potentially qualify for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) financing.
 - c. Land Use Policy Review: Review of applicable zoning codes within the project area and recommendations for revisions, including the Transit-Oriented Development Overlay District and anti-displacement provisions.
2. Multimodal Connection Concepts for the T1 corridor, including:
 - a. Existing Conditions Analysis
 - b. Corridor Improvement Concepts. This study will include transit, bicycle and pedestrian access. SEPTA will evaluate potential extension of the route to reach an end-of-line location that can be modernized for new trolley vehicles, including the Overbrook Regional Rail station.
3. Project Timeline: SEPTA will produce a schedule for construction and implementation of recommended infrastructure improvements, including options for phased implementation.
4. Summary Reports – Provide documentation of the study process, findings, and outcomes.

Products:

Reports summarizing the study's findings.

Beneficiaries:

SEPTA, DVRPC, City of Philadelphia, residents, employees, and business owners within the T1/Route 10 trolley corridor.

Project Cost and Funding:

Total project cost: \$460,000 (Federal grant of \$460,000 to SEPTA)

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JANUARY 7, 2025

Agenda Item:

4. Adoption of DVRPC Fiscal Year 2026 Unified Planning Work Program and TIP Amendments

Background/Analysis/Issues:

DVRPC's FY2026 Unified Planning Work Program (UPWP) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2025, through June 30, 2026. As the federally-designated Metropolitan Planning Organization for the Greater Philadelphia region, DVRPC is required by federal regulation to develop a UPWP. This document reflects the policy direction provided by the Board and input from federal and state planning partners, member governments, operating agencies, and other partner organizations.

During the Board meeting on December 4, 2024, the DVRPC Board authorized release of the Draft FY2026 Unified Planning Work Program for distribution and review, with a public comment period scheduled to run from December 5, 2024, to January 7, 2025. DVRPC staff will prepare responses to comments received during the public comment period, address them accordingly, and report on these at the Board meeting on January 23, 2025.

The FY2026 UPWP reflects a comprehensive set of planning activities, includes priority projects from each member government, and serves as an important implementation tool to achieve the directives of federal transportation legislation including the Infrastructure Investment and Jobs Act (IIJA). In addition, the UPWP serves as an important way to advance the future land use and transportation development vision set forth in the region's Long-Range Plan (LRP), *Connections 2050*. To highlight these connections, every program and project in the work program identifies the LRP goals it most helps to advance.

There are a variety of funding sources that support the UPWP, including FHWA and FTA Metropolitan Planning (PL) funds, PA State funds, member government contributions, grants from public agencies and foundations, and the Transportation Improvement Program (TIP). Table 2 of the UPWP shows Project Funding by Source (attached).

The FY2026 UPWP total budget is \$31,591,476, which includes \$25,351,226 for internal operating expenses (+4% from FY2025) and \$6,240,250 for passthrough programs to member governments (-56% from FY2025). The approximately \$8 million, or 56%, decrease in the pass-through portion is driven by projects that are funded on a bi-annual basis (PA Transportation and Community Development Initiative (TCDI), PA Transportation Demand Management (TDM) Base Program, and Travel Options Program (TOP)), for which FY2026 is an “off” year.

To support certain projects that the Board has selected for the DVRPC FY2026 UPWP, some TIP Actions are needed for the FY2024 TIP for New Jersey and FY2025 TIP for Pennsylvania. Information on all proposed TIP actions is contained in the attachment, *FY2026 UPWP TIP Funds Actions Table*.

NJ TIP Project Costs

A total of \$3,577,500 (\$3,567,500 Federal/\$10,000 Local Cash Match) is needed from FY2025 of the FY2024 NJ TIP to support NJ projects/programs in the FY2026 UPWP. Action is needed to approve \$356,500 of that total, with the balance already programmed in the NJ TIP.

Of the \$3,577,500 from the NJ TIP, \$2,252,000, or 63%, is pass-through to member governments//consultant services, and \$1,325,500, or 37%, supports DVRPC projects for member government benefit and/or to meet federal requirements.

- The Action is to approve increasing funding in the FY2024 NJ TIP by \$356,500 for the identified FY2026 UPWP projects/programs.

PA TIP Project Costs

A total of \$6,693,500 (\$6,186,900 Federal/\$481,600 State/\$25,000 Local) is needed from FY2025 of the FY2025 PA TIP to support PA projects/programs in the FY2026 UPWP. Action is needed to approve \$2,198,500 of that total (\$2,166,900 Federal and \$31,600 state), with the balance already programmed for the PA TIP.

Of the \$6,693,500 from the PA TIP, \$2,506,000, or 37%, is pass-through to member governments/consultant services, and \$4,187,500, or 63%, supports DVRPC projects for member government benefit and/or to meet federal requirements.

- The Action is to approve increasing funding in the FY2025 PA TIP by \$2,198,500 for the identified FY2026 UPWP projects.

FY2026 UPWP TIP Funding Comparison with FY2025 UPWP TIP Funding

In the FY2025 UPWP, there was \$10,879,000 in PA TIP (federal) funded projects, yielding a decrease of \$4,692,000, or about 43%, in PA TIP funded projects from FY2025 to FY2026. This is primarily due to large pass-through programs including TOP, TDM Base Program, and TCDI, which were biannually programmed in FY2025. In next year’s work program, the FY2027 UPWP, the PA TIP funded program will increase as those programs begin a new two-year grant cycle.

For the NJ TIP, UPWP costs remain fairly constant, at about \$3,500,000. The FY2025 UPWP included TIP funding for aerial imagery, and FY2026 includes the biannual NJ TCDI program.

Overall Action

The action before the RTC is twofold:

1. To recommend that the Board adopt the Final FY2026 UPWP, pending the resolution of any outstanding comments and issues arising from the public and partner agency comment period. Responses to comments received are being developed and will be presented at the January Board Meeting. After Board adoption, relevant edits will continue to be incorporated and the final document will be produced and submitted to the funding agencies.
2. To recommend that the Board approve the attached Actions to the FY2024 TIP for New Jersey (NJ24-084) and the FY2025 TIP for Pennsylvania (PA25-035) to support certain projects that the Board has selected for the DVRPC FY2026 UPWP.

Cost and Source of Funds:

See Attached: FY2026 UPWP Table 2, and FY2026 UPWP TIP Funds Actions Table.

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make a recommendation at the January 7, 2025 RTC meeting.

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

Action Proposed:

The RTC recommends: a) the DVRPC Board adopt the Final DVRPC FY2026 Unified Planning Work Program, pending the resolution of any outstanding comments and issues, and b) the DVRPC Board approve the listed actions to amend or modify the FY2024 TIP for New Jersey (NJ24-084) and the FY2025 TIP for Pennsylvania (PA25-035) to support projects in the FY2026 UPWP, as required.

Staff Contact:

Greg Krykewycz, Director of Transportation Planning

Attachments:

- 1) Table 2: Project Funding by Source, from the DVRPC FY2026 UPWP
- 2) FY2026 UPWP TIP Funds Action Table

Table 2: Project Funding by Source

Page	Project Number	Programs/Projects	FY26 Budget	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
Chpt. Two-Sect. A DVRPC PROGRAM AREAS							
49	26-22-010	Work Program Administration	\$395,000	\$280,241	\$104,759	\$10,000	\$0
51	26-22-020	Technical Assistance to Member Governments	438,415	316,194	118,199	4,022	0
53	26-23-010	Regional Forum	330,000	232,927	87,073	10,000	0
54	26-23-020	Title VI and Environmental Justice	241,230	170,132	63,598	7,500	0
56	26-23-030	Public Participation, Involvement and Outreach	468,690	332,060	124,130	12,500	0
59	26-23-040	Data Visualization and Communication	660,450	466,182	174,268	20,000	0
61	26-24-010	Web Development and Database Management	927,500	653,289	244,211	30,000	0
63	26-24-020	Data Coordination and Analysis	379,950	269,286	100,664	10,000	0
65	26-24-030	Geographic Information Systems	379,400	268,886	100,514	10,000	0
67	26-33-010	Smart Growth	525,810	368,178	137,632	20,000	0
69	26-33-020	Community & Economic Development	722,670	507,833	189,837	25,000	0
72	26-33-030	Energy and Climate Change Initiatives	381,508	272,240	101,768	7,500	0
75	26-33-040	Environmental Planning	375,000	365,000	-	10,000	0
78	26-34-010	Long-Range Planning	675,240	473,309	176,931	25,000	0
80	26-34-020	Freight Planning	434,265	305,182	114,083	15,000	0
83	26-34-030	Travel and Land Use Modeling	522,495	365,765	136,730	20,000	0
86	26-34-040	Regional Congestion Management Program	302,375	216,459	80,916	5,000	0
89	26-34-050	Air Quality Planning	275,500	196,896	73,604	5,000	0
93	26-34-060	Performance-Based Planning and Programming	351,900	248,868	93,032	10,000	0
96	26-34-070	Socioeconomic and Land Use Analytics (SLUA)	247,500	176,515	65,985	5,000	0
98	26-34-080	Transportation Improvement Program (TIP)	826,250	565,031	211,219	20,000	30,000
101	26-52-010	Regional Transit Planning Program	430,000	-	415,000	15,000	0
104	26-52-020	Bicycle and Pedestrian Planning Program	389,750	276,419	103,331	10,000	0
106	26-52-030	Mobility Analysis and Design Program	712,250	507,527	189,723	15,000	0
108	26-52-040	Transportation Safety	447,500	318,456	119,044	10,000	0
112	26-52-050	Transportation Operations	609,200	150,457	56,243	12,500	390,000
116	26-52-060	Competitive Program and Project Management	1,354,750	159,750	-	5,000	1,190,000
118	26-52-070	PA TDM Base Program Admin & TripSmart	325,000	-	-	-	325,000
120	26-53-010	Travel Monitoring	864,500	629,500	-	10,000	225,000
Subtotal			\$14,994,098	\$9,092,582	\$3,382,494	\$359,022	\$2,160,000
Chpt. Two-Sect. B DVRPC PROJECTS							
	22-33-200	WP-Staff Admin #284-21	\$50,000	\$-	\$-	\$-	\$50,000
	23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	90,000	-	-	-	90,000
	23-23-086	Procurement and Contracts Administration - NJ Programs (4 years)	281,250	-	-	-	281,250
	23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4 years)	253,125	-	-	-	253,125
	24-33-210	Climate Pollution Grant (CPRG)	75,000	-	-	-	75,000
	24-33-230	NREL Clean Energy	250,000	-	-	-	250,000
	24-33-240	WP- Regional Hub for Federal Climate Funding	100,000	-	-	-	100,000
	24-33-250	WP- #211-23- Staff Admin	50,000	-	-	-	50,000
	24-33-260	Regional Benchmarking & BPS	50,000	-	-	-	50,000
	25-33-210	NJ Economic & Workforce (2 year)	75,000	-	-	-	75,000
	25-34-210	2025 HHTS - Staff (3 year)	50,000	-	-	-	50,000
	25-52-130	Increasing Safe and Accessible Transp.Options	125,000	-	-	-	125,000
	25-52-160	Supporting Communities Program	75,000	-	-	-	75,000
	26-10-010	General Fund	213,932	-	-	-	213,932
127	26-24-100	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
129	26-33-110	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
131	26-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000

Table 2 Continued

Page	Project Number	Programs/Projects	FY26 Budget	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
133	26-33-130	Livable Communities Forum	152,500	107,365	40,135	5,000	0
135	26-33-140	PA/NJ Local Planning Initiatives	100,000	-	-	50,000	50,000
137	26-33-150	Advancing Collaborative Stormwater Efforts (Year 3)	75,000	-	-	-	75,000
139	26-33-160	Morton Train Station and TOD Study	200,000	-	-	-	200,000
141	26-33-180	Regional Affordable and Accessible Housing	220,000	156,498	58,502	5,000	0
143	26-33-190	Economic Development District (EDD) Program	140,000	-	-	70,000	70,000
145	26-33-200	Regional Trails Program	269,000	131,750	49,250	-	88,000
147	26-34-120	I-95 Planning Assistance	100,000	-	-	-	100,000
149	26-34-130	Enhance and Maintain Travel Forecasting Tools	825,000	-	-	-	825,000
152	26-34-140	District 6 Modeling Assistance	620,000	-	-	-	620,000
154	26-34-160	I-95 Traffic Forecasts	155,000	-	-	-	155,000
156	26-34-190	Regional Electric Vehicle Planning Program	150,000	-	-	-	150,000
158	26-34-210	SEPTA Transit Oriented Communities Parking and Ridership Modeling Tool (Phase I)	200,000	-	-	-	200,000
160	26-52-100	Regional TOP Competitive Program Administration (PA and NJ)	200,000	-	-	-	200,000
162	26-52-110	North Broad Street Safety & Parking Study	175,000	-	-	-	175,000
163	26-52-130	Increasing Safe and Accessible Transportation Options	218,991	-	-	-	218,991
165	26-52-140	Pottstown Station Concept Plan - Phase II	75,000	72,500	-	2,500	0
167	26-52-150	PennDOT Connects Complete Streets Resurfacing Program	275,000	-	-	-	275,000
170	26-52-160	Supporting Communities Program	250,000	50,000	-	-	200,000
172	26-52-170	Transportation Systems Management and Operations (TSMO)	554,000	-	-	-	554,000
176	26-52-180	Technical Assistance- PA Transportation Alternatives Set-Aside Program	450,000	-	-	-	450,000
178	26-52-190	PA Air Quality Action Supplemental Services	125,000	-	-	-	125,000
180	26-52-200	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
182	26-53-020/025	HPMS and Functional Classification System (PA & NJ)	215,000	210,000	-	5,000	0
183	26-53-030	PennDOT District 6-0 Traffic Volume Data	300,000	0	-	-	300,000
185	26-53-040	Regional Aviation Counting	225,000	0	-	-	225,000
187	26-59-700	Member Government Special Studies	1,146,944	0	-	-	1,146,944
189	26-59-701	New Projects and Misc. Carryover	572,386	-	-	79,311	493,075
Subtotal			\$10,357,128	\$728,113	\$147,887	\$226,811	\$9,254,317
SUBTOTAL DVRPC PROGRAM			\$25,351,226	\$9,820,695	\$3,530,381	\$585,833	\$11,414,317
PASS-THROUGH GRANTS- MEMBER GOVERNMENT / TRANSIT AGENCIES / OTHERS							
Chapter Three A & B		Supportive Regional Highway Planning Program					
195-207	A: 26-60-010 to 26-60-051	PA Supportive Regional Highway Planning Program	\$828,000	\$- 0	\$- 0	0	\$828,000
213-229	B: 26-61-010 to 26-61-100	NJ Supportive Regional Highway Planning Program	624,000	0	0	0	624,000
Subtotal			\$1,452,000	\$- 0	\$- 0	\$- 0	\$1,452,000
Chapter Four A & B		Transit Support Program					
235-252	A: 26-63-001 to 26-63-009	PA Transit Program	\$1,150,000	\$- 0	\$1,150,000	\$- 0	- 0
257-272	B: 26-63-020 to 26-63-026	NJ Transit Program	508,250	0	508,250	0	0
Subtotal			\$1,658,250	\$- 0	\$1,658,250	\$- 0	\$- 0
Chpt. Five A		Other Member Government Projects					
277	26-34-200	2025 On-Board and Household Travel Surveys Continuation (3 years)	\$1,500,000	\$- 0	\$- 0	\$- 0	\$1,500,000
279	26-53-300	PA/NJ Regional GIS Implementation	300,000	0	0	0	300,000
280	26-62-100	New Jersey Local Concept Development (3 Years)	350,000	0	0	0	350,000
282	26-64-100	New Jersey Signal Retiming (2 Years)	380,000	0	0	0	380,000
284	26-66-100	NJ Transportation & Community Development Initiative (TCDI) (2 Years)	600,000	0	0	0	600,000
Subtotal			\$3,130,000	\$- 0	\$- 0	\$- 0	\$3,130,000
SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES			\$6,240,250	\$- 0	\$1,658,250	\$- 0	\$4,582,000
GRAND TOTAL			\$31,591,476	\$9,820,695	\$5,188,631	\$585,833	\$15,996,317

STATE	TIP FUNDED UPWP PROJECT REQUEST	Category Type I = Internal, P = Passthru or consultant	UPWP PROJECT #	DB OR MPMS #	FUNDING SOURCE	FY2026 UPWP TIP Project Cost				FFY25 TIP FUNDS CURRENTLY PROGRAMMED ON THE TIP FOR FY2026 UPWP PROJECT			FFY24 TIP FUNDS & MATCHES NEEDED TO PROVIDE FOR FY2025 UPWP PROJECT			REQUIRED TIP ACTION BY DB # OR MPMS # FOR UPWP PROJECT COST
						FY2026 UPWP TIP Project Cost	Federal	State	Local/Other (Match)	Federal	State (Match)	Local/ Other (Match)	Federal	State (Match)	Local/Other (Match)	
New Jersey (NJ)	Regional TOP Competitive Program Administration (NJ)	I	26-52-100	D2005	STBGP-PHILA	\$ 50,000	\$ 50,000			\$ 50,000			\$ -			No Change
	NJ Regional GIS Implementation Coordination	P - \$150k, I=\$200k	26-53-300 and 26-24-100	X30A	STBGP-PHILA	\$ 350,000	\$ 350,000			\$ 350,000			\$ -			Modify the TIP by increasing FFY25 PLS phase by \$501,500 STBGP-PHILA.
	NJ Supportive Regional Highway Program (SRHPP), Traffic Counting Program, and NJ Complete Streets Implementation Support	P = \$181k, I = \$443k	26-61-010 to 26-61-100	X30A	STBGP-PHILA/ Toll Credit	\$ 624,000	\$ 624,000			\$ 624,000			\$ -			
	NJ Local Concept Development (Burlington County, CR 686/Hartord Road and Conrow Road Intersection Improvements, Delran Township)	P	26-62-100	X30A	STBGP-PHILA	\$ 350,000	\$ 350,000			\$ 400,000			\$ (50,000)			
	Enhance and Maintain Travel Forecasting Tools	I	26-34-130	X30A	STBGP-PHILA	\$ 247,500	\$ 247,500			\$ 176,000			\$ 71,500			
	Regional Electric Vehicle Planning Program	I	26-34-190	X30A	STBGP-PHILA	\$ 75,000	\$ 75,000			\$ -			\$ 75,000			
	NJ Local Concept Development Admin/Competitive Program & Project Mgmt	I	26-52-060	X30A	STBGP-PHILA	\$ 150,000	\$ 150,000			\$ 150,000			\$ -			
	2025 On-Board and Household Travel Surveys Continuation (3 Years)	P	26-34-200	X30A	STBGP-PHILA	\$ 405,000	\$ 405,000			\$ -			\$ 405,000			
	Community and Economic Development (for TCDI Administrative Services)	N/A	26-33-020	D0204	STBGP-PHILA	\$ -	\$ -			\$ 155,000			\$ (155,000)			Modify the TIP by reducing the FFY25 EC phase by \$155,000 STBGP-PHILA.
	NJ Transportation and Community Development Initiative (TCDI)- (2 Years)	P	26-66-100	D0204	STBGP-PHILA	\$ 600,000	\$ 600,000			\$ 600,000						No change
	NJ Air Quality Action Supplemental Services	P	26-52-200	D0407	CMAQ/Cash Match	\$ 50,000	\$ 40,000		\$ 10,000	\$ 40,000		\$ -	\$ -		\$ 10,000	Modify the TIP by displaying the \$10,000 Local Match in FFY25 for the FY2026 UPWP. See DVRPC FCC # and FY26 UPWP TIP Funds Table.
	Transportation Operations	I	26-52-050	D2004	STBGP-PHILA	\$ 130,000	\$ 130,000			\$ 130,000			\$ -			No Change
	Transportation Systems Management and Operations (TSMO)	P	26-52-170	01300	STBGP-PHILA	\$ 166,000	\$ 166,000			\$ 166,000			\$ -			No Change
	New Jersey Signal Retiming (3 Years)	P- \$350K	26-64-100	D1601	CMAQ	\$ 380,000	\$ 350,000			\$ 350,000			\$ -			No Change
		I- \$30K			STBGP-PHILA	\$ 30,000	\$ 30,000			\$ 30,000			\$ -			No Change
NEW JERSEY SUBTOTAL						\$ 3,577,500	\$ 3,567,500	\$ -	\$ 10,000	\$ 3,221,000	\$ -	\$ -	\$ 346,500	\$ -	\$ 10,000	A total of \$3,577,500 (\$3,567,500 Federal/\$10,000 Match) is needed from FFY25 of the FFY2024 NJ TIP to support DVRPC FY2026 UPWP projects in New Jersey. Action is needed to approve \$356,500 of that total.
Total FY25 Federal Funds Not Yet Programmed in New Jersey TIP & Required for FY2026 UPWP												\$356,500				

PA Regional GIS Implementation Coordination	P = \$150k, I = \$200k	26-53-300 and 26-24-100	115969	STU/Toll Credit	\$ 350,000	\$ 350,000			\$ 350,000			\$ -	\$ -	\$ -	No Change
PA Supportive Regional Highway Program (SRHPP), including City of Phila/DVRPC Traffic Counts	P = \$748k, I = \$80k	26-60-010 to 26-60-051 (Chapter 3A)	117912	STU/Toll Credit	\$ 828,000	\$ 828,000			\$ 798,000			\$ 30,000	\$ -	\$ -	Amend the TIP by increasing the FFY25 PRA phase by \$30,000 STU/Toll Credit.
PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services	I	26-52-070	117930	STU from CMAQ/STU Transfer with Toll Credit match	\$ 325,000	\$ 325,000			\$ 325,000			\$ -	\$ -	\$ -	No Change
Regional TOP Competitive Program Administration (PA) ("Commuter Services" in the TIP)	I	26-52-100	117931	STU from CMAQ/STU Transfer with Toll Credit match	\$ 50,000	\$ 50,000			\$ 50,000			\$ -	\$ -	\$ -	No Change
PA Air Quality Action Supplemental Services	P	26-52-190	115970 (old) / 81227 (new)	CMAQ/PA DEP Match	\$ 125,000	\$ 100,000		\$ 25,000	\$ 100,000		\$ 25,000	\$ -	\$ -	\$ -	Amend the TIP by shifting the \$125,000 (\$100,000 CMAQ/\$25,000 Local) from FY25 PRA phase of MPMS #115970 to the FFY25 PRA phase of a new MPMS #81227.
Transportation Operations	I	26-52-050	115964 (old) / 81232 (new)	STU/State 581	\$ 260,000	\$ 208,000	\$ 52,000		\$ 208,000	\$ 52,000		\$ -	\$ -	\$ -	Amend the TIP by shifting the \$260,000 (\$208,000 CMAQ/\$52,000 Local) from FY25 PRA phase of MPMS #115964 to the FFY25 PRA phase of a new MPMS #81232 and change the federal fund source from CMAQ to STU.

Pennsylvania (PA)	TAP Project Engineering and Management - DVRPC	I	26-52-060	115965	STU/State 581	\$ 890,000	\$ 712,000	\$ 178,000		\$ 712,000	\$ 178,000		\$ -	\$ -	\$ -	No Change
	CMAQ Project Engineering and Management - DVRPC	I	26-52-060	115966	STU/State 581	\$ 150,000	\$ 120,000	\$ 30,000		\$ 120,000	\$ 30,000		\$ -	\$ -	\$ -	No change
	Transportation Systems Management and Operations (TSMO)	P	26-52-170	115971	STU/State 581	\$ 388,000	\$ 310,400	\$ 77,600		\$ 310,000	\$ 78,000		\$ 400	\$ (400)	\$ -	Amend the TIP by increasing the FFY25 PRA phase by \$400 STU and decreasing FFY25 PRA phase by \$400 State 581.
	I-95 Planning Assistance	I	26-34-120	115972	NHPP/State 581	\$ 100,000	\$ 80,000	\$ 20,000		\$ 80,000	\$ 20,000		\$ -	\$ -	\$ -	No Change
	Travel Monitoring	I	26-53-010	115968	STU/Toll Credit	\$ 225,000	\$ 225,000			\$ 145,000			\$ 80,000	\$ -	\$ -	Amend the TIP by increasing the FFY25 PRA phase by \$80,000 STU/Toll Credit.
	Enhance and Maintain Travel Forecasting Tools	I	26-34-130	115973	STU/Toll Credit	\$ 577,500	\$ 577,500			\$ 454,000			\$ 123,500	\$ -	\$ -	Amend the TIP by increasing the FFY25 PRA phase by \$123,500 STU/Toll Credit.
	District 6 Modeling Assistance	I	26-34-140	115974	NHPP/State 581	\$ 620,000	\$ 496,000	\$ 124,000		\$ 368,000	\$ 92,000		\$ 128,000	\$ 32,000	\$ -	Amend the TIP by increasing the FFY25 PRA phase by \$160,000 (\$128,000 NHPP/\$32,000 State 581)
	I-95 Traffic Forecasts	I	26-34-160	117934	STP-IM/Toll Credit from PA Interstate Management Program (IMP) not regional DVRPC TIP	\$ 155,000	\$ 155,000			\$ -			\$ 155,000	\$ -	\$ -	Amend the STIP by increasing the FFY25 PRA phase by \$155,000 STP-IM
	Regional Electric Vehicle Planning Program	I	26-34-190	117936	STU/Toll Credit	\$ 75,000	\$ 75,000			\$ -			\$ 75,000	\$ -	\$ -	Amend the TIP by adding the project back into the TIP in FFY25 by programming \$75,000 STU/Toll Credit for the PRA phase
	Technical Assistance- PA Transportation Alternatives Set-Aside Program	I	26-52-180	119793	TAP/Toll Credit	\$ 450,000	\$ 450,000			\$ -			\$ 450,000			Amend the TIP by adding the project back into the TIP in FFY25 by programming \$450,000 TAP/Toll Credit for the PRA phase
	Transportation Improvement Program (TIP)	I	26-34-080	TBD	STU/Toll Credit	\$ 30,000	\$ 30,000			\$ -			\$ 30,000			Amend the TIP by adding a new project to the TIP in FFY25 by programming \$30,000 STU/Toll Credit for the PRA phase
	2025 On-Board and Household Travel Surveys Continuation (3 Years)	P	26-34-200	81237	STU/Toll Credit	\$ 1,095,000	\$ 1,095,000			\$ -			\$ 1,095,000	\$ -	\$ -	Amend the TIP by adding a the project back into the TIP in the amount of \$1,095,000 STU/Toll Credit funded project.
	PENNSYLVANIA TOTAL						\$ 6,693,500	\$ 6,186,900	\$ 481,600	\$ 25,000	\$ 4,020,000	\$ 450,000	\$ 25,000	\$ 2,166,900	\$ 31,600	\$ -
Total FFY25 Federal and State Funds Not Yet Programmed in Pennsylvania TIP & Required for FY2026 UPWP												2,198,500				
PA & NJ	PA & NJ TOTAL					\$ 10,271,000	\$ 9,754,400	\$ 481,600	\$ 35,000	\$ 7,241,000	\$ 450,000	\$ 25,000	\$ 2,513,400	\$ 31,600	\$ 10,000	A total of \$10.271 M (\$9.754,400 M Federal/\$481,600 State/\$35,000 Local) is needed from FFY25 of the NJ and PA TIPs to support DVRPC FY2026 UPWP projects in both states. Action is needed to approve \$2,513,400 of that total. Further, \$31,600 State match is needed from FFY25 of the PA TIP, and \$10,000 Local funds will be displayed in FFY25 in the NJ TIP.

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

January 7, 2025

Agenda Item:

5. Equity Through Access (ETA): 2024 Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan (CHSTP)

Background/Analysis/Issues:

As the MPO for southeastern Pennsylvania, DVRPC is required to maintain a Coordinated Human Services Transportation Plan (CHSTP, or “Coordinated Plan”) to inform project selection for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program, which is administered in Pennsylvania by PennDOT. In New Jersey, this program is administered by NJ TRANSIT, and each county maintains its own Coordinated Plan that has standing for Section 5310 project selection. The DVRPC CHSTP nevertheless provides additional regional context for the county plans, as well as for the New Jersey Job Access Reverse Commute (NJ JARC) program that NJ TRANSIT also administers.

DVRPC’s CHSTP is titled “Equity Through Access” (ETA) and was last updated in Fall 2020. DVRPC staff aim to adhere to a four-year update cycle similar to the long-range plan, and have been working with partners during 2023 and 2024 on an update to the ETA plan. This update uses new conversations with local governments, human services agencies, nonprofits, transportation providers, advocates, and past conversations with vulnerable transit users to identify unmet mobility needs and service gaps, recommend new or different kinds of transportation access solutions, and enable more people to access social and economic mobility.

Cost and Source of Funds:

N/A

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make a recommendation at the January 7, 2025 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board accept the 2024 update to Equity Through Access as the new regional CHSTP “Coordinated Plan.”

Staff Contact:

Amy Bernknopf, Manager of the Office of Transit, Bicycle, and Pedestrian Planning

Attachments:

- 1) Equity Through Access final report (2024).

DRAFT

2024 Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan



December 2024





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

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

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

Title VI Compliance The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling 215.592.1800, or while registering for an upcoming meeting.

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Section 1. INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the Greater Philadelphia region, the Delaware Valley Regional Planning Commission (DVRPC) is responsible for promoting the equitable development of over 300 municipalities across nine counties in two states. DVRPC's Equity Through Access (ETA) program seeks to improve economic and social opportunity in the region by expanding access to essential services for vulnerable populations – those more critically impacted by barriers and gaps in infrastructure, service coordination, and policies. Under its ETA program, DVRPC evaluates and updates the region's Coordinated Human Services Transportation Plan (CHSTP).

Following federal guidance¹, the DVRPC region's CHSTP focuses on the needs and experiences of vulnerable populations or persons critically impacted by barriers and gaps in infrastructure, transit service coordination, and/or policies that affect access to ADA-accessible transit options. For the purpose of this CHSTP and the ETA program, data for the following populations are used for determining need and accessibility: 65 years and older, reported physically or mentally disabled, low-income, and/or transit dependent. The ETA program routinely reviews the characteristics needed for a person to be considered vulnerable alongside guidance provided by the federal government on developing a CHSTP.

Beginning in 2016, DVRPC's CHSTP has been guided by the U.S. Department of Transportation's Ladders of Opportunity Initiative's goal to foster a deeper

understanding of the needs of communities that have traditionally faced barriers navigating the nation's infrastructure. In 2020, DVRPC continued its robust community engagement efforts by collaborating with a diverse group of transit providers, transit users, and a stakeholder committee to develop the 2020 CHSTP. For the 2024 CHSTP update, DVRPC focused its outreach on organizations that plan, fund, and/or operate and maintain ADA-accessible transportation on behalf of users, including senior and disabled populations.

The 2024 Coordinated Human Services Transportation Plan summarizes the challenges currently impeding the improvement and innovation of the Greater Philadelphia region's accessible transportation providers. The following chapters also include opportunities, recommendations, and next steps for these providers to consider.

SECTION 1 - Introduction: definitions of the Federal Transit Administration's (FTA) CHSTP program, demographics profile of the area affected by this document, and a summary of the outreach and engagement activities that were conducted to support the recommendations in this plan.

SECTION 2 - Service: challenges for providers shared during the outreach and engagement process, opportunities highlighted by transportation professionals, and a case study highlighting Camden Community Partnership's Camden Loop service.

SECTION 3 - Funding: challenges that limit operations and prevent service expansions

¹Federal Transit Administration, "Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions," 2014, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29_1.pdf.

shared during the outreach and engagement process, recommendations from transportation professionals across the region for more flexible funding sources, and a case study on one of DVRPC's grant programs.

SECTION 4 - Data: challenges and barriers that smaller providers face with collecting, managing, and analyzing data shared during the outreach and engagement process, options for improving how data is currently shared with different providers, and a case study on DVRPC's Equity Through Access Map Toolkit.

SECTION 5 - Service Coordination: challenges providers face in connecting their customers with other service providers shared during the outreach and engagement process, suggestions from providers on bridging current coordination gaps, and a case study of New Jersey Transit's recently created statewide CHSTP coordinator role.

SECTION 6 - Bold Ideas: a summary of key priorities that transportation planners, policymakers, and accessible transportation providers should address in the next four years.

Throughout the following sections in this document, the terms "gaps" and "bridges" are used to outline challenges or barriers and opportunities or recommendations, respectively. DVRPC defines gaps as existing factors in the region that constrain access to transportation or mobility for vulnerable populations and bridges as possible solutions, based on case studies and expert opinion, aimed at developing more comprehensive and effective regional transit services and multimodal infrastructure. The service, funding,

service coordination, information sharing, and data sections include infographics illustrating the transit user gaps outlined in the 2020 plan alongside the provider gaps outlined in this plan update. The infographics along with the final section in this plan (Bold Ideas) should be considered next steps for improving accessible transit across the region.

DEFINITION OF VULNERABLE POPULATIONS

Vulnerable populations frequently have one or more of the following demographic characteristics: over the age of 65, physically or mentally disabled, below the poverty line, and/or transit dependent. Over 800,000 residents (15 percent of the regional population) within DVRPC's planning area are 65 or older. About 25 percent of households in the region have one or more disabled occupants. Approximately 12 percent of the region's households live below the poverty line. Frequently, members of vulnerable populations will have more than one characteristic, creating more barriers to accessing mass transportation opportunities available in their area. Based on feedback from transit partners from across the region, there are challenges engaging with persons and communities with limited English proficiency who are over the age of 65, disabled, low-income, and/or transit-dependent. Due to the types of communities (rural, suburban, or urban) and individual needs, some residents may face more significant mobility challenges and are, therefore, more affected by changes in the built environment than others.

The Equity Through Access Map Toolkit displays the spatial distribution of vulnerable communities.² Using American Community Survey³ (ACS 5-year estimates, 2018–2022) data at the block group level, the characteristics

² Delaware Valley Regional Planning Commission (DVRPC), "Equity Through Access Map Toolkit," ArcGIS, 2024, <https://dvrpcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=06eab792a06044f89b5b7fadeef660ba>.

³ U.S. Census Bureau, "2018–2022 American Community Survey 5-Year Estimates Subject Tables," <https://data.census.gov/table/ACSST5Y2022.S0101>.

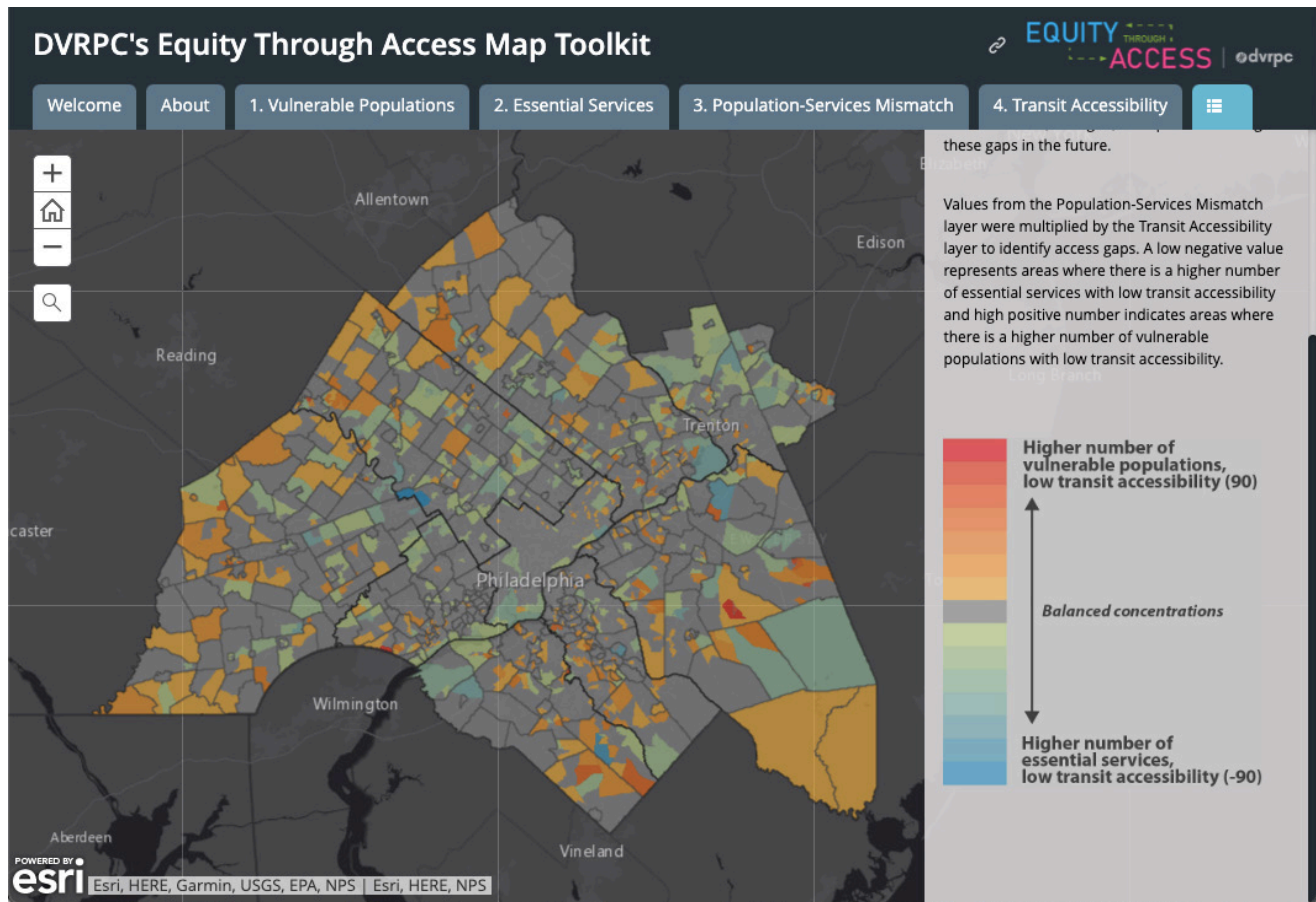
defining a vulnerable person (over 65, physically or mentally disabled, low-income, and/or transit dependent) create a ranking from 1 to 10. Lower values are assigned to areas with lower populations of vulnerable persons, and higher values are assigned to areas with higher populations of vulnerable persons.

PLANNING AREA

As Greater Philadelphia’s MPO, DVRPC supports urban, economic, and transportation planning for over 6.7 million residents living in the region’s 350 rural, suburban, and urban municipalities. The DVRPC’s work is conducted

across nine counties (3,811 square miles) between the Commonwealth of Pennsylvania and the State of New Jersey. DVRPC’s CHSTP and ETA program aim to improve opportunities for vulnerable populations across the Greater Philadelphia region to travel with dignity and reach essential services and jobs. This program focuses on the experience of residents over 65, physically or mentally disabled, low-income, and/or transit dependent who frequently encounter larger obstacles to their day-to-day errands or routine due to infrastructure, transportation service, and policy limitations in the region that affect their transportation options.

Figure 1: **DVRPC EQUITY THROUGH ACCESS MAP TOOLKIT, 2024⁴**



⁴ Delaware Valley Regional Planning Commission (DVRPC), "Equity Through Access Map Toolkit," ArcGIS, 2024, <https://dvrpcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=06eab792a06044f89b5b7fadeef660ba>.

OUTREACH AND ENGAGEMENT FOR PLAN UPDATE

In 2020, DVRPC's CHSTP project team hosted and led many workshops attended by transit users and providers who work closely with residents who rely on low-cost public ADA-accessible transportation. The gaps and bridges outlined in the 2020 CHSTP focused predominantly on transit users. For the 2024 CHSTP, the ETA team shifted its engagement and outreach to emphasize conversations with direct and indirect transportation providers with continued input from organizations that work closely with transit users who rely on low-cost, accessible transportation. This deep engagement with transportation providers was not explored in previous years but was identified as a priority in the 2020 plan by vulnerable communities. The ETA project team engaged with human service transportation providers that directly operate and maintain transit systems (referred to in this report as direct providers) and agencies that indirectly support them through planning and funding (referred to as indirect providers). The ETA team surveyed and interviewed both direct and indirect providers to better understand the challenges and opportunities they encounter in connecting vulnerable communities with essential services and to understand the experiences and needs of these vulnerable communities.

The goals of the outreach and engagement process were as follows:

1. Meet with geographically and organizationally diverse agencies from across the region to learn about the needs and goals of their accessible transit service(s).
 - A diverse sample of agencies was defined as the inclusion of the following groups:

- ▶ organizations that oversee or preside over the services that are provided in their service area (indirect providers)
- ▶ organizations and agencies that implement and/or provide services, such as major transit agencies, private services workforce shuttles (direct providers)
- ▶ county offices and state agencies organizations that represent senior, disabled, and low-income populations to understand experiences and needs of these populations

2. Collect qualitative data from agencies regarding the challenges they face in providing service and opportunities for improving the provider and customer experience for accessible transportation.
 - The following prompts guided the survey and interview:
 - ▶ What services are currently available and/or dedicated to seniors, workforce access, disabled, or transit-dependent residents?
 - ▶ Are there persistent gaps and long-term barriers hindering service?
 - ▶ Have there been any improvements in the system since 2020?
 - ▶ Do transportation providers feel they have access to the studies, programs, and services happening across the region?
 - ▶ What has been the provider's experience applying for funding and receiving funding to support their organizations and services?
 - ▶ How can DVRPC improve the ETA Map Toolkit to support providers?
 - ▶ Are there any programs or projects that DVRPC could develop to support the work that providers are doing?

The first engagement phase for this plan took place from January through March 2024. For the first engagement phase, the ETA team distributed the electronic Philadelphia Region's Accessible Transportation Service Provider Needs Assessment to direct and indirect providers working with populations affected by the CHSTP. This survey remained open for 90 days. Altogether, the ETA team invited 44 organizations across DVRPC's nine-county region to complete the DVRPC Philadelphia Region's Accessible Transportation Service Provider Needs Assessment (survey questions and responses can be found in the appendix). Table 1, located on the following page, is a detailed catalog of all the organizations invited to complete the survey and participate in the interviews. The team received 21 completed surveys from organizations, with nine organizations from New Jersey and twelve participants from Pennsylvania completing the survey.

The ETA team also conducted 14 in-depth interviews with a representative body of direct and indirect providers who work with populations affected by the CHSTP during the first engagement phase. The interview discussions provided insight from state planning officials, planning and community engagement experts at the region's three largest transit agencies (SEPTA, PATCO, and

NJ Transit); private, for-profit, and nonprofit transit providers with experience working with residents; and transportation management associations (TMAs).

With the findings from the first phase of engagement, combined with U.S. Census Bureau population data and transit data from DVRPC's Office of Travel Trends and Forecasts, survey responses from transit organizations, and feedback from the ETA team's interviews with transportation providers. This draft formed the basis for the next phase of engagement.

For the second phase of engagement, the ETA team distributed electronic versions of the draft gaps and bridges to a greater number of direct and indirect providers. Organizations identified for engagement in the 2020 and 2024 CHSTP were provided the opportunity to review the draft version of this plan and share feedback with the ETA team in August 2024 for three weeks (15 business days). The complete list of organizations and agencies contacted to review the final draft of this plan can be found in the appendix.

Table 1: ORGANIZATIONS CONTACTED DURING OUTREACH, 2024

Type	Name	County/Area	State
Authority	DART-First State	Multiple	DE
Authority	NJ TRANSIT	Multiple	NJ
Authority	PennDOT	Multiple	PA
Authority	SEPTA	Multiple	PA
Authority	South Jersey Transit Authority (SJTA)	Southern NJ	NJ
Education	Drexel University	Philadelphia	PA
Education	Rutgers - Camden	Camden	NJ
Education	Temple University	Philadelphia	PA
Education	University of Pennsylvania	Philadelphia	PA
Education	West Chester University	Chester	PA
Government	Burlington County	Burlington	NJ

Government	Burlington County Human Services Department - Aging and Disability Resource Center, Office of Aging	Burlington	NJ
Government	Camden County	Camden	NJ
Government	Chester County	Chester	PA
Government	Delaware County	Delaware	PA
Government	Gloucester County	Gloucester	NJ
Government	Mercer County	Mercer	NJ
Government	New Jersey Department of Human Services	Multiple	NJ
Government	Upper Merion Township	Montgomery	PA
Nonprofit	Bucks-Mont Collaborative	Multiple	PA
Nonprofit	Community Transit of Delaware County (DELGO)	Delaware	PA
Nonprofit	Senior Citizens United Community Services	Burlington	NJ
Private	Bucks County Transport	Bucks	PA
Private	Bux-Mont Transportation/Transnet	Montgomery	PA
Private	Krapf Transportation	Chester	PA
Private	Suburban Transit Network/Transnet	Montgomery	PA
Private	SEN-HAN Transit	Camden	NJ
Public	Pottstown Area Rapid Transit (PART)	Montgomery	PA
Service User	Associated Services for the Blind and Visually Impaired (ASB)	Philadelphia	PA
Service User	Brandywine Valley Active Aging	Chester	PA
Service User	Bucks County Area Agency on Aging Advisory Council	Bucks	PA
Service User	Bucks County Commissioners Senior Task Force	Bucks	PA
Service User	Center for the Blind and Visually Impaired	Delaware	PA
Service User	Central Bucks Senior Center	Bucks	PA
Service User	COSA Advisory Board	Delaware	PA
Service User	Gloucester County Human Services Advisory Committee	Gloucester	PA
Service User	Inglis Consumer Advisory Committee	Montgomery	PA
Service User	Kennett Area Senior Center	Chester	PA
Service User	Lutheran House Senior Center	Philadelphia	PA
Service User	Montgomery County Advisory Council to Senior Citizens	Montgomery	PA
Service User	Office of Aging Services Citizens' Advisory Council	Chester	PA
Service User	Oxford Senior Center	Chester	PA
Service User	Philadelphia Corporation for the Aging	Philadelphia	PA
Service User	Philadelphia Shared-Ride Program Advisory Council (SRPAC)	Multiple	PA
Service User	Phoenixville Area Senior Center	Chester	PA
Service User	Senior Adult Activities Center of Montgomery County	Montgomery	PA
Service User	Surrey Senior Center	Chester	PA
Service Users	ARC of Gloucester County	Gloucester	NJ
Service Users	PA CareerLink	Multiple	PA
TMA	Cross County Connection TMA	Multiple	NJ
TMA	Greater Mercer TMA	Mercer	NJ
TMA	TMA of Chester County	Chester	PA
TMA	University City District TMA	Philadelphia	PA

Section 2. SERVICE

In developing the 2020 CHSTP,⁵ DVRPC heard from vulnerable transit users that existing routes and schedules felt uncoordinated and transferring between transit modes was a challenge for them. For the 2024 CHSTP update, DVRPC's ETA team concentrated their engagement on service providers to learn what challenges—or gaps—to service they see; whether there were any changes to their service area, schedule, and coordination between transit modes in the past years that resolved or exacerbated previously identified gaps; and where there may be opportunities to address and eliminate those gaps, referred to as bridges throughout this plan. As part of the engagement process for this plan, the ETA team received 21 completed assessments and conducted fourteen in-depth interviews with a range of providers who completed the assessment. Interviewees included providers who identified as non-profit, private, or government organizations and agencies. The complete list of interviewed providers can be found in the appendix section of this document.

RURAL COMMUNITIES FACE UNIQUE TRANSPORTATION CHALLENGES

DVRPC interviewed and surveyed several direct and indirect human services transportation providers with service areas that include more rural parts of the region. It can be difficult to provide reliable and efficient public transportation to individuals in locations with low population density and significant travel distances to reach essential services and jobs. Less-dense regions with larger rural and low-density suburban populations have

taken special care to consider the needs of these groups in their CHSTPs. For example, the Susquehanna Economic Development Association Council of Governments (SEDA-COG) and the Williamsport Area Metropolitan Planning Organization identified several considerations unique to rural populations, including aging populations with diminished independent mobility by car, concentrations of low-income households, ineligibility for subsidized transportation programs despite a remaining need, the need to access neighboring counties for essential services, long travel times to large towns and cities, and lack of accessible pedestrian infrastructure.⁶ The SEDA-COG CHSTP proposes several interventions with these unique needs in mind, including on-demand services that connect to fixed routes or fixed-route service with demand-responsive deviations as needed. They identify the Formula Program for Rural Areas (Section 5311)⁷ as a source of planning, capital, and operating funds to support enhanced rural service. Human services transportation providers in the DVRPC region should consider their current approaches to service and how they apply to the rural areas of the region. DVRPC could also consider a region-wide study of the needs and opportunities specific to rural populations.

CHANGES IN SERVICE AND SERVICE AREA

In both the survey and interviews, human services transportation providers cited driver availability as a limitation to increasing service. Funding availability also contributed to

⁵ DVRPC, "Equity Through Access: Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan" (Report No. 20022, DVRPC, Philadelphia, PA, October 2020), <https://www.dvrpc.org/products/20022>

⁶ Susquehanna Economic Development Association Council of Governments (SEDA-COG) and Williamsport Area Metropolitan Planning Organizations, "Coordinated Public Transit-Human Services Transportation Plan for the SEDA-COG and Williamsport Area Metropolitan Planning Organizations" (Lewisburg, PA, September 2019), https://seda-cog.org/wp-content/uploads/SEDA-COG_WATS_Coordinated_Plan_Final_Report_September_2019.pdf

⁷ Federal Transit Administration, "Formula Grants for Rural Areas - 5311," 2024, <https://www.transit.dot.gov/rural-formula-grants-5311>.

changes in service. Overall, providers reported consistent or increased service since 2020. Eight providers reported increased service since 2020—two with increased service areas and one with increased schedules;

- Eight providers reported no change in service area or schedule.

- Two providers said that they had initially reduced their schedules or service hours but were in the process of increasing them again.
- Three providers said that their service had decreased since 2020, including one with a reduced service area and two with reduced schedules.

SERVICE GAPS

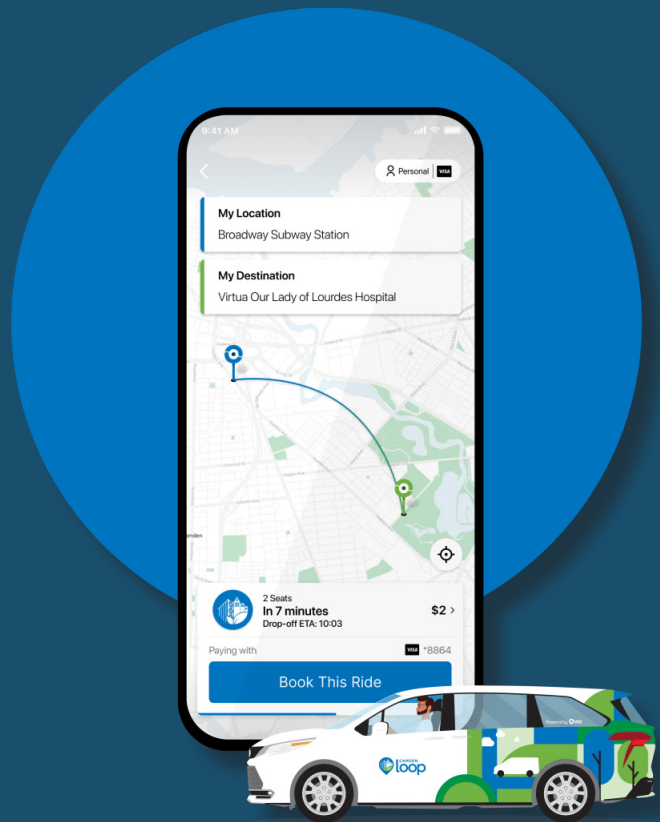
- Transit providers that wish to expand service face limited availability of qualified operators.
- Providers that serve rural populations face distinctive operational and financial needs in comparison to suburban and urban providers.
- Members of vulnerable populations face information gaps to understand which services are available to them.
 - ▶ It can be difficult for members of vulnerable populations to understand what services are available to them based on their demographic characteristics and desired destinations.
 - ▶ Language barriers can make accessing information about services and schedules difficult for people with limited English proficiency.
 - ▶ Technology barriers can prevent people who are less comfortable with technology from understanding their options and scheduling services.
- Access to transit stops can be limited by inaccessible, inhospitable, or nonexistent pedestrian pathways.

SERVICE BRIDGES

- Continue to restore service for vulnerable populations as demand recovers from drops during the COVID-19 pandemic.
- Evaluate needs specific to rural vulnerable populations and explore partnerships, funding, and operational approaches that can better support them.
- Provide information about transit service in multiple languages based on the residents and workers in the service area.
- Continue to provide information on how to use accessible transportation using various low- and high-tech approaches, including call centers, websites, apps, in-person events, and print resources.
- Develop centralized resources for information about transportation options that can connect users with diverse needs to the appropriate services, including call centers for users without access to web-based resources.
- Continue to replace noncompliant shuttles, vans, and buses with ADA-compliant vehicles.

CASE STUDY 1. CAMDEN LOOP

Camden Community Partnership (CCP) launched the Camden Loop on-demand ride service in June 2023. CCP worked with researchers at Rowan University to study first- and last-mile transportation needs for Camden in 2022. Based on the study, they applied for and received funding to offer door-to-door service with minivans to destinations within Camden. The organization contracted with Via, a microtransit technology company, to operate the service, hire local drivers, and maintain the vehicle fleet. CCP conducted targeted outreach to vulnerable populations, including at senior centers and public housing locations. By tracking the most requested origins and destinations, CCP decided to expand the service area outside the city to include nearby full-service grocery stores and job centers like the Cherry Hill Mall. Uptake for the service has been strong, but continued funding is not guaranteed. CCP is pursuing additional public and private funding to continue providing the high-quality service it developed. The Camden Loop is an example of how providers can design and adapt transportation options to meet the needs of their communities



Section 3. **FUNDING**

Adequate funding channels and dedicated programs are critical for the provision of successful transportation services that deliver access to those who are more critically impacted by barriers and gaps in infrastructure, service coordination, and policies. Limitations and reductions to already insufficient funding over the last decade have made it increasingly difficult or impossible for public human service transportation providers to maintain existing services, let alone adapt to emerging transportation technologies or pilot experimental programs.

Increased funding was the most reported solution service providers said would help their organization work toward providing 100%-accessible transit options. While there are several strategies by which current funding availability can be optimized to improve the efficiency and effectiveness of accessible transit services, many service priorities cannot be achieved without additional public funding. In some cases, paratransit and other accessible services have been discontinued due to the financial burden

Along with insufficient state and federal dollars dedicated to accessible transportation programs, identifying funding sources and matches for grants is a challenge for service providers looking to keep up with capital, operational, and maintenance costs. Additionally, rigid eligibility requirements and restrictions of existing programs, specifically for medical trips, prevent the flexible integration and comingling of on-demand transit, paratransit, and other related service types.

FUNDING SOURCES AND PROGRAMS

There are several funding sources that public human service transportation providers rely on to support and maintain their services and programs. In order to understand the gaps and limitations of existing funding availability, it is necessary to consider how agencies are currently supporting their services. Tables 1-3 show the type, source, and program details of the main funding sources reportedly used by public human service transportation providers in the Delaware Valley region.

To identify where funding gaps persist, it is equally as important to understand the availability of different funding sources for accessible transportation services as it is to understand where funding for different activity types are sourced. DVRPC surveyed direct and indirect service providers to identify whether their capital and operational funding sources are primarily state or federally funded.

CAPITAL FUNDING

Direct service providers reported that the majority of their capital funding is provided through federally funded programs, while indirect providers reported that the majority of their capital funding is provided through state programs. Agencies that provide both direct and indirect services reported using federal and state funds equally. Typically, the cost of vehicle repairs, replacements, and modifications are the largest capital funding challenge that service providers in the Delaware Valley region face. Rising material costs exacerbate this burden, particularly for direct providers.

OPERATIONAL FUNDING

Both direct and indirect providers receive the majority of their operational funding from state sources. Following state funding, indirect providers are primarily funded by federal funds, while direct providers rely more heavily on private revenue. Agencies that provide both direct and indirect services reported using federal and state funds equally.

Higher rates of private funding for operational needs of direct providers were investigated by DVRPC during interviews with service providers. It was found that because many direct providers are private companies, opportunities for federal funding are limited due to private exclusion from federal dollars. Funding for operational needs like staffing drivers, planners, and engagement coordinators were reported to be one of the greatest operational funding barriers for both direct and indirect providers as well.

OTHER FUNDING SOURCES AND PROGRAMS

Other funding sources that human service transportation providers reported using included the following:

- Congestion Mitigation and Air Quality (CMAQ) funds administered by DVRPC and other public agencies
- Medical Assistance Transportation Program (MATP)
- Division of Developmental Disabilities (DDD) Medicaid reimbursement
- New Jersey Department of Community Affairs (NJDCA) grants
- PennDOT's Shared Ride Program
- SEPTA 1513 funds
- county/local funds
- fare collection
- private funds

Table 2: **FUNDING PROGRAMS USED BY COORDINATED HUMAN SERVICE TRANSPORTATION PROVIDERS IN THE DVRPC REGION: STATE, USE, AND TYPE ETA**

PROGRAM	STATE		USE			TYPE	
	NJ	PA	CAPITAL	OPERATING	PLANNING	DISCRETIONARY	FORMULA
Section 5310*	X	X	X	X	X		X
Section 5311	X	X	X	X	X		X
New Jersey Job Access and Reverse Commute**	X			X		X	
The Senior Citizen and Disabled Resident Assistance Program**	X		X	X	X		X
Tripsmart PA		X					X
Transportation and Community Development Initiative	X	X			X	X	
Travel Options Program	X	X				X	

Table 3: FUNDING PROGRAMS USED BY COORDINATED HUMAN SERVICE TRANSPORTATION PROVIDERS IN THE DVRPC REGION: ELIGIBLE AGENCY TYPE FUNDING

PROGRAM	ELIGIBLE AGENCY TYPE							
	STATE	COUNTY	MUNICIPAL	TRIBAL	TRANSIT	NON-PROFIT	PRIVATE OPERATOR	TMA
SECTION 5310*	X	X	X	X	X	X	X	X
SECTION 5311	X	X	X	X	X	X	X	X
New Jersey Job Access and Reverse Commute**		X	X		X	X	X	X
The Senior Citizen and Disabled Resident Assistance Program**		X						
TRIPSMART PA		X	X	X	X	X		X
Transportation and Community Development Initiative		X	X		X			X
Travel Options Program		X	X	X	X	X		X

Table 4: PROGRAMS USED BY COORDINATED HUMAN SERVICE TRANSPORTATION PROVIDERS IN THE DVRPC REGION: PROGRAM DETAILS FUNDING GAPS

PROGRAM	CYCLE LENGTH	SOURCE	ADMINISTRATOR	MATCH REQUIREMENT
SECTION 5310*	1 Year	FTA	NJ Transit/PennDOT	20-50%
SECTION 5311	1 Year	FTA	NJ Transit/PennDOT	20-50%
New Jersey Job Access and Reverse Commute**	2 Years	NJ Transit	NJ Transit	50%
The Senior Citizen and Disabled Resident Assistance Program**	Ongoing	NJ Casino Revenue	NJ Transit	0%
TRIPSMART PA	Ongoing (in 2-year segments)	FHWA	DVRPC	0%
Transportation and Community Development Initiative	1 Year (Alternating NJ and PA)	FHWA	DVRPC	0%
Travel Options Program	2 Years	FHWA	DVRPC	0%

* Federal Transit Administration, "Formula Grants for Rural Areas - 5311," 2024, <https://www.transit.dot.gov/rural-formula-grants-5311>. Federal Transit Administration, "Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310," 2024, <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

** New Jersey Transit, "NJ Transit Adopts Fiscal Year 2024 Operating And Local Programs Budget, Secures Authorization For Capital Funding," 2023, <https://www.njtransit.com/press-releases/nj-transit-adopts-fiscal-year-2024-operating-and-local-programs-budget-secures-pennsylvania-department-of-transportation-pennsylvania-state-management-plan>, 2016, https://www.pa.gov/content/dam/copapwp-pagov/en/penn-dot/documents/programs-and-doing-business/transit/resources-information/federal-program-management/pa_state_management_plan.pdf?applied=aemshell. DVRPC, "FY2025 Work Program," 2024, <https://www.dvrpc.org/workprogram/fy2025/25-52-070/>. DVRPC, "Transportation and Community Development Initiative (TCDI)," 2024, <https://dvrpc.org/tcdi/>. DVRPC, "The Travel Options Program (TOP): Moving Better, Together," 2024, <https://www.dvrpc.org/top/>.

FUNDING GAPS

- There is inadequate funding to meet overall service demand among vulnerable populations.
- Funding for reverse commute trips is limited, especially in Pennsylvania where supplemental funding sources have not been provided since the discontinuation of federal JARC funds.
- Funding availability has not kept pace with rising material and operational costs.
- Paratransit funding is scarce and inflexible, making it difficult for providers to find funding. It can be difficult to find partners to fund projects where local funding matches are required.
- Eligibility restrictions on medical and commingling trips limit implementation of flexible on-demand and paratransit services.
- Service providers face challenges identifying grants for which they are eligible.

FUNDING BRIDGES

- Increase capital, operational, and maintenance funding for public human service transportation programs.
- Improve awareness of and provide guidance to public human service transportation providers regarding identification of funding sources for which they are eligible and well-positioned for success.
- Expand flexibility of existing medically designated funding sources to include:
 - ▶ co-mingling of trips with on-demand services;
 - ▶ trips for family members of an individual with a qualifying medical trip; and
 - ▶ marketing and website development for paratransit and other accessible services

CASE STUDY 2. HOP ON THE BUS! CREATING GREATER AWARENESS AND INCREASING THE RIDER EXPERIENCE ON JARC BUS SERVICES

In 2024, the Greater Mercer Transportation Management Association (GMTMA) was awarded DVRPC's Travel Options Program (TOP) funding to increase awareness and usage of the Job Access and Reverse Commute (JARC) services available in Mercer County through increased marketing of the ZLine and Route 130 Connection programs.

The ZLine shuttle bus is a free service provided by GMTMA since 2014, which addresses income disparities within Mercer County that correspond with differences in access to employment by increasing job access for some of the county's most disadvantaged residents.

The Route 130 Connection bus route offers express and local transportation service across Mercer County for \$1 per trip. It provides convenient access to employment centers, schools, shopping centers, and medical appointments to residents who may otherwise not have an affordable and accessible route available to them.

By increasing marketing for the ZLine and Route 130 Connection, GMTMA can enhance the rider experience, boost recurring ridership, and better understand how to serve low-income communities that benefit from these services.



Section 4. DATA

DVRPC's Equity Through Access Map Toolkit DVRPC maintains an online mapping tool to support partners in identifying unmet needs and service gaps in the region.⁸ This interactive web-based tool demonstrates disparities in access to essential services like hospitals, health clinics, recreational spaces, senior centers, and more in the Greater Philadelphia region. Users can view layers representing different datasets such as the locations of essential services; bus routes, transit stops, and rail lines; transit walksheds; distributions of vulnerable populations like seniors, households in poverty, and people with disabilities; and areas where transit access is low. By reviewing these simple, color-coded layers, users can explore the relationships between transportation access, opportunity, and equity.

As part of this update to the CHSTP, DVRPC's mapping toolkit includes updated data and new functionality to help partners more easily access the information they need and use it in reports, grant applications, and their own analyses. Specifically, the refreshed map toolkit includes:

- updated transit journey times from the DVRPC regional model;
- the latest available demographic data from the U.S. Census Bureau;
- updated locations of essential services and cultural resources;
- the ability to view data by county and municipality, in addition to census block group; and
- simplified explanatory and how-to text.

Future updates to the ETA Map Toolkit may include additional information about accessibility and desired destinations. For example, DVRPC will consider how to reflect travel times that include on-demand travel times. DVRPC will also consider developing a tool that allows human services transportation providers to quickly estimate how many of their targeted populations would be able to access particular types of destinations with the addition of new connections. Future iterations of the map toolkit could also include data about job centers that serve as destinations for low-wage workers.

⁸ Delaware Valley Regional Planning Commission (DVRPC), "Equity Through Access Map Toolkit," ArcGIS, 2024, <https://dvrpcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=06eab792a06044f89b5b7fadeef660ba>.

DATA GAPS

- Human services transportation providers—and organizations that coordinate between them—have access to a variety of data sources, but they are not always able to collect or analyze data in ways that meet their specific data needs.
- Providers report a variety of data collection methods, such as paper surveys, interviews with customers, and third-party tools, including those provided by DVRPC. The data they collect from their customers and potential customers may be incomplete or difficult to interpret due to capacity limitations.
- Direct and indirect providers sometimes lack the capacity to analyze data to assess changing needs. As new patterns in residential, commercial, and institutional land uses emerge, providers would like more capacity to adapt their service and connect vulnerable populations to essential services and employment opportunities.
- Providers require data to develop strong grant applications for continued funding. They expressed a need for clearer data on what funding opportunities are available for which populations in their service areas and targeting grant applications appropriately.
- Customer needs are not always limited to municipal or county boundaries, so providers may require data from outside their service areas to provide adequate transportation for vulnerable populations.

DATA BRIDGES

- In addition to steps that direct and indirect human services transportation providers in the DVRPC region have taken to address gaps created by insufficient data, strengthen approaches to collecting, sharing, and analyzing data in a way that increases access for vulnerable populations.
- Develop contracts between indirect human services transportation providers and direct transportation providers that require the collection of data on ridership and service in ways that meet providers needs. This can include both high-tech and low-tech solutions, depending on the volume of passengers and the resources available. Partnerships with county planning departments, metropolitan planning organizations (MPOs), and academic institutions can help fill gaps in research and data analysis.
- Collect information from members of vulnerable groups that are currently not serviced to help providers understand where their service may need to expand to fill growing needs. Direct human services transportation providers are uniquely positioned to obtain customer data with passenger counts, origins, and destinations as key data points.
- Work with county governments and MPOs to provide information on transportation options to vulnerable populations beyond providers' own service areas.
- Improve tools to support data collection and analysis for both direct and indirect human services transportation providers, including new data layers like the location of age- or income-restricted housing. DVRPC provides mapping resources like the Equity Through

Access Map Toolkit, Equity Access for the Greater Philadelphia Region, and the Sidewalk Gap Analysis Explorer, and can continue to enhance them to meet providers' needs.

CASE STUDY 3. FINDMYRIDEPA

FindMyRidePA* is a service provided by PennDOT that allows users to identify transportation options available to them based on various eligibility criteria. Users who complete an application form and upload supporting documentation can be matched with human services transportation providers that serve their needs. Once registered, they can schedule a trip through findmyridepa.org in certain counties; the service will soon be available statewide. The website also includes a county lookup feature. Users can find contact information for fixed-route and shared ride services and contact them directly.

* <https://www.findmyridepa.org/>

The screenshot shows the 'Find My Ride Schedule' website interface. At the top, there is a logo for 'FMR SCHEDULE' and the text 'Find My Ride Schedule'. Below this is a navigation menu icon. The main heading is 'Book a ride', followed by the subtext 'with just 3 things:'. The form consists of three main sections: 1. 'Your Shared Ride ID' with a text input field containing 'p0000' and a link for 'Forgot your ID?'. 2. 'Your county' with a dropdown menu labeled 'Select your county'. 3. 'Your birthdate' with three input fields for 'mm', 'dd', and 'yyyy'. A 'Next' button is located at the bottom right of the form. Below the form, there is a link for 'Need Help? Please contact your Local Transit Agency' and a blue informational box stating: 'If your county is not listed in the drop-down, please contact your Local Transit Agency using the "Contact Us" link above to schedule your ride.'

Section 5. SERVICE COORDINATION

Successfully meeting the needs of transit-dependent populations requires the coordination and cooperation of private, public, and nonprofit entities willing to share resources in order to maximize their effectiveness and efficiency. Regular convening was the second most reported strategy by which agencies are working toward 100 percent accessibility. Lack of regular stakeholder coordination and consistent county-level CHSTP updates make it challenging to develop clear priorities and goals for accessible services across the region.

There have been documented successes in moving forward regional coordination priorities for the Delaware Valley region since the 2020 ETA report. The establishment of designated roles to oversee coordinated human service compliance and priorities, increased integration of TNCs, and a regional Workforce Mobility Summit in 2023 have all begun to address previously identified coordination gaps. These efforts offer a foundation on which to build a successful and efficient paratransit and job access transportation network.

INFORMATION SHARING

Peer learning and information sharing is a critical tool to achieving public human service transportation goals and priorities. Programs and services that support access to transportation for elderly populations, disabled persons, and job seekers share information through exchange of best practices, data, and lessons learned. The execution of successful information sharing requires consistent forums for discussions about best practices, access to reliable data, and strong partnerships. The most common information-sharing

challenges faced by coordinated human service transportation providers in the Delaware Valley region are technical capacity limitations.

- Staff capacity for effective public outreach
- Lack of updated or relevant survey data
- Funding compliance limitations
- The ability to create internal and external resources that assist with challenges related to implementation of new technology
- Access to employers to figure out how to best get people to jobs

CONVENING STAKEHOLDERS

It is a statewide requirement that all New Jersey counties facilitate stakeholder meetings at least twice per year to review current services, highlight new needs, and identify deficiencies in transportation access.⁹ Participation in county stakeholder meetings is a requirement for agencies applying for NJ-JARC funds. All New Jersey counties are also required to develop a Coordinated Public Transit Human Services Transportation Plan (CHSTP) that adheres to FTA guidelines and prioritizes transportation services for funding and implementation. It is important for county and regional CHSTPs to be coordinated and their priorities aligned.

In Pennsylvania, there is no additional state requirement for stakeholder engagement nor CHSTP development beyond FTA's guidelines for the Section 5310 and 5311 programs. Though most Pennsylvania agencies convene to discuss accessible transportation priorities on occasion, meetings are typically not regularly scheduled and occur on a project-level basis. Pennsylvania also does not require

⁹ New Jersey Administrative Code, "§ 16:78-3.4 Coordination Plan Requirements" (adopted by 56 N.J.R. 141(b), effective January 16, 2024), <https://casetext.com/regulation/new-jersey-administrative-code/title-16-transportation/chapter-78-senior-citizen-and-disabled-resident-transportation-assistance-act-program-guidelines->

counties to develop their own CHSTPs. Therefore, DVRPC's ETA Plan serves as the coordinated plan for providers seeking FTA 5310 funds through PennDOT for CHSTP programs for Pennsylvania counties in the DVRPC region.

SERVICE PROVIDER WORKSHOPS AND INFORMATION SHARING FORUMS

An outcome of DVRPC's 2020 ETA update was increased interest in information-sharing opportunities for public human service transportation providers to exchange best practices. In response, DVRPC hosted a Workforce Mobility Summit in March 2023. The purpose of this event was to create an information exchange forum between transportation partners in the region. The agenda covered topics related to workforce transportation, including first- and last-mile mobility access for disadvantaged populations. Speakers educated the audience about research, methods, and ideas from prior practice about workforce transportation. Attendees had a chance to connect with experienced practitioners advancing workforce mobility and to gain knowledge and support for workforce transportation that could lead to community improvements.

BUILDING AND MAINTAINING PARTNERSHIPS

Multi-disciplinary partnerships across transportation, aging, health, and employment sectors are critical to successfully supporting and expanding services to persons with disabilities, elderly adults, and job seekers. Throughout the DVRPC region, transit agencies, caseworkers, job trainers, and human service providers build and sustain strong partnerships in a few different ways.

A majority of survey respondents reported that their closest partners were with city and county agencies, closely followed by major transit agencies. Of the service providers surveyed, 36 percent say that they either work directly or indirectly with Transport Network Companies (TNCs) or third-party ridesharing companies to provide their services. This figure is expected to increase as on-demand transit services become more popular in rural areas and service providers address their increasing need to off-load capacity limitations to third party organizations.

Levels of partnerships and relationship building vary among public human service transportation providers in the Delaware Valley region. Because of the New Jersey state requirement that all counties must facilitate stakeholder meetings and maintain CHSTPs, convening service providers happens more frequently than their Pennsylvania counterparts. However, tracking of stakeholder meetings through NJ-JARC and 5310 grant applications and NJ Transit's Office of Local Programs indicates that not all counties comply with these requirements. The counties that do coordinate on a regular basis typically have stronger grant applications. Because Pennsylvania does not require stakeholder engagement, public human service transportation providers do not typically meet regularly, and this can result in difficulties identifying accessible transportation priorities and building partnerships across geographic and sector boundaries.

and-procedures/subchapter-3-eligibility/section-1678-34-coordination-plan-requirements (accessed October 25, 2024).

SERVICE COORDINATION GAPS

- Technical and staff capacity limitations of service providers prevent consistent investment in coordination and partnership building.
- Direct and indirect service providers face challenges engaging employers, which continues to be a roadblock for successful implementation of job access services and programs.
- Required New Jersey county-level CHSTPs are not updated as often as federally mandated, which delays identification of human service transportation priorities.
- In some parts of the region, coordination can be project- and initiative-based rather than regularly scheduled.
- Lack of available travel information in other languages can deter vulnerable users when they try to use transit.
- Lack of collaboration across geographic boundaries impairs ability to meet the needs of vulnerable users.
- Transfers between transportation modes are not always accessible, coordinated, affordable, or intuitive.

SERVICE COORDINATION BRIDGES

- Dedicate tasks and funding in state and federal program budgets for service provider information-sharing and coordination efforts.
- Create more workshops and/or designated information-sharing opportunities for service providers that focus on programs for elderly populations, disabled persons, job seekers, and transit-dependent populations.
- Establish statewide or regional roundtables or working groups and more frequent stakeholder meetings to discuss CHSTP priorities.
- Invest in strengthening partnerships among transportation, aging, health, and employment sectors.
- Develop more platforms for consistent and reliable data collection and sharing. Increase coordination with Transportation Network Companies (TNCs) to off-load service provider capacity.

CASE STUDY 4. NJ TRANSIT'S SENIOR COORDINATION ADMINISTRATOR

In 2023, NJ Transit created a Senior Coordination Administrator role in the Local Programs Department.



This role was instituted to assist in federal compliance development and participation including oversight in county-level CHSTPs. The Senior Coordination Administrator:

- works one-on-one with county leads to develop consistent plans;
- ensures funding requests are meeting gaps identified in local and regional CHSTPs;
- ensures county CHSTP alignment with regional MPO CHSTP; and
- refers to regional plans to verify programs are meeting a need where a local plan does not exist.

Section 6. BOLD IDEAS FOR IMPROVING TRANSPORTATION ACCESSIBILITY

#1

REPLACE THE LANGUAGE FOR #1 WITH, "ALLOW PROVIDERS TO TRANSPORT PASSENGERS TO NEAREST ESSENTIAL SERVICE IN A DIFFERENT COUNTY OR STATE.

THE BEST DOCTOR'S OFFICE, GROCERY STORE, OR AVAILABLE EMPLOYMENT OPPORTUNITY MAY NOT BE IN THE SAME COUNTY OR EVEN STATE WHERE A MEMBER OF A VULNERABLE GROUP LIVES. Collaboration by direct and indirect public human service transportation providers across jurisdictions will serve vulnerable populations better.

OPTIONS TO GET STARTED:

- Service providers can routinely survey their riders and potential riders to understand evolving needs and destinations.
- Organizations that serve multiple jurisdictions and have significant data analysis capacity, like DVRPC, can evolve their analysis tools and techniques to uncover additional needs.
- Providers can pursue regular conversations with other relevant providers, coordinate transfer opportunities, or enter into agreements to provide complementary routes or service zones.

#2

DEVELOP POLICIES AND MECHANISMS FOR PROVIDERS TO SUPPORT TRANSIT USERS ELIGIBLE FOR MULTIPLE FUNDING OPTIONS FOR ONE TRIP.

PROVIDERS THAT WISH TO PROVIDE SERVICE TO MULTIPLE TYPES OF RIDERS FOR A VARIETY OF DESTINATIONS BEAR A HEAVY ADMINISTRATIVE BURDEN OF SEPARATING OUT TRIPS AND THE FUNDING SOURCES THAT CAN SUPPORT THEM.

Some service providers lack the staff capacity to apply for and report on multiple sources of funding to meet the needs of multiple vulnerable populations.

OPTIONS TO GET STARTED:

- Administrators of funds can advocate for policy changes that allow greater flexibility and proactively educate service providers on available options; and
- Administrators of funds and indirect service providers can partner to identify ways to better manage funding streams within a service area and provide more efficient and useful service to vulnerable populations within their communities.

#3

DEVELOP DATA TOOLS AND SUPPORT PARTNERSHIPS BETWEEN SMALL AND LARGE PROVIDERS THAT ADD DATA MANAGEMENT AND ANALYSIS CAPACITY TO SMALL PLANNING AND OPERATION TEAMS.

SERVICE PROVIDERS DO NOT ALWAYS HAVE STAFF WHO ARE FOCUSED ON TRANSPORTATION PLANNING; THEY NEED SUPPORT TO UNDERSTAND WHETHER AND HOW SERVICE CHANGES ARE REQUIRED. Grant applications require information related to the locations and needs of vulnerable populations.

OPTIONS TO GET STARTED:

- Planning agencies and those with robust planning capacity can partner with direct and indirect providers to provide and analyze data that supports accessible transportation options in the shared service area; and
- Agencies with strong data collection and analysis capacity, like DVRPC, can continue to evolve their data products to directly meet these needs.

#4

PRIORITIZE SMALLER VEHICLES AND PARTNERSHIPS WITH WORKFORCE TRAINING ORGANIZATIONS TO ENHANCE OPERATIONAL CAPACITY.

AS PROVIDERS FACE CHALLENGES ACQUIRING LARGE VEHICLES AND HIRING QUALIFIED STAFF TO OPERATE AND SERVICE THEM, THEY CAN CONSIDER WHETHER SMALLER, ACCESSIBLE VEHICLES COULD PROVIDE A MORE FLEXIBLE ALTERNATIVE.

OPTIONS TO GET STARTED:

- Direct and indirect service providers can evaluate their strategies for staffing and equipment that best serve their service areas.

#5

IDENTIFY NEW FUNDING OPTIONS FOR OPERATING COSTS

PROVIDERS AND PLANNERS ARE FACING GROWING OPERATIONAL COSTS CAUSING CHALLENGES TO MAINTAINING AND IMPROVING THEIR SERVICES. NEW FUNDING SOLUTIONS WILL BE CRITICAL IN HELPING PROVIDERS PLAN AND IMPLEMENT SERVICE CHANGES BASED ON THE NEEDS OF THEIR COMMUNITIES.

OPTIONS TO GET STARTED:

- Direct and indirect providers and/or other partners can conduct a peer practice scan to identify new funding solutions for operating funding for services, federal or otherwise.

Appendix A: **DIRECTORY OF SHUTTLE SERVICES IN REGION**

THE FOLLOWING SECTION PROVIDES AN INVENTORY OF PUBLICLY ACCESSIBLE SHUTTLES IN THE DVRPC REGION.

SHUTTLE NAME	AGENCY	LOCATION/DESTINATION	COUNTY	SHUTTLE TYPE
Route 54/40 Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Hammonton/Hammonton Rail Station-Collings Lakes-Richland	Atlantic*	Fixed/Deviated Route
English Creek-Tilton Road Community Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Egg Harbor Twp.-Northfield	Atlantic*	Fixed/Deviated Route
Egg Harbor City Rail Station Community Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Egg Harbor Twp.-Stockton University-Atlantic City International Airport	Atlantic*	Fixed/Deviated Route
Doylestown DART	Bucks County Transport	Doylestown SEPTA Station-Doylestown Hospital-Cross Keys Shopping Center	Bucks	Fixed-Route
Doylestown DART Saturday	Bucks County Transport	Downtown Doylestown-Delaware Valley University-Doylestown Shopping Center	Bucks	Fixed-Route
Doylestown DART	Bucks County Transport	Delaware Valley University-New Britain Village	Bucks	Fixed-Route
West		Square		
Doylestown DART South	Bucks County Transport	Route 611/Easton Road-Street Road-Doylestown Pointe Shopping Center at Giant	Bucks	Fixed-Route
Bucks County Courthouse Shuttle	Bucks County Transport	Bucks County Parking Garage-Bucks County Justice Center	Bucks	Fixed-Route
Warminster Rushbus	Bucks County Transport	Warminster SEPTA Station-SEPTA Route 22 Bus-Warminster-Ivyland-Northampton Township	Bucks	Fixed-Route
Bristol Rushbus	Bucks County Transport	Bristol Train Station-Employers in Bristol Borough	Bucks	Fixed-Route
BLVD DIR	SEPTA	Neshaminy Mall-Frankford Transit Center	Bucks	Fixed-Route
BurLink B1	Cross County Connection TMA	Beverly-Pemberton	Burlington	Fixed/Deviated Route
BurLink B2	Cross County Connection TMA	Beverly-Willingboro-Edgewater Park-Westhampton	Burlington	Fixed/Deviated Route

**outside the DVRPC region*

SHUTTLE NAME	AGENCY	LOCATION/DESTINATION	COUNTY	SHUTTLE TYPE
BurLink B5	Cross County Connection TMA	Florence-Haines Industrial Center	Burlington	Fixed/Deviated Route
Pureland North-South Community Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Camden-Westville-Woodbury-Pureland Industrial Complex	Camden	Fixed/Deviated Route
Route 73/Pennsauken Rail Light Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Route 73/Pennsauken Station to Pennsauken/Moorestown Industrial Park	Camden	Fixed/Deviated Route
Coatesville Link	TMACC	Coatesville YMCA-Parkesburg	Chester	Fixed/Deviated Route
SCCOOT	TMACC	West Chester-Kennett Square-West Grove-Oxford	Chester	Fixed/Deviated Route
Pureland East-West Community Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Sicklerville/Avondale Park and Ride-Glassboro-Pureland Industrial Complex	Gloucester	Fixed/Deviated Route
Commodore Business Center Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Pureland Industrial Complex-Commodore Business Center	Gloucester	Fixed-Route
Pureland North-South Shuttle	Cross County Connection TMA/South Jersey Transportation Authority	Camden City-Westville-Woodbury-Pureland Industrial Complex	Gloucester	Fixed/Deviated Route
TigerTransit Route 1	Princeton University	Grad College-Stadium Drive Garage	Mercer	Fixed-Route
TigerTransit Route 2	Princeton University	Lawrence/Lakeside-EQuad	Mercer	Fixed-Route
TigerTransit Route 3	Princeton University	Merwick-Forrestal/PPPL	Mercer	Fixed-Route
TigerTransit Route 4	Princeton University	Princeton Junction-Meadows via Princeton Station and EQuad	Mercer	Fixed-Route
TigerTransit Route W5	Princeton University	Grad College-Meadows via Friend Center	Mercer	Fixed-Route
TigerTransit Route W6	Princeton University	Lawrence/Lakeside-EQuad	Mercer	Fixed-Route
TigerTransit Route WS	Princeton University	Grad College-grocery stores (Whole Foods, Wegmans, Trader Joes)	Mercer	Fixed-Route
TigerTransit Route N5	Princeton University	Grad College- Meadows via Friend Center	Mercer	Fixed-Route
TigerTransit Route N6	Princeton University	Lawrence/Lakeside-EQuad	Mercer	Fixed-Route
Route 130 Connection	GMTMA	Trenton Transit Center-Hamilton Train Station-East Windsor/Hightstown-South Brunswick Warehouse Area	Mercer	Fixed/Deviated Route

SHUTTLE NAME	AGENCY	LOCATION/DESTINATION	COUNTY	SHUTTLE TYPE
ZLine	GMTMA	Hamilton Marketplace-Matrix Business Park/Amazon	Mercer	Fixed-Route
ZLine2	GMTMA	Hamilton Marketplace-Amazon PNE5 Sort Center/Robbinsville Township	Mercer	Fixed-Route
Muni Transit	Municipality of Princeton	Harriet Bryan House-Nassau Street-Princeton Shopping Center	Mercer	Fixed-Route
Princeton Junction Shuttle	East Windsor Township	Princeton Junction-East Windsor-Hightstown	Mercer	Fixed-Route
Blue Line	Pottstown Area Rapid Transit	Pottstown Transit Center-Philadelphia Premium Outlets	Montgomery	Fixed-Route
Purple Line	Pottstown Area Rapid Transit	Pottstown Transit Center-Pottstown Memorial Hospital	Montgomery	Fixed-Route
Yellow Line	Pottstown Area Rapid Transit	Pottstown Transit Center-Pottstown YMCA	Montgomery	Fixed-Route
Green Line	Pottstown Area Rapid Transit	Pottstown Transit Center-Upland Square	Montgomery	Fixed-Route
Orange Line	Pottstown Area Rapid Transit	Pottstown Transit Center-Boyertown Shopping Center-Gilbertsville	Montgomery	Fixed-Route
Upper Merion Rambler Blue/Green Lines	Greater Valley Forge TMA	Upper Merion Twp. Bldg./Library-Upper Merion Community/Senior Center-King of Prussia Mall Transit Center-Henderson Square Shopping Center	Montgomery	Fixed/Deviated Route
BSO	SEPTA	Broad Street Line Night Owl Bus Service	Philadelphia City	Fixed-Route
MFO	SEPTA	Market-Frankford Line Night Owl Bus Service	Philadelphia City	Fixed-Route
Route G	SEPTA	Overbrook-Lankenau Medical Center-Columbus Commons-Food Distribution Center	Philadelphia City	Fixed-Route
Route H	SEPTA	Broad-Erie-Cheltenham-Ogontz	Philadelphia City	Fixed-Route
Route J	SEPTA	Cheltenham-Wissahickon- Richmond-Orthodox	Philadelphia City	Fixed-Route
Route K	SEPTA	Ridge-Midvale-Arrott Transportation Center	Philadelphia City	Fixed-Route
Route L	SEPTA	Erdenheim-Plymouth Meeting Mall-Olney Transit Center	Philadelphia City	Fixed-Route
Route R	SEPTA	Henry-Midvale-Wissahickon Transit Center/Frankford Transit Center	Philadelphia City	Fixed-Route
Route XH	SEPTA	Broad-Erie-Cheltenham-Ogontz	Philadelphia City	Fixed-Route
LUCY Gold Line	SEPTA	30th and JFK-38th and Spruce	Philadelphia City	Fixed-Route
LUCY Green Line	SEPTA	30th and JFK-Children's Hospital of Philadelphia	Philadelphia City	Fixed-Route

Appendix B: PARTICIPANTS OF SURVEY

Organization Type	Service Area	Organization	Survey	Interview
Non-Profit	Camden	ARC Camden	X	
Non-Profit	Camden	Camden Community Partnership	X	X
Gov	Chester	Chester County	X	X
Gov	Chester	Chester County	X	X
TMA	NJ	Cross County Connection TMA	X	X
Gov	Delaware	Delaware County	X	X
TMA	Delaware	Delaware County TMA	X	X
TMA	Mercer	Greater Mercer County TMA	X	X
TMA	Montgomery	GVF	X	
Private	Chester	Krapf Transportation	X	X
Gov	Mercer	Mercer County	X	X
Gov	Montgomery	Montgomery County	X	X
Transit	NJ	NJTransit (Access Link)	X	
Transit	NJ	NJTransit (Local Programs)	X	X
Transit	NJ	PATCO	X	
Gov	PA	PennDOT	X	
Non-Profit	NJ	Senior Citizens United Community Service	X	
Private	Montgomery	Suburban Transit Network	X	
Transit	PA	SEPTA	X	X
TMA	Montgomery	The Partnership TMA	X	X
TMA	Bucks	TMA Bucks	X	
TMA	Chester	TMA of Chester County	X	X

Appendix C: SURVEY QUESTIONS & RESPONSES

SURVEY QUESTIONS

Survey Questions

Section 1: DVRPC Philadelphia Region's Accessible Transportation Service Provider Needs Assessment

DVRPC's [Equity Through Access \(ETA\)](#) program is currently updating the [Coordinated Human Service Transportation Plan \(CHSTP\)](#) for the Delaware Valley Region. As part of our update process, we are seeking input from public human transit service providers regarding their accessible service resources. Public human transit service providers include public, private, and non-profit organizations that provide transit for access to jobs, low-income populations, and people with disabilities.

In an effort to help ETA better support the work of our partners across the Philadelphia region, we are asking service providers to complete an 8-10 minute survey that will help us assess the improvement and/or persistence of gaps in accessible transit service that were identified in the previous CHTSP, as well as any new needs that may have emerged. Your feedback will be a key component in identifying accessible transportation funding and implementation priorities moving forward.

Email: _____

Do you directly provide accessible transit services or oversee accessible transit services and funding?

- My organization/agency directly PROVIDES/OPERATES accessible transit services.
- My organization/agency SUPERVISES/COORDINATES transit options and/or ADMINISTERS FUNDS.
- Both.

Name of organization or agency:

Department name:

Section 2: About your organization

Q1. Program or service names(s):

Q2. How is your organization working towards providing 100% accessible options for your service area? (Check all that apply.)

- Best practices recommendations/plans
- Mapping of services
- Assistance with grant writing
- Other: _____
- Regular convening of partners
- Creating promotional materials

Q3. How do you feel the COVID-19 pandemic has impacted your organization's work regarding accessible transportation?

Q4. What tools or resources would help your organization as it works towards providing transit options that are 100% accessible?

Section 3: Regional Accessibility

Q5. Which groups does your organization collaborate with when planning for accessible transit services? (Check all that apply.)

- Department of Transportation
- State government
- DVRPC
- Local transit authority
- Local municipalities
- Colleges/Universities
- Other: _____
- Healthcare Providers
- Non-profit transit providers
- Private transit providers
- Large employers
- Citizen-led groups

Q6 Does your organization coordinate with any Transportation Network Companies (TNCs) or ride-hailing companies?

- Yes
- No
- Other: _____

Q7. If you answered yes above, what has been your experience coordinating with TNCs or ride-hailing companies in your service area?

Q8. What information-sharing challenges or roadblocks does your organization face?

- Technical capacity limitations
- Limited forums for peer-to-peer exchanges
- Other: _____

Section 4: Funding

Q9. What funding sources (local, federal, private, etc.) do you use to support your accessible transit CAPITAL needs?

Q10. What funding sources (local, federal, private, etc.) do you use to support your accessible transit OPERATIONAL needs?

Q11. What estimated percentage of the accessible transit options in your service area are provided by private/non-profit organizations?

- Less than 10%
- 10-30%
- 31-50%

- 51-75%
- More than 75%

Q12. What gaps do you see in funding opportunities for accessible transit service?

Q13. Are there any planning data or mapping tools or resources that would benefit your organization when applying for funding for accessible transit?

Section 5: Customer Support

Q14. If I were a potential customer interested in your accessible transit service, where could I go to get more information? (Check all that apply.)

- | | |
|-------------------------------------|---|
| ● Government Website | ● Marketing onboard transit services |
| ● Private/non-profit groups website | ● Public advertisements throughout service area |
| ● Customer service call center | ● Marketing at healthcare offices |
| ● Other: _____ | |

Q15. How does your organization gather customer feedback regarding your accessible transit service? (Check all that apply.)

- | | |
|--|--------------------------------|
| ● Website | ● Customer service call center |
| ● Comment cards onboard transportation service | ● Social media |
| ● Other: _____ | |

Q16. Does your organization provide training or orientation for new accessible transit/paratransit riders?

- Yes, all new accessible transit passengers receive training on using our services.
- Yes, by request only.
- No.

- Other: _____

Section 6: Accessible Transit Options

Q17. Has the size of accessible locations or schedule of accessible transit options changed in your service area since 2020?

- Yes, service AREA DECREASED
- Yes, service SCHEDULE DECREASED
- Yes, service AREA INCREASED
- Yes, service SCHEDULE INCREASED
- No
- Other: _____

Q18. What tools or resources did your organization use to support the decision to decrease or expand your accessible transit service?

Q19. Which essential services or destinations does your service provide access to?

(Check all that apply.)

- Hospital/medical center
- Grocery store
- Pharmacy
- Other: _____
- Large employer/job site
- Government agency offices (post office, DMV, civil court, etc.)

Q20. DVRPC routinely convenes government officials, advocacy groups, and residents from across the Greater Philadelphia area to discuss regional planning needs. Are there any ways that you see DVRPC supporting the accessible transit needs of your organization using our planning and/or community engagement resources?

- More DVRPC Work Program projects that target accessible transportation gaps identified in the ETA Plan
- More DVRPC-run workshops and/or designated information sharing forums
- Establishment of a regional ETA working group/steering committee
- Other: _____

Q21. What resources, tools, or planning/data products would help your organization provide accessible transit service options to the underserved essential services or destinations in your service area? Please include specific service destinations in your response.

Section 7: DVRPC's Equity Through Access (ETA) Map Toolkit

Q22. Are you familiar with DVRPC's ETA Map Toolkit? You can view the toolkit here: <https://www.dvrpc.org/eta/>. (Check all that apply.)

- Yes, my agency has used it before to inform our planning work.
- Yes, staff members at my agency have interacted with it.
- Yes, staff members at my agency are aware of it but do not interact with it.
- No, this is the first time I am hearing of the Map Toolkit.

Q23. Are you able to provide digital maps (GIS or other) of the routes in your service area for DVRPC to incorporate into our Equity Through Access Map Toolkit?

- Yes, I will email the data/information to kbancone@dvrpc.org.
- Maybe, I will reach out to kbancone@dvrpc.org on this matter.
- No.

Q24. How could DVRPC's Equity Through Access Map Toolkit be improved to better support your organization's accessible transit work?

Section 6: Thank You!

Thank you for helping us to improve accessible transportation across the Philadelphia region. Are there any final thoughts that you would like to share with DVRPC?

SURVEY RESPONSES

Q1 Do you directly provide accessible transit services or oversee accessible transit services and funding?

Both.	3
My organization/agency directly PROVIDES and/or OPERATES accessible transit services.	7
My organization/agency SUPERVISES/COORDINATES transit options and/or ADMINISTERS FUNDS.	12
Total	22

Q2. How is your organization working towards providing 100% accessible options for your service area? (Check all that apply.)

Responses: 22

Type of Organization	Best practices	Mapping	Grant writing	Regular convening	Marketing and outreach	Physical upgrades	Other
Both.	3	2	2	2	1	0	1
Directly Provides/Operates Service	5	1	1	1	2	2	2
Supervises/Coordinates/ Administers Funds	12	7	7	10	8	0	3
Total	20	10	10	13	11	2	6

Q5. Which groups does your organization collaborate with when planning for accessible transit services? (Check all that apply.)

Responses: 22

Type of Organization	DOT	State	DVRPC	Local transit authority	City/ County	Colleges/ Universities	Health-care Providers	Non-profit transit providers	Private transit providers	Large employers	Citizen-led groups	Other
Both.	2	2	2	2	2	1	2	1	0	2	1	1
Directly Provides/ Operates Service	0	3	2	5	5	2	1	5	2	2	1	2
Supervises/ Coordinates/ Administers Funds	7	8	7	10	12	8	8	6	8	6	4	4
Total	9	13	11	17	19	11	11	12	10	10	6	7

Q6. Does your organization coordinate with any Transportation Network Companies (TNCs) or ride-hailing companies?

Responses: 22

Type of Organization	Yes	No
Both.	1	2
Directly Provides/Operates Service	2	5
Supervises/Coordinates/Administers Funds	4	8
Total	7	15

Q8. What information-sharing challenges or roadblocks does your organization face?

Responses: 19

Type of Organization	Technical capacity limitations	Limited forums for peer-to-peer exchanges	Other
Both.	0	0	1
Directly Provides/Operates Service	2	2	2
Supervises/Coordinates/Administers Funds	7	2	3
Total	9	4	6

Q11. What estimated percentage of the accessible transit options in your service area are provided by private/non-profit organizations?

Responses: 21

Type of Organization	Less than 10%	10-30%	31-50%	51-75%	more than 75%
Both.	0	0	0	0	2
Directly Provides/Operates Service	2	1	2	0	2
Supervises/Coordinates/Administers Funds	5	2	1	3	1
Total	7	3	3	3	5

Q14. If I were a potential customer interested in your accessible transit service, where could I go to get more information? (Check all that apply.)

Responses: 22

Type of Organization	Government website	Non -profit website	Customer service call center	Marketing onboard transit	Public advertisement	Marketing at healthcare offices	Other
Both.	2	2	1	1	1	2	0
Directly Provides/ Operates Service	5	5	5	1	1	2	1
Supervises/ Coordinates/ Administers Funds	6	10	5	2	3	2	4
Total	13	17	11	4	5	6	5

Q15. How does your organization gather customer feedback regarding your accessible transit service? (Check all that apply.)

Responses: 20

Type of Organization	Website	Comment cards	Call center	Social media	Other
Both.	2	1	2	2	2
Directly Provides/Operates Service	4	2	5	2	3
Supervises/Coordinates/Administers Funds	7	1	5	5	7
Total	13	4	12	9	12

Q16. Does your organization provide training or orientation for new accessible transit/paratransit riders?

Responses: 22

Type of Organization	Yes	Yes, by request	No	Other
Both.	1	1	1	0
Directly Provides/Operates Service	1	2	3	1
Supervises/Coordinates/Administers Funds	1	4	3	4
Total	3	7	7	5

Q17. Has the size of accessible locations or schedule of accessible transit options changed in your service area since 2020?

Responses: 22

Type of Organization	Area decreased	Schedule decreased	Area increased	Schedule increased	No	N/A
Both.	0	0	1	0	2	0
Directly Provides/Operates Service	0	1	0	4	2	0
Supervises/ Coordinates/ Administers Funds	1	2	1	2	5	3
Total	1	3	2	6	9	3

Q19. Which essential services or destinations does your service provide access to? (Check all that apply.)

Responses: 21

Type of Organization	Hospital/medical center	Grocery store	Pharmacy	Large employer/ job site	Government office	Other	N/A
Both.	3	3	3	2	3	0	0
Directly Provides/Operates Service	6	6	6	4	6	2	0
Supervises/ Coordinates/ Administers Funds	9	8	7	8	8	2	2
Grand Total	18	17	16	14	17	4	2

Q20. DVRPC routinely convenes government officials, advocacy groups, and residents from across the Greater Philadelphia area to discuss regional planning needs. Are there any ways that you see DVRPC supporting the accessible transit needs of your organization using or planning and/or community engagement resources?

Responses: 21

Type of Organization	Work program projects	Workshops/ information sharing	Regional steering committee	Other
Both.	2	2	3	0
Directly Provides/Operates Service	3	3	4	0
Supervises/ Coordinates/ Administers Funds	6	5	5	1
Grand Total	11	10	12	1

EQUITY THROUGH ACCESS: 2024 UPDATE TO THE GREATER PHILADELPHIA REGION'S COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

PUBLICATION NUMBER: 24160

DATE PUBLISHED: December 2024

ABSTRACT: The Equity Through Access (ETA) project is DVRPC's update of the region's Coordinated Human Services Transportation Plan (CHSTP). ETA seeks to improve economic and social opportunity in the region by expanding access to essential services for vulnerable populations - those who are more critically impacted by barriers and gaps in infrastructure, service coordination, and policies. Vulnerable populations are individuals who are low income, seniors, physically disabled, mentally disabled, and more likely to be transit dependent than the general population. Essential services are defined as destinations needed to meet a standard quality of life and include places of employment, grocery stores, schools, medical facilities, recreation/open space areas, senior centers, and centers for the developmentally disabled. This project responds to the changing CHSTP funding landscape and looks for new ways to promote accessible, affordable, and safe mobility.

This plan serves as DVRPC's update to the region's CHSTP. It uses updated conversations with local governments, human services agencies, nonprofits, transportation providers, advocates, and past conversations with vulnerable transit users to identify unmet mobility needs and service gaps, recommend new or different kinds of transportation access solutions, and enable more people to access social and economic mobility.

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

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



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REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

January 7, 2025

Agenda Item:

6. Adoption of Updated Regional Roadway Safety Targets

Background/Analysis/Issues:

Roadway Safety is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety Performance Management (Safety PM) Final Rule supports the Highway Safety Improvement Program (HSIP) as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets. MPOs can either support the state DOT's targets or develop their own regional targets. Beginning in 2022, after a focused exploration of data trends and best practices, the DVRPC Board has adopted regional safety targets in support of Regional Vision Zero 2050. DVRPC will continue working with its local, state, and federal partners to plan and program projects that help improve roadway safety.

The 2025 update, as shown in Table 1, shows that the region continues to

experience sustained levels of crash fatalities, serious injuries, and bicyclist and pedestrian crashes, which translate to increases in both the region’s baseline data and in the targets. The ultimate target is Regional Vision Zero in the year 2050, and these TPM program targets are the milestones along the way that provide an indication of necessary progress to reach that goal.

Table 1: Regional Safety Baseline and Targets

Performance Measure (5 Year Rolling Average)	Baseline (2019-2023)	Target (2021-2025)
Fatalities	444.6	406.4
Rate of Fatalities Per 100 Mil VMT	1.153	0.996
Suspected Serious Injuries	1754.4	1484.5
Rate of Suspected Serious Injuries Per 100 Mil VMT	4.540	3.576
Non-Motorized Fatalities and Serious Injuries	475.4	407.3

Date Action Required:

January 7, 2025

Recommendations:

RTC – Will make a recommendation at the January 7, 2025 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends the DVRPC Board adopt the regional safety targets update and agree to plan and program roadway safety projects to meet or exceed the targets.

Staff Contact:

Kevin Murphy, Manager of the Office of Safe Streets

DATE: November 2024

TITLE: Future Directions for DVRPC Plan Centers

DVRPC PRODUCT ID: 24161

AUTHORS: Brett Fusco and Chloe Moormann

ABSTRACT: This technical memorandum documents the role of Centers in the DVRPC Long-Range Plan (Plan) messaging, policy, and strategy development over the last 40+ years. It reviews other DVRPC and peer agency land use tools for the Plan, and recent national research on activity centers. It researches questions that arose from internal dialogue during the *Connections 2050* Centers update and the creation of a new regional Development Intensity Zones transect. It identifies a menu of different options for moving forward. DVRPC staff then met and worked to internally achieve consensus on future directions. These agreements include keeping Centers as a cornerstone of the Plan and then updating their messaging, developing more quantitative definitions by setting minimum thresholds and aligning boundaries with Census geography, and revising the Center types. For the longer term, consensus was reached to incorporate more Centers metrics into Tracking Progress and develop specific strategy recommendations for each type of Center.

KEYWORDS: Centers, Plan Centers, Long-Range Plan, density, Development Intensity Zones, transect, *Update Connections 2050*.

GEOGRAPHY: The nine-county DVRPC region, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

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

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Future Directions for DVRPC Plan Centers

Executive Summary

Centers have been a central component in DVRPC's long-range plans (Plans) dating back to the *Direction 2020* Plan, adopted in 1992, and the concept was included in earlier plans. The primary Centers principle is to guide regional growth and development. A centers-based Plan was initially seen as crucial to reversing the sprawling, low-density development patterns that were occurring in the region. This memo reviews the history of Centers and other land use layers and how they have been used in DVRPC long-range plans (see Appendix A), and how peer MPOs incorporate land use in their long-range planning efforts.

Internal DVRPC dialogue has highlighted the role of Centers as a connector between past and present Plans, and noted how they tie together the land use vision with economic development, transportation, and environmental protection initiatives. Some key questions arose during the *Connections 2050* Plan development and during the creation of a new Development Intensity Zones (DIZ) transect. These include: what are the differences in defining and using Centers versus DIZ versus the Land Use Vision, how equity considerations can be incorporated Centers, and how to quantify the criteria for Center typologies. The Discussion section responds to these questions and identifies several short-term and longer-term options. Short-term options are intended to be implemented in the *Update: Connections 2050 Plan*:

1. Clearly define the purpose, need, messaging, and policies/priorities surrounding Centers.
2. Rethink Center typologies and ensure regional significance by setting minimum thresholds for each.
3. Redraw boundaries to align with Census Geographies, only if there is a firm commitment to maintaining Centers in the Plan going forward.
4. Reorient Planned Centers once their buildout is complete.

Longer-term options for Centers (not mutually exclusive, select a logical combination):

1. Track metrics related to Centers based on goals, messaging, and desired outcomes.
2. Reorient Centers with an Equity Focus.
3. Classify Centers by Economic Conditions.
4. Strengthen Strategy Recommendations for Centers and other Land Use Areas.
5. Combine the current Land Use Vision, Centers, and DIZ into a single, static layer.
6. Drop Centers completely from the Plan.

A group of DVRPC staff met four times over the summer of 2024 to discuss these options. This group agreed to keep Centers as a cornerstone of the Plan, pursue each of the four short-term

options to update messaging, develop quantitative definitions by setting minimum thresholds, align boundaries with Census geography, and revise the Center types. There was also consensus on moving forward with Centers beyond the *Update: Connections 2050* Plan by pursuing longer-term options 1 and 4 to incorporate Centers metrics into Tracking Progress and develop specific strategy recommendations for each type of Center and other relevant efforts.

The discussions identified a set of messaging priorities for Centers. They are places that highlight and showcase what good development looks like; locations best suited for future growth and mixed-use development, including some of the densest in the region; areas to prioritize investment, in order to support higher levels of future growth and development; and areas that should receive extra emphasis for multimodal transportation infrastructure.

The discussions also identified a set of five draft Center types based on existing density or access to good transit, while maintaining Rural Centers in recognition of their importance to their local economies. Definitions and minimum thresholds for each are as follows:

- Traditional Centers represent the ideal regional development pattern, with an identified main street or downtown, and are in an area with good transit. They have at least 10,000 combined residents and jobs with 5.5 people and 2.5 jobs per acre.
- Development Centers have existing higher-density mixed-use development that may have a main street or downtown but lack transit. They have at least 10,000 combined residents and jobs, 4.5 people and 2.0 jobs per acre.
- Suburban Centers have higher existing commercial density, but lack transit and/or a main street or downtown. They have at least 10,000 combined residents and jobs with 1.0 people and 5.5 jobs per acre.
- Emerging Centers are located within ½-mile of a rail station in an area with good transit and within DIZ numbers 3 to 5.
- Rural Centers have at least 1,000 combined residents and jobs with 3.5 people and 1.5 jobs per acre, and are located within Land Use Vision's Greenspace Network or Rural Resource Lands.

Good transit is defined as a Census block group within ½-mile from a rail station, inside the orange transit service area in the [Transit Priority Screening Platform](#), and within DIZ 3 to 5.

Introduction

Centers have long been a critical foundation to the vision, goals, and strategies in DVRPC's long-range plan (Plan). The purpose of this technical memo is to build internal consensus around how Centers are identified, messaged, and used in the Long-Range Plan and supporting work. It addresses understood limitations in DVRPC's use of Plan centers such as lack of quantitative definitions and data, and unclear strategy recommendations—including specific recommendations for each Center type. The last wholesale update of Plan Centers occurred in advance of the *Connections* (2035) Plan, which was adopted in 2009. Given the amount of time that has passed since, the role of Centers in the Plan and their use in regional planning efforts is due for a fresh look.

The *Connections 2050* Plan update cycle and development of the DIZ identify key questions for this effort. These include: What are the differences in defining and using Centers versus the DIZ?; How do the Land Use Vision typologies differ from Centers and DIZ typologies, and are the uses different?; What are the equity implications in focusing development and revitalization in predetermined areas for 30+ years?; Should DVRPC consider a new approach to Centers and the DIZ, with an emphasis on underserved areas?; How do we quantify the minimum criteria of population/employment densities for a Center to be added?; and what are the recommendations for Centers and other land use areas, including those specific to each type?

A fifth question from the 2020 internal staff discussions focused on the implications of COVID-19 and racial unrest for Plan Centers. Racial unrest points to Centers' equity concerns. While the pandemic is not over, a new normal has emerged with more working from home, less peak hour travel but more travel during other times of the day, and increased office vacancy rates. Analysis of past disasters finds that dense, urban places have historically been where the innovations have occurred that lead the way forward out of difficult times.¹

To accomplish the purpose and need, this tech memo explores the role of Centers in the Plan by documenting how DVRPC uses different Centers (Plan, freight, employment) both in the Plan and in programs that support the Plan; what has been their messaging and what policies and programs they support within the Commission. It reviews the quantitative definition of Centers, what purpose they serve, the different types of centers, and how other MPOs are considering land use in their long-range plans. It identifies relationships between Centers and other DVRPC land use tools, and considers what to do with Planned Centers once they have been built out. It then identifies a range of recommendations for how Centers could evolve in the future, particularly considering their implications for a more equitable region. These recommendations were considered and future directions for Plan Centers were identified by a group of internal staff stakeholders over the summer of 2024. The final section of this tech memo documents those meetings and the consensus reached in them to set future directions for Plan Centers.

¹ Derek Thompson, "Get Ready for the Urban Comeback," *The Atlantic*, October 2020, <https://www.theatlantic.com/magazine/archive/2020/10/how-disaster-shaped-the-modern-city/615484/> (accessed September 11, 2020).

History of Plan Centers

DVRPC's *Year 2000 Plan* states that the DVRPC Board adopted a *Regional Development Guide* (RDG) in 1977.² The RDG established an overall direction for regional planning along with population and employment targets, and encouraged people and jobs to locate in and around existing urban and suburban centers. The *Year 2000 Land Use and Open Space Plan* ([DVRPC publication #79513](#)) identifies three types of Centers:

- 11 Regional Centers, which include the central business district for each of the region's four cities and each county seat.
- 37 Subregional Centers, which are described as "generally serv[ing] more specialized activities and/or smaller areas of the region. Typically they contain a more limited selection of activities than regional centers, and may be focused on a major shopping center, strip development, or market town."
- 26 Rural Centers that "provide many basic services to rural residents and the farm economy."³

There is limited messaging and no strategies for Centers in the *Year 2000 Plan*. It does note that Centers are distributed throughout the region and there is enough underutilized space in them to support future development needs.

An update to the RDG was published in 1988, called the *Year 2010 Regional Land Use Development Strategy* (RDS). The RDS provided updated guidance for the Plan and set the regional development philosophy intended to shape the future growth and form of the region. The RDS classified growth areas into Areas Appropriate for Development, Centers, and Areas Appropriate for Conservation. The RDS forecasted regional population and employment growth in Areas Appropriate for Development, and deemed the provision of open space and recreation in Areas Appropriate for Conservation as essential to meeting the needs of a diverse and growing population. The RDS also highlighted the necessity for public infrastructure investments to support intense development. At that point in time, many of the Centers that are doing well today were still struggling with long-term disinvestment following white flight to the suburbs dating back to the 1950s. A centers-based Plan was seen as crucial to reversing the sprawling, low-density development patterns that were occurring in the region. Following their adoption in the *Year 2000 Plan*, Centers have been a central component to the seven successive DVRPC plans published since.⁴ Appendix A presents the key messaging, relevant text, and policies for Centers in each DVRPC Plan between *Direction 2020* and *Connections 2050*. Over this period, the messaging for Centers has consistently focused on:

- Linking land use and transportation, where higher densities can shorten trip lengths and support more travel by transit, walking, and biking.

² There are no known copies of the 1977 RDG.

³ The *Year 2000 Land Use and Open Space Plan* notes that as of 1973, at least two-thirds of Greater Philadelphia was considered rural and one-third of the region's land area was under agricultural production.

⁴ This review omits the *2015 Transportation Plan for the Delaware Valley*, which was quickly written as an interim plan while the *Direction 2020 Plan* was being developed in order to meet a deadline for new long-range plans as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

- Locations for higher levels of investment, population and employment growth, and new development.
- Creating a sense of community.
- Using denser development to preserve open space and natural resources, as well as curb suburban sprawl.
- Being places of local significance for government, services, and economic development.
- Enabling more efficient infrastructure provision.

Geographic equity, where each county has roughly the same number of Centers, is another goal.

Policy recommendations for Centers have included (see Table A-1): prioritizing infrastructure investments in Centers, promoting infill and redevelopment through upzoning or financial incentives, developing pedestrian and bicycle friendly communities (including complete streets), supporting a diversity of housing options, promoting transit-oriented and traditional neighborhood development, strengthening historic preservation, undertaking marketing campaigns, creating business improvement districts, enhanced community design, and integrating parks and high-quality public spaces. Generally, policy recommendations have been for Centers as a whole and have not been specific to different types of Centers, aside from one recommendation to balance the jobs to housing units ratio in Suburban Centers and Metropolitan Subcenters. Some policies ascribed to Centers may have been appropriate anywhere, such as expanding local hiring practices. The focus on biking, walking, and transit, which was a hallmark of earlier plans, was unintentionally less explicit in *Connections 2050*, as it worked to simplify and streamline the number of strategy recommendations, and use the Municipal Implementation Toolbox to focus strategies local governments can use to help implement the Plan.

The *Destination 2030* Plan was the first to develop project evaluation criteria that prioritize transportation investments serving Plan Centers. Centers have been used in DVRPC's project evaluation criteria ever since.

Types of Plan Centers

Connections (2035) has a hierarchy of seven Centers typologies that have carried through to the 2040, 2045, and 2050 plans. These include:

- Metro Center: central business districts of Philadelphia and Camden;
- Metro Subcenter: areas with a magnitude of jobs and commercial activity along with walkable and residential areas;
- Suburban Center: developed, auto-oriented, largely single-use corridors that generally have more jobs than residents;
- Town Center: mix of high-density residential and commercial uses, a thriving downtown or main street, and a strong sense of place; frequently surrounded by traditional suburban residential development;

- Rural Center: contains higher-density land uses and often an identifiable downtown or main street; usually surrounded by rural or agricultural land uses;
- Planned Center: newly constructed Town Center developments that often incorporate traditional neighborhood development and a mix of uses; and
- Neighborhood Center: walkable, recognizable places with a mix of commercial, retail, anchor institutional, and residential activities located within Core Cities.

Town and Rural centers are older towns and boroughs that align with Census geographies. Metropolitan Subcenters include both a magnitude of jobs and commercial activity with significant residential areas and walkable places. The Suburban Centers are in essence employment centers that capture areas of concentrated commercial, office park, light industrial and institution development, while generally excluding nearby, single-use residential suburban areas. Neighborhood Centers are focused on a specific location, such as a main street corridor or a major intersection, but do not designate a specific geographic area. Planned Centers are identified in coordination with regional planning partners, and generally align with site plans for major mixed-use development projects.

Aside from the designation, these different types of centers have had limited use in messaging and policy priorities. *Connections 2050* also worked to better define Centers and each typology, by working to identify the characteristics of each in the existing list (see Table 1). When updating the Centers in this Plan, DVRPC staff required the candidate’s jobs plus population to be at least 10,000 in order for it to be seen as regionally significant. However, this number was arbitrarily chosen.

Older Plans had different categorizations. For example, the *Destination 2030* Plan had three Center Types: Metro Center, Metro-Sub Centers, and Regional Centers. ‘Regional Centers’ were further classified as County Centers, Revitalizing Centers, and Growth Centers.⁵ *Direction 2020* and *Horizons 2025* both had a ‘Centers and Corridors’ strategy to direct growth into designated Centers of different scales, regional significance, and stages of development; and along major transportation corridors with existing or potential multimodal transportation facilities and services. The corridors encouraged denser, mixed-use development along major highways and transit routes. *Direction 2020* also identified a matrix showing the appropriateness of different transportation investments by Planning Area identified in the RDS, see Table A-2 in the appendix.

⁵ From the *Destination 2030* Plan: “County Centers are existing centers of importance on a countywide or sub-county scale, and provide a stable concentration of housing, jobs and services. Revitalizing Centers are compactly developed, mixed-use communities that have served as focal points for employment, services or cultural activities, but now require concerted action to renew and stabilize neighborhoods and reverse the trend of declining population and/or jobs. Growth Centers are either existing or emerging centers forecasted to have increasing concentrations of people, jobs and services. They have land available for new development, existing or planned sewage capacity, and are supported by current county and municipal planning policies favoring continued growth and expansion”

Table 1. Connections 2050 Centers Definitions

Attributes	Metro Center	Metro Subcenter	Suburban Center	Town Center	Rural Center	Planned Center	Neighborhood Center
Includes the region's central business district	●						
Contains leading academic and medical institutions, and major tourist and entertainment destinations	●						
Has a magnitude of jobs and commercial activity	●	●					
Large area represented by a developed corridor			●				
Can cross municipal boundaries	●	●	●				
Primarily defined by single-use areas, such as office or light industrial, although there may be efforts to increase mixed use space in these communities			●				
Generally has more jobs than residents and tends to be auto dependent		●	●				
Consists of a contiguous area				●	●	●	●
Has a mixture of high-density residential and commercial uses	●			●			
Is generally served by transit	●			●	●		●
May display a unique history and sense of place	●			●	●		●
Often identifiable by a thriving downtown or main street that is pedestrian friendly and transit oriented				●			
Generally surrounded by traditional suburban residential development			●	●			
Has or will have a mix of land uses	●			●	●	●	●
Has or will have higher density than the surrounding areas	●	●	●	●	●	●	●
Often has or is planning for a smaller-scale downtown or main street					●	●	
Usually surrounded by rural or agricultural land uses					●		
Plans for traditional neighborhood development that supports transit and walkability						●	
Embedded within the region's Core Cities of Philadelphia, Trenton, Camden, and Chester							●

Source: DVRPC, 2021.

As part of the *Connections 2050* Plan development, the Socioeconomic and Land Use Analytics Committee recommended reviewing data related to the size of each type of Center and coming up with a more defensible minimum threshold, varying based on Center type. Table 2 identifies the average population and employment levels in the different types of Centers using 2015 data. These averages could be used to set targets for the minimum size of future centers. Table 2 also presents the standard deviation for each Center type's population and employment levels. Any existing Center below one standard of deviation could be considered for removal from the designated list.

Table 2. Population and Employment by Center Type in 2015

Center	Ave. Pop	St. Dev. Pop	Ave Emp	St. Dev. Emp	Ave. Pop + Emp	Pop + Emp - 1 St. Dev.*
Metropolitan Center	164,697	n/a	353,257	n/a	517,954	n/a
Metropolitan Subcenter	12,596	12,505	48,344	15,875	60,941	32,561
Town Center	8,947	5,755	4,699	3,090	13,646	4,801
Suburban Center	3,686	3,064	15,772	6,404	19,458	9,990
Rural Center	2,899	2,299	1,417	939	4,316	1,078
Planned Center	231	236	702	584	934	114

* Sums the average population and employment and subtracts the standard deviation for each to identify a potential minimum threshold value for regional significance.

Source: NETS 2015 and American Community Survey 2011-2015.

Table 3 presents the physical size and average population and employment density for each type of Plan Center.

Table 3. Average Size and Density by Center Type in 2015

Center	Ave. Acres	St. Dev.	Ave. Acres - St. Dev.	Pop Density	Emp Density	Pop + Emp Density
Metropolitan Center	5,682.8	n/a	n/a	29.0	62.2	91.1
Metropolitan Subcenter	4,532.3	2,058.6	2,473.7	2.8	10.7	13.4
Town Center	1,126.5	692.4	434.0	7.9	4.2	12.1
Suburban Center	1,687.6	912.8	774.8	2.2	9.3	11.5
Rural Center	632.1	364.0	268.1	4.6	2.2	6.8
Planned Center	254.3	469.2	n/a	0.9	2.8	3.7

Source: DVRPC, 2021.

Similar to population and employment, a minimum size in acres could also be used to determine regional significance. This could be particularly relevant to Planned Centers, where population and employment may be relatively small until the project development is complete.

How Other DVRPC Program Areas Use Centers

Centers are utilized by the Offices of Community and Economic Development (OCED), Smart Growth, and Climate and the Environment.

- OCED's Comprehensive Economic Development Strategy encourages strategic housing investments near employment centers as a way to reduce household transportation costs.
- The Office of Smart Growth uses Centers to prioritize development in compact, mixed-use areas. Centers help reinforce the concept of smart growth and solidify a rather abstract idea.
- The Office of Climate and the Environment's work is undergirded by Centers-based development patterns in everything it does, and it identifies the Centers map as a critical tool for active transportation and park development.

How DVRPC Planning Partners Use Centers

Chester and Delaware counties have both designated a set of Centers as part of their comprehensive plans, while the New Jersey Office of Planning Advocacy (NJOPA) designates Planning Areas across the state.

Delaware County established a Community Framework Map in its 2013 Land Use Framework Plan component of *Delaware County 2035*, the county's comprehensive plan. The map describes the diverse areas of the county in terms of Character Area, which are broad areas with similar development patterns and characteristics, and Central Place, which are community focal points that reinforce or establish a sense of place and character. The four types of Central Places are: Urbanized Centers, Town Centers, Neighborhood Centers, and Activity Corridors. Although the terminology differs slightly from DVRPC's, the concepts are comparable.

Chester County's *Landscapes* Map guides both growth and rural resource protection to help achieve the Plan's land use vision. The map identifies four types of Growth Areas and two types of Rural Resource Areas. These areas guide future growth and protect the special characteristics of the county. The four Growth Areas include: Urban Center, Suburban Center, Suburban, and Rural Center. These areas can best accommodate future growth, are planned for a full range of infrastructure, and are highly suitable for redevelopment. The two landscape categories of the Rural Resource Areas—Rural and Agricultural—are not appropriate for significant growth, strongly reflect the agricultural and rural character of the county, and serve as a focus for preservation efforts. The *Landscapes* Map recognizes significant historic and natural resources through map overlays.

NJOPA's *New Jersey State Development and Redevelopment Plan* designates Planning Areas that cover the entire state of New Jersey. Relevant layers for the DVRPC region include:

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area

- Rural Planning Area
- Rural and Environmentally Sensitive Planning Area
- Environmentally Sensitive Planning Area
- Parks and Natural Areas
- Water
- Military Installations

NJOPA has requested that Plan land use layers be consistent with their Planning Areas. The DIZ development carefully took this into account and it successfully aligns with the NJ State Plan's Planning Areas. DIZ zones 3 to 5 correlate to metropolitan and suburban planning areas, and rural and natural resource areas correspond to zones 1 and 2.

Other Long-Range Plan Land Use Designations

Several other land use layers have been developed and used to varying degrees as a part of DVRPC's long-range planning efforts. These include the Land Use Vision, Employment Centers, Freight Centers, Planning Areas, the DIZ, and Indicators of Potential Disadvantage (IPD).

Land Use Vision

The Land Use Vision includes four overlapping layers: Infill and Redevelopment, Emerging Growth, Rural Resource Lands, and the Greenspace Network. The Land Use Vision emphasizes preserving open space and agricultural land. It has been used as a screening tool for roadway and transit network expansion projects, in order to limit development in the region's Rural Resource Lands and Greenspace Network. *Connections 2050* revised the Land Use Vision to be a strategy that emphasizes Centers-based development along with the preservation of agricultural and natural lands.

Employment Centers

In 2005, DVRPC published *Year 2000 Employment Centers in the Delaware Valley* that identified 136 regional employment centers. The employment centers are integrated, concentrated areas of non-residential development that share transportation and land use linkages, have at least 500 employees, and have an employment density of at least 0.5 employees per acre. These centers form the backbone of the region's economy and, as primary destinations for journey-to-work trips, impact the region's highway and transit systems as well as goods movement and communications networks. Later analysis using these centers found a mismatch between where regional jobs are located and Census tracts with high poverty rates (more than 20% of the population with incomes below 150% of the poverty rate), highlighting the key transportation needs to increase job access. The *Year 2000 Employment Centers* was an update of 1980 and 1990 versions, each based on the decennial Census. This dataset has not been updated since [2010](#).

Freight Centers

Freight Centers provide an understanding of the land use and economic development patterns as they relate to freight activity in the region. They are identified based on location of freight-intensive establishments, freight-intensive employment, freight-related land uses, industrial development, and intermodal freight connectors. They are classified into five specific typologies: International Gateway, Heavy Industrial, Distribution & Logistics, High-Tech Manufacturing, and Local Manufacturing & Distribution. Freight Center typologies help planners, decision-makers, and other users to better understand transportation infrastructure requirements, land use and land development patterns, building types, employment characteristics, and potential community impacts that may exist at each freight center type.

Planning Areas

Planning Areas categorized each of the region's 350 municipalities into one of four designations: Core Cities, Developed Communities, Growing Suburbs, and Rural Areas. Past plans gave high-level strategy guidance based on planning area type:

- Core Cities strategy recommendations focused on infrastructure maintenance and rehabilitation, comprehensive revitalization, and social and educational programming.
- Developed Communities strategies concentrate on stabilizing housing prices, diversifying populations, and strengthening local economies.
- Growing Suburbs policies aimed at preserving open space and managing growth through concentrated development and improved community design.
- Rural Areas policy approaches targeted open space preservation, limited development, agricultural support, and natural resource protection.

Often, a single municipality may, in actuality, have multiple different Planning Areas within its boundaries. This, plus the number of other land use tools in the Plan, was the primary reason why the long-range planning team sought to move away from Planning Areas—though they are still used in Tracking Progress for indicators that use Census data.

Development Intensity Zones

Development Intensity Zones (DIZ) are a transect developed as a data-driven replacement for Planning Areas in the Plan. They are an inventory of existing land use based on the density and proximity of existing development throughout the nine-county DVRPC region. Zones are classified from least to greatest development intensity, starting with a 'Protected' Zone that represents water and preserved open space areas. The DIZ includes the presence of structures in its methodology, with density bonuses available for pedestrian network crossings and average building heights by block group. The highest DIZ, number 6, aligns very closely with the Regional Core Center.

Indicators of Potential Disadvantage

DVRPC uses the Indicators of Potential Disadvantage (IPD) to identify and address disproportionate impacts of transportation programs and policies on vulnerable populations in the Greater Philadelphia region. The IPD analysis identifies populations within the region with above average concentrations of:

- Youth
- Older Adults
- Female
- Racial Minority
- Ethnic Minority
- Foreign-Born
- Limited English Proficiency
- Disabled
- Low-Income

This approach focuses on socioeconomic characteristics across the region rather than specific geographic areas.

State of the Practice in Land Use Planning for Long-Range Plans

DVRPC conducted *State-of-the-Practice in MPO Long-Range Planning* (Publication #23109) research to inform the *Update: Connections 2050* Plan. Table 4 provides insight into the land use considerations and practices of peer MPO's and could be used as a benchmarking tool by DVRPC. The study compared the long-range planning practices of 14 peer MPOs:

- Atlanta Regional Commission (ARC)
- Chicago Metropolitan Agency for Planning (CMAP)
- Denver Regional Council of Governments (DRCOG)
- Maricopa Association of Governments (MAG)
- Mid-America Regional Council (MARC)
- Metropolitan Transportation Commission (MTC)
- North Central Texas Council of Governments (NCTCOG)
- North Jersey Transportation Planning Authority (NJTPA)
- Ohio, Kentucky, Indiana Regional Council of Governments (OKI)
- Puget Sound Regional Council (PSRC)
- Southern California Association of Governments (SCAG)
- Southeast Michigan Council of Governments (SEMCOG)
- Southwest Pennsylvania Commission (SPC)
- Capital Region Transportation Planning Bureau (TPB) within the Metropolitan Washington Council of Governments

As part of the analysis, DVRPC staff reviewed the land use practices employed in each peer's long-range plan (see Table 4). It found one other peer identified an aspirational future land use

pattern for what the region should look like in the Plan’s horizon year, four peers have identified subregions or planning areas that cover the entire region, four peers use either corridors or transit areas to guide their planning activities, seven peers utilize Plan centers, three peers use freight centers, six peers have identified either EJ areas—using federal guidance—or equity emphasis areas using other indicators; and six peers incorporate a land use consideration into their project evaluation criteria. Peer centers-based development patterns generally have a transit-oriented, smart growth focus.

Table 4. Land Use Practices of MPO Peer Organizations

Land Use Practices	A R C	C M A P	D R C O G	D V R P C	M A R C	M A R C	M A R C	N C T C O G	N J T P A	O K I	P S R C	S C A G	S E M C O G	S P C	T P B
Aspirational Land Use	●			●											
Subregions / Planning Areas (Cover Entire Region)	●			●	●					●	●				
Corridors / Transit Areas						●	●	●							●
Centers (Specific Places, Transit / Smart Growth focus)	●		●	●		●	●				●	●			●
Freight / Employment Centers	●	●		●			●								
Environmental Justice Areas (Based on Federal Guidance)			●	●			●	●							
Equity Analysis (Using Other Indicators)											●		●		
Equity Emphasis Areas (Investment Centers)		●													●
Land Use consideration in Project Evaluation Criteria		●	●	●		●		●	●					●	

Source: DVRPC, 2022.

The Chicago Metropolitan Agency for Planning (CMAP) has developed strategy maps for Economically Disconnected Areas (EDA) and Disinvested Areas. The EDA methodology defines EDA as a Census tract with a concentration of:

- Low-income households and minority population or
- Low-income households and limited English proficiency (LEP) population

Another CMAP initiative connected to inclusive growth is the Disinvested Areas Local Strategy Map which uses three variables:

- Historic employment (point in time employment estimates from 1970, 1980, 1990, 2000, 2015)
- Levels of lending to businesses
- Non-residential market values

EDA and Disinvested Areas at CMAP target their 2050 plan recommendations to encourage reinvestment in disinvested areas, through reinvestment and infill development strategies. This initiative supports the Chicago region’s inclusive growth strategies.

PSRC has extensive data and resources for a centers-based approach to regional development. Regional Centers and Industrial/Manufacturing Centers are the hallmark of the Puget Sound Region's Plan. PSRC has a designation process and schedule for all Center types. They typically open applications every five years as part of each plan update to ensure that new Center designations are consistent with their regional development goals and objectives. For the centers to qualify as 'regional' they must not only satisfy typological criteria, but there must also be evidence of local investment in their status as centers over time, and a subarea plan must be created for each center in advance of designation that includes environmental review and assessment of housing need. In addition to regional centers, there are county-level and local centers that have less stringent planning requirements.

PSRC has other tools used in the designation process for new Centers. The Consistency Tool helps local governments integrate the region's long-range plan into local comprehensive plans. It is used to help integrate their long-range vision into centers planning, and to identify requirements from their Regional Centers Framework to ease the Centers certification process. The Consistency Tool can be used at various stages in the center planning process, where jurisdictions complete a checklist of criteria pertaining to the Regional Centers Framework and the region's long-range plan and answer discussion questions about their planning process. The Consistency Tool helps ensure that smaller planning entities remain consistent with the goals of the regional long-range plan.

PSRC has also developed more equity focused land use tools. The *Opportunity Mapping Tool* uses data on education, economic health, housing and neighborhood quality, mobility and transportation, and health & environment to create an overall "opportunity score" that represents a census tract's level of access to opportunities that create positive life outcomes. The Displacement Risk Mapping Tool provides an understanding of how growth may impact existing communities using socio-demographics, transportation quality, neighborhood characteristics, housing, and civic engagement data.

MTC uses Growth Geographies Focus Areas based on the type of development to be prioritized. Priority Development Areas target areas near existing job centers or frequent transit, Priority Production Areas target manufacturing and industrial areas, High Resource Areas are state-identified areas with well-resourced schools and access to jobs & open space, and Transit-Rich Areas. MTC also identifies Equity Priority Communities that require additional public outreach and recommendations. Specific recommendations for Equity Priority Communities in the MTC Plan include: targeted mortgage, rental, and small business assistance to residents; advocacy for apprenticeships and career opportunities; protection from flooding, funding, and related displacement; community-led transportation investments; and improved transit access, Complete Streets, and electric vehicle charging infrastructure.

Southern California Association of Governments identified spheres of influence (SOI), which is a planning boundary outside of a local agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area. The intent of an SOI is to

promote the efficient, effective and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies.

The Twin Cities Metropolitan Council in Minnesota, a peer organization not included in the *State-of-the-Practice* research, completed the *Fair Housing and Equity Assessment* as part of a grant requirement from the U.S. Department of Housing and Urban Development. The Council has published research on Areas of Concentrated Poverty annually since 2014 with the addition of an Equity Assessment of the Twin Cities region that influenced two regional policy documents at the Council. In 2019, the Council began intentionally exploring the Equity Assessment due to concerns around whether the sustained focus on concentrated poverty meaningfully contributes to the regional conversation about place and equity, or if the Council was continuing a long history of ‘problematizing the poor’. The evaluation process began with twenty listening sessions in and outside of the Council with community stakeholders. Community perspectives objected to the deficit-based narrative of concentrated poverty, noting that the root causes of concentrated poverty, like structural racism, are often left unnamed and unaddressed in policy discussions.

The Council reflected on the findings from the listening sessions and concluded that deficit-based narratives harm communities, and distract from the systems that create high-poverty neighborhoods. Focusing research exclusively on high-poverty neighborhoods ignores the wide majority of people in poverty who do not live in Areas of Concentrated Poverty in the Twin Cities region, which is missed if concentrated poverty is disproportionately tracked in research. Rethinking Areas of Concentrated Poverty resulted in the addition of an ‘indicators of concentrated affluence’ tool, the addition of historical datasets that bring forward root causes of concentrated poverty, and the addition of disaggregated data by race and ethnicity. The Council will no longer identify Areas of Concentrated Poverty where at least 50% of residents are people of color, with the intention of breaking the stereotype between poverty and race and allowing dataset users to more thoughtfully explore the intersections of race and other indicators.⁶

Conclusions from this study found that smart-growth, Centers-based planning is the current state of the practice. In addition, a key emerging practice is to rethink Centers with an equity emphasis to drive reinvestment into places that have been historically disinvested and marginalized. However, the Met Council research raises significant concerns about equity emphasis areas.

Discussion

Previous internal discussion surrounding Centers has highlighted the role of Centers as a connector between past and present Plans, tying together the land use vision with economic development, transportation, and environmental protection initiatives. The Centers were a helpful strategy to point to in response to the negative public comments received for the *Connections 2050 Plan*.

⁶ Schroeder, M., Ryba, K., Plambeck, A., and Metropolitan Council, “Rethinking Areas of Concentrated Poverty,” ArcGIS StoryMaps, October 8, 2020, accessed May 21, 2024, <https://storymaps.arcgis.com/stories/e61c8e0e54e24485b956601fdc80b63e>.

Relationship between Centers, DIZ, and Land Use Vision

There are a lot of different land use layers in the Plan. For the lay user, the purpose and need for each is likely not clear, nor is the relationship between these tools. One of the issues with the land use tools used in Long-Range Planning is how they differentiate between each other. Planning Areas, Centers, and the Land Use Vision are all included in *Connections 2050*. Additionally, the DIZ was created as a land use tool to replace Planning Areas (it has also replaced DVRPC's Transit Score layer in the October 2023 *Plan-TIP Project Evaluation Criteria*), but their development occurred after the adoption of *Connections 2050*.⁷

- Centers are areas where there is regional consensus to focus higher-density future growth and development and to make infrastructure investments to support it—especially for walking, biking, and transit. They are often overlaid on top of the land use vision. They are able to quickly message where we'd like to focus future growth and development in addition to what that development should look like.
- The Land Use Vision identifies an aspirational future for regional development and preservation. It includes the Centers, which along with existing Developed Areas are recommended for infill development, Future Growth Areas are recommended for lower density development. Rural Resource Lands and the Greenspace Network are recommended for preservation with limited development.
- The DIZ is intended to drive smart growth development patterns wherever it locates within the region. The DIZ recognizes Greater Philadelphia as a mature region that is largely built out. It aims to promote Smart Growth development throughout the region. It is a more technical analytical tool, and not intended to be used for messaging.

Aside from the DIZ, the other land use tools in the Plan do not align with Census geographies. Aligning the land use tools with Census geographies may help address the challenge of making Centers more quantitative. One use for the DIZ is to promote Smart Growth strategies appropriate to different areas, so that all communities are considered in the Plan, rather than just a select few Centers. In the initial update of the DIZ, 2.5% of Census tracts increased one zone and 0.3% decreased one zone when comparing 2023 to 2022. The update also served to check that the script used to develop the DIZ was working as intended. This may have increased the rate of movement. Nevertheless, if this much movement occurs each year then the DIZ may lack the stability needed for long-range planning.

The Brookings Institution has recently produced a report highlighting the importance and benefits of centers-based planning, called *Building for Proximity: The Role of Activity Centers in Reducing Total Miles Traveled*.⁸ In it, the authors studied travel patterns in the 110 largest metropolitan areas in the U.S. (excluding Puerto Rico) at the Census block group level. The study defines activity centers as geographic locations where clusters of assets are significant to

⁷ The DIZ webmap can be accessed at dvrpcgis.maps.arcgis.com/apps/instant/sidebar/index.html?appid=40ae28b0ee9d4e3ab51491df0d85d2f7 and more information about their development can be found at github.com/dvrpc/development-intensity-zones/blob/main/methodology.md.

⁸ George, C., & Tomer, A, *Building for Proximity: The Role of Activity Centers in Reducing Total Miles Traveled* (Washington, DC: Brookings Institution, June 29 2023), accessed April 9, 2024, www.brookings.edu/articles/building-for-proximity-the-role-of-activity-centers-in-reducing-total-miles-traveled/.

their region based on the scale and complex diversity and distinctiveness of assets. The results showed that generally, too few people live near activity centers, and households living near multiple activity centers consistently travel shorter distances, often cutting annual vehicle miles traveled by more than half. The study recommends that:

- Planners strategically target where activity centers are using data, local knowledge, and community partnerships to identify places with transformative potential based on their scale and concentration of assets.
- Local officials, policymakers, and practitioners promote streamlined development of denser housing, while also being more cautious about approving greenfield and single-use developments. If finance issues arise, it is suggested that public officials work with investors, underwriters, and insurers to experiment with incentives and reforms such as land value taxes, impact fees, and tax abatements to help funnel and accelerate capital to prioritized locations. (George & Tomer, 2023).

While Plan Centers can fit into the DIZ as an overlay, the question remains about what additional benefits or policy recommendations they provide that couldn't be handled simply by the DIZ. In response, having a roughly equal number of Centers in each county gives geographic equity when the Centers are used in decision making, such as in the project evaluation criteria. The goal of the DIZ is to help identify the right project or strategy for the right location, so evaluation criteria will need to revise scoring approaches to reflect this if Centers are discontinued. In this instance, scoring would not be based on density but rather on how well the candidate project aligns with recommendations for the location, similar to how the CMP identifies Very Appropriate and Secondary Strategies for each congested corridor.

Second, while the Centers are intended to be the location for future development to support population and economic growth, this may continue to leave communities that have been historically marginalized and disinvested behind. The same concern could apply to the DIZ, since it isn't focused on these communities, either. IPDs are intended to highlight where populations that have been historically disenfranchised and marginalized are concentrated in the region. Overlaying this data on top of the DIZ and Centers can further refine the region's equity needs. Although designating location-based equity emphasis areas may seem to further the region's equity focus, the Met Council's research finds that deficit narratives can harm the communities they intend to help and potentially leave behind population groups that aren't located in these areas. This suggests that DVRPC's current population-based approach with the IPD is preferable to adding a disadvantage context to the region's communities and will need to be applied alongside Centers and the DIZ in analysis and when identifying appropriate location-based strategies.

One option could be to combine the key elements of the Centers, DIZ, and Land Use Vision together, into an updated, more static 'land use strategy.' The Centers have worked well as an overlay to both the DIZ and the Land Use Vision. The Emerging Growth areas in the Land Use Vision were based on a sewage service areas study conducted in the early 2000s. Other than moving some portions of them to the Infill and Redevelopment layer each Plan update, the

Emerging Growth areas haven't undergone a wholesale update since they were initially identified. Meanwhile, the DIZ could inform the Infill and Redevelopment areas with degrees of desired future density, based in part on Population and Employment forecasts. The Land Use Vision's Greenspace Network and Rural Resource Lands could remain in this combined map, as they line up very closely with DIZ layers 1 and 2. The overall name of this new layer could change to reflect its use as a strategy in the Plan, rather than a part of the Vision.

Decisions about development are locally controlled. While the Centers focus on where development should ideally be located, the DIZ is intended to promote smart growth wherever it locates—whether in urban or rural areas. The region is largely built out with sprawling, low-density development patterns. A focus on Centers does little to rectify previous poor land use decisions. The DIZ is intended to provide redevelopment guidance in low-density, single-use areas.

Centers and Equity

While a good number of the Centers were underinvested when they were initially identified as a focus in the Plan going back to the 1970s through the early 2000s, the successful redevelopment of many of them means that current concerns are more likely to revolve around gentrification and housing affordability. However, this is not universal and some centers are still experiencing economic and underinvestment challenges. In addition, not all Centers are served by high-quality transit, limiting travel options for low-income households living in those specific areas.

Efforts by other MPOs, such as requiring evidence of past investment, could disadvantage historically disinvested and marginalized communities.

A recent Brookings Institution report, *Why 'Activity Centers' are the Building Blocks of Inclusive Regional Economies*, looked at the economic importance of activity centers and how they can be drivers of more equitable outcomes.⁹ The study emphasizes the importance of defining scales and asset types to target the right places for investment. The report finds that activity centers can enhance opportunity and connectivity by investing in critical locations needed to build regional resilience. However, there is no single strategy for growing activity centers and each place has a unique combination of assets and needs. It will take work to build community partnerships and local leadership to develop investment strategies tailored to each activity center's unique circumstances.

The Brookings study also notes that some assets may be clustered, but their reach and impact may be limited by structural disadvantages, discrimination, disinvestment, and other place-based challenges. Other Centers may suffer from legacy design patterns that stifle physical movement, accessibility, and social interaction. The study recommends planners focus

⁹ Love, H., & Loh, T. M., *Why 'activity centers' are the building blocks of inclusive regional economies* (Washington, DC: Brookings Institution, March 8, 2021), accessed April 9, 2024, www.brookings.edu/articles/the-future-of-the-inclusive-economy-is-in-activity-centers/

on the ‘where’ of Centers using data, local knowledge, and community partnership to identify places with transformative potential based on their scale and concentration of assets.¹⁰

Research by David Card, Jesse Rothstein, and Moises Yi found that Black workers live closer on average to jobs, including good jobs, than white workers; Black workers typically commute shorter distances than white workers; though the elasticity for pay premiums with respect to distance traveled is slightly lower for Black workers.¹¹ Card, Rothstein, and Yi ultimately conclude that proximity to jobs is not likely a major source of the racial earnings gap in the U.S.

The Brookings analyses point to the continued importance of activity centers in the regional landscape, particularly in driving economic growth. There are some things the region can do to test the equity of Centers. The first test could be to conduct a benefits and burdens assessment using the IPD on Plan Centers relative to the region as a whole to see if their population is relatively whiter and wealthier than the region as a whole. The update of the region’s Centers could consider if any disinvested areas are being overlooked. Given a goal that Centers should be welcoming places for everyone, strategy recommendations for Centers could be more equity focused.

Alternatively, the existing Centers could be scrapped and an entirely new focus could be developed around equity emphasis areas. This may lose some of the land use and transportation linkages in current Centers, but could provide a benefit of better confronting the region’s jobs-poverty mismatch and issues related to increasing poverty in low-density suburban areas. It would also support an equity goal of investing more in the places that need the most support. However, equity emphasis areas should carefully consider any focus on future growth and development the way DVRPC’s Centers currently are, out of gentrification risk concerns. The Met Council research also raised significant community concerns about using deficit-based narratives in communities with below average incomes and above average racial and ethnic minority populations.

Quantifying Centers

Understanding of Centers and the policies that could further their equitable development has stagnated due to a lack of data. There is a longstanding desire to make definitions of Center typologies more quantitative. To do this requires aligning Center boundaries with Census geographies for more accurate and appropriate data. The DIZ can help to identify Census boundaries by identifying places with a higher level of density and connectivity than surrounding areas. Measuring the effectiveness of Centers is complicated and challenging with the current geographic alignments, and the only effort to measure Centers to date is the amount of transportation investments being made in them (see Table 5). Tables 2 and 3 quantify existing Centers average population, employment, land area, and density levels as a starting point to identify potential minimum thresholds for regional significance.

¹⁰ Ibid.

¹¹ David Card, Jesse Rothstein, and Moises Yi, Re-assessing the Spatial Mismatch Hypothesis, National Bureau of Economic Research, Working Paper 32242, March 2024, www.nber.org/system/files/working_papers/w32252/w32252.pdf.

Table 5. Connections 2050 Funded Major Regional Projects in Plan Centers

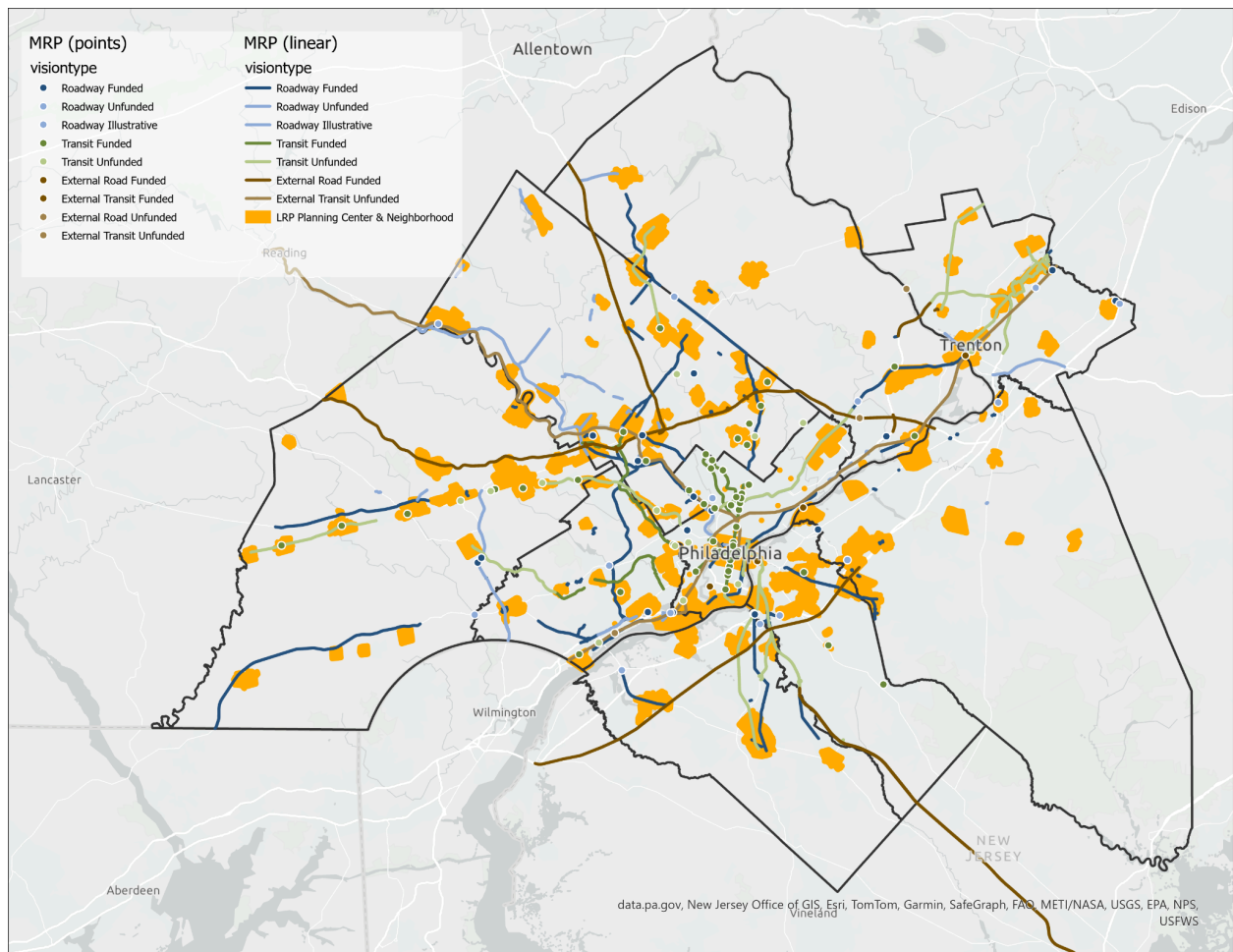
Mode / Funding Status	Mapped Project Cost that Supports Centers	Total Mapped Project Costs	Unmapped Project Cost	Percent of Funding Supporting Centers out of Total Mapped Costs
Roadway Funded ¹	\$15,023	\$16,632	\$943	90.3%
Roadway Unfunded/Illustrative ²	\$6,693	\$7,574	\$1,784	88.4%
Transit Funded ¹	\$4,170	\$4,721	\$12,934	88.3%
Transit Unfunded ²	\$8,468	\$8,865	\$3,731	95.5%
Externally Funded ²	\$4,435	\$5,305	\$61.0	83.6%

1. Project costs in millions of year-of-expenditure dollars.

2. Project costs in millions of 2021 dollars.

Source: DVRPC, 2024

Figure 1. Connections 2050 Funded Major Regional Projects Compared to Plan Centers



Source: DVRPC, 2024.

The results of the comparison of major regional project investments relative to Plan Centers are presented in Figure 1. Many of the transit funded projects not in Centers are stations or substations in the City of Philadelphia. In some instances, they are located near neighborhood Centers, which don't currently have a defined geography and are shown only as a point.

Strategy Recommendations for Centers

Local municipal officials have asked DVRPC staff what it means to be designated a Center and what actions they should take. Representatives from at least one Town Center have raised concern that their municipality is built out and it is difficult for them to accommodate the growth envisioned in the Plan's population and employment forecasts. Other local planners are apprehensive about getting needed transportation investments prioritized in locations that aren't in a Plan Center. Neither the *Connections 2050 Policy Manual* nor the *Municipal Implementation Toolbox* give clear guidance to local officials whose municipalities include Plan Centers on what they should do to help implement the Plan. Two key ideas for improving recommendations are to identify the top five strategies in the Municipal Implementation Toolbox for each municipality. The basis for these recommendations could include the DIZ and center type, along with other data and analysis. Second is to have the DIZ and Centers layers inform corridor or facility strategy recommendations in the Congestion Management Process (CMP). Strategy recommendations for Centers should be further tailored by which type it is.

During the update to the Centers in the *Connections 2050* Plan's development, one county planning partner requested the addition of a new suburban center designation. A second county planning partner requested the addition of a very rural center designation. However, seven different subcategories is already a lot. New subcategories should not be added if we are to follow the ideal number of any list of items as being five plus or minus two. A reduction in the number of subcategories may be desirable.

Menu of Options for the Future of Plan Centers

This section lays out options for revising Centers in the current Plan update and for longer term Plan updates. These are ideas to be discussed by DVRPC staff that either develop or use Plan Centers in their work, looking to build consensus on pathways forward. Options for Centers in *Update: Connections 2050*:

1. Update and clearly define the purpose, need, messaging, and priorities/policies for Centers.

Centers are a key framework used in DVRPC's long-range plan in understanding where to focus future development in Greater Philadelphia; help with the Plan's messaging for linking land use and transportation; creating a sense of community; preserving open space; promoting efficient government, infrastructure, and service provision, along with economic development; and prioritizing transportation infrastructure investments. A stronger equity component needs to be added to this messaging. Centers should be seen as places for everyone—and not only for the well off. A clear messaging around Centers should remain as

a central part of the Plan's framework. Centers themselves should be a part of the Vision, particularly within the communities focus area (they are only briefly mentioned in the *Connections 2050* communities focus area), as well as incorporated into the Plan's land use strategy and municipal recommendations. This messaging should better account for the different types of Centers (see #2 below) and identify metrics to see if we are accomplishing the goals set out for Centers.

2. Rethink Center typologies and ensure regional significance by setting minimum thresholds for each.

Centers are categorized based on the different types of development, density, and land use. Then set thresholds on minimum population, employment, density, and size in acres requirements to be regionally significant.

- a. Consider whether the revisions to the existing set of Center types is needed to better achieve the Plan's vision and goals.
- b. Consider removing or recategorizing any existing Centers that are more than one standard deviation below the thresholds set for each type of Center.
- c. Revisit and carry over any relevant definitions in Table 1 of this technical memo, but this should largely be replaced by the minimum thresholds.

3. Redraw boundaries to align with Census Geographies.

Time spent aligning to Census geographies should only be undertaken if there is a firm commitment to maintaining Centers in the Plan going forward.

- a. Use the DIZ to help identify Centers within Census geographies that are one level above their surrounding areas.
- b. This should include mapping neighborhood center boundaries.
- c. Smoothing the boundaries could create a cleaner looking map. See [Chester County's Landscapes](#) map for a good example.

4. Reorient Planned Centers, Neighborhood Centers, and Core Cities.

- a. Consider adding/revising the set of Planned Centers to include all areas within ¼ or ½ mile of a regional or commuter rail station.
- b. Once their buildout is complete, Planned Centers could become Neighborhood Centers or appropriate higher level Center if it meets the threshold requirements. Potentially drop Planned Centers that don't meet the definition for Neighborhood Center.
- c. Strengthen Centers equity focus by shifting Core Cities back to being a Center in their entirety—especially for Trenton, Camden and Chester. This was previously done in *Connections (2035)*.

Longer term, there are a range of potential ways forward starting with the development of the Year 2055 Plan that will be adopted in 2029. The options summarized below are not mutually exclusive. A logical combination of these may be the best option for moving forward.

- 1. Once Centers have been redrawn around Census geography:**
 - a. Track different metrics related to Centers, most likely in Tracking Progress. These metrics should relate to the key goals, messaging, and desired outcomes identified for Centers. Metrics could include: housing affordability and other ways of measuring potential gentrification, square feet of commercial space, sum of multifamily units or ratio of multifamily and rowhomes out of all housing units; and/or total investments in Centers (would need to figure out what sort of methodology to use).
 - b. Test their IPD relationships to see if they are more, less, or roughly about the same diversity levels as the region as a whole.

- 2. Reorient Centers with an Equity Focus.**

Similar to how when Centers were first identified, they focused on areas that had been underinvested in during the previous decades as suburbanization unfolded in waves. Centers could be reframed around underinvested, equity emphasis areas as the places to focus future investments.

- 3. Classify Centers by Economic Conditions.**

The language needs to be carefully considered, but essentially, the focus could be on whether the Center is thriving, progressing, or revitalizing, similar to what was done in *Destination 2030*. Thriving communities are vibrant places with higher degrees of economic activity. Progressing places are doing okay in the current economy, but aren't as successful as thriving places. Revitalizing places are underinvested and struggling economically. They may have high vacancy and poverty rates, and other issues that are holding them back. Recommendations could then be tailored to these classifications. Planned centers may fit here as a fourth category.

- 4. Strengthen Strategy Recommendations specific to each type of Center and other land use areas.**

From a transportation perspective, Centers should focus on improving walking, biking, and transit options within and around their boundaries. This could include investments that make these modes safer, such as traffic calming or road diets. Investments should limit roadway system expansion outside of the R4.01 gridded streets definition and anything that reduces safety from a multimodal perspective, such as new turning lanes and adaptive signal systems. Recommendations should go beyond the Plan and be made in related planning efforts, such as the Congestion Management Process.

 - a. Land use recommendations need to be better tailored to each Center type, such as increasing housing development and options in Suburban Centers and Metro Subcenters. Beyond Centers, staff should identify specific land use and transportation recommendations for each DIZ, working with OCED to reorient the Municipal Implementation Toolbox.
 - b. Develop matrices for project evaluation criteria that compare DIZ and Centers with project categories to indicate the anticipated effectiveness of investments. For example, trails built in Centers and denser areas of the region are often accessible without a vehicle and can be used for a variety of trip purposes. Trails built in more rural areas are

often accessed by a private vehicle and are primarily used for recreational purposes. Scoring for greenhouse gas emissions could be refined to better reflect how people access and use trails in this type of approach. Using the DIZ and Centers to score projects helps to show the different outcomes based on underlying land uses. Another example is shown in Table A-2 in the Appendix.

5. Combine the current Land Use Vision, Centers, and DIZ into a single, static layer.

One of the early challenges found in working with the DIZ is the frequency with which different layers move around each time the data is updated. The new Land Use Vision could combine the green space network and rural resource lands, Centers, and DIZ layers 3 to 5 based on 2050 forecast data. The highest DIZ (#6) and the Metropolitan Center could be combined into one layer. Adjustments could be made based on county land use plans.

6. Remove Centers from the Plan without replacing.

Doing so will potentially require some careful reframing of the Plan's messaging and strategy recommendations.

Future Directions

DVRPC staff from the Office of Long-Range Planning, the Office of Smart Growth, the Office of Community and Economic Development, the Office of Communications and Engagement, the Office of Climate and the Environment, and the Freight Program met four times over the summer of 2024 to review the different options for Centers moving forward and build consensus for them. In the short term, the group agreed to pursue all four short-term options as part of the *Update: Connections 2050* Centers update including: updating messaging, more quantitative definitions by setting minimum thresholds; and aligning boundaries with Census geography, and revising Planned and Neighborhood Centers.

There was also consensus on moving forward with Plan Centers beyond the *Update: Connections 2050 Plan* by pursuing longer-term options 1 and 4. These options incorporate more Centers metrics into Tracking Progress (once boundaries are aligned with the Census) and developing more specific strategy recommendations for each type of Center and DIZ in the Plan, the Municipal Implementation Toolbox, the Congestion Management Process, and other relevant efforts. Another idea identified in these discussions is to incorporate the region's 71 retail districts with the Plan Centers. The discussion section also highlighted the need for additional analysis of Centers and equity, and using that or additional research to strengthen equity in the messaging.

Updating Centers Messaging

The discussion around Centers highlighted that there are four principal messages. Centers are:

- Places that highlight and showcase what good development looks like.

- Locations for future growth and mixed-use development, including some of the densest in the region, which supports shorter trips and transit, walking, and biking.
- Sites where we want to prioritize investment, in order to support higher levels of future growth and development.
- Areas that should receive extra emphasis for multimodal transportation infrastructure.

We recognize that not all future growth can be located in Centers. As a result, the region will support Smart Growth development regardless of whether it occurs within or outside a Center.

Defining Different Types of Centers

One of the goals for updating this methodology at the outset was to better make specific recommendations for each type of Center. After discussing various different options internally, a concept emerged to look at a continuum of Centers based on places with higher density, places with good transit, and places with both. In addition, Rural Centers were maintained in this set, in recognition of their importance to the local landscape in more dispersed parts of the region. The resulting set of centers are illustrated in Figure 2.

Names are seen as important for intrinsic understanding of each type of Center. The current Center names evoke their built environment—including whether or not there is mixed use and multimodal travel options—as well as scale and when they were constructed.

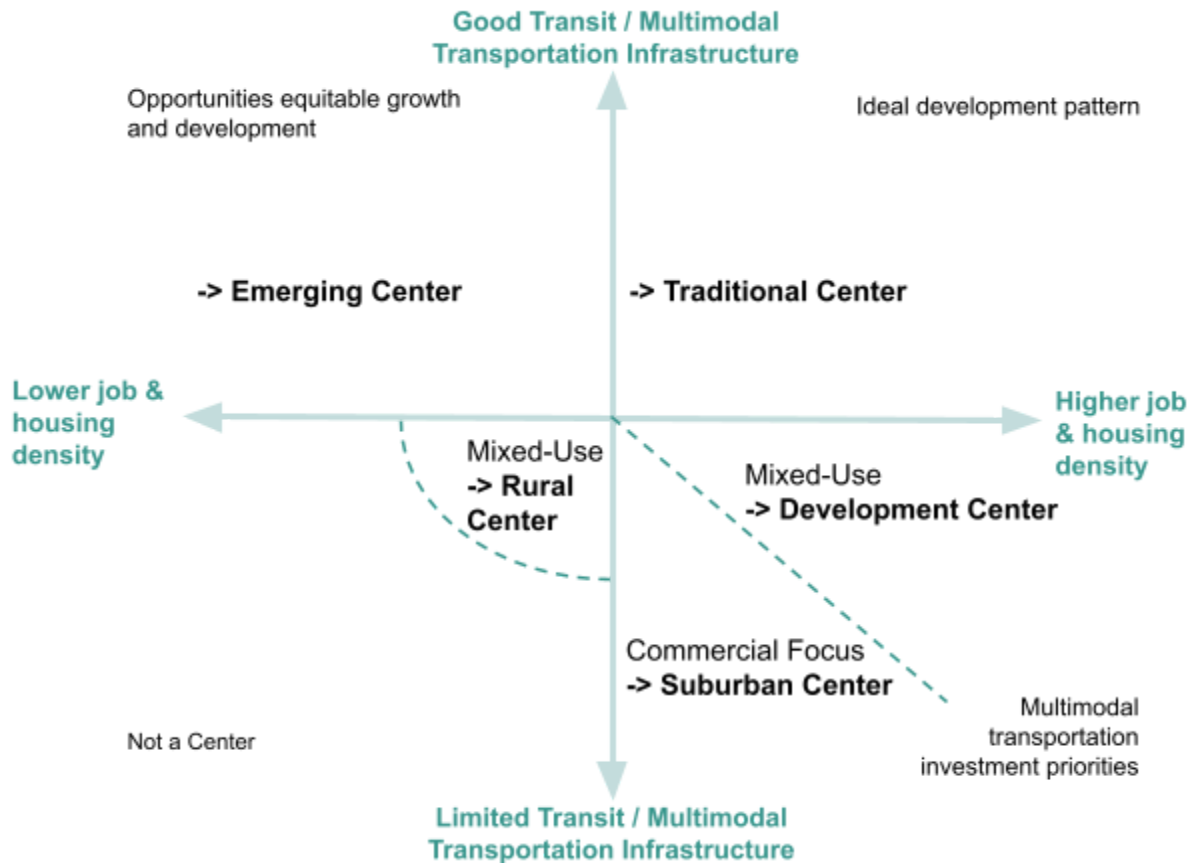
Traditional Centers with both a denser built environment and existing good transit are the model for regional development and the type of urban form the region should emulate moving forward. One goal may be to have all Centers work to become Traditional Centers over time. All Centers need to keep affordability concerns in mind. Strategies for Centers without existing transit are to build more multimodal transportation infrastructure and walkable land use patterns.

Lower-density Centers with good transit may focus on upzoning and increasing development density, which can support and reinforce the existing transit service. Commercial Centers can improve their jobs-housing balance along with walkability and other multimodal transportation options. Rural Centers focus is less on growth and development and instead on the need for more amenities.

To identify Centers then requires defining density and scale thresholds as well as good transit. This will be done by looking internally at the density in different contiguous Census block groups and then summing for a scale within immediately adjacent block groups. Table 6 indicates the draft minimum density and scale for each type of proposed Center, along with other thresholds.

Good transit is a Census block group within ½-mile of a rail station, inside the orange transit service area in the [Transit Priority Screening Platform](#) (see Figure 3), and within DIZ 3 to 5. Centers that lack requisite density, but have existing good transit service are opportunity areas to provide equitable growth and development.

Figure 2. Draft Updated Centers



Source: DVRPC, 2024

Freight Centers will continue to be included in the Plan, but remain separate from the Plan Centers. Both Freight and Plan centers have job access issues. While housing is not appropriate inside Freight centers, more of it in areas surrounding Freight Centers is desirable.

Existing Neighborhood Centers may become Traditional or another type of Center. As a benefit, the update will identify a geography for these Centers. Planned Centers often fit within another existing Center or may fall into one of the other new categories.

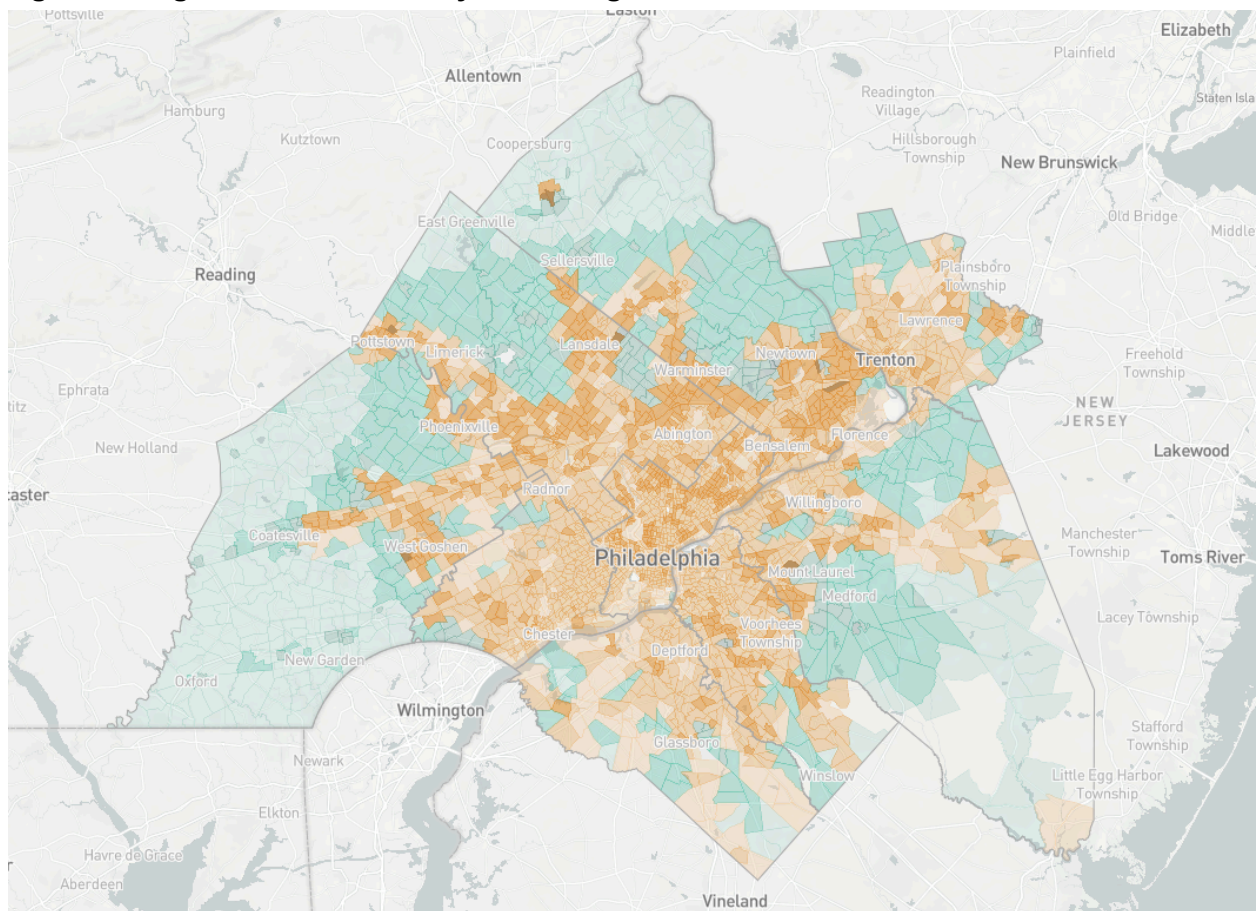
This is the outcome as staff discussed the menu of options. These names, thresholds, and definitions are an initial draft, subject to change as new Centers are identified and analyzed as part of the *Update: Connections 2050 Plan* development.

Table 6. Minimum Density, Scale, and Location Thresholds for Proposed Centers

Center Type	Min Pop Density	Min Emp Density	Min Pop + Emp	Land Use and Transit
Rural	3.5	1.5	1,000	Located within Land Use Vision's Greenspace Network or Rural Resource Lands
Emerging	–	–	–	Within ½ mile of a rail station in an area with Good Transit and within DIZ numbers 3 to 5
Development	4.5	2.0	10,000	–
Suburban	1.0	5.5	10,000	–
Traditional	5.5	2.5	5,000	In an area with good transit, with an identified main street or downtown

Source: DVRPC, 2024

Figure 3. Regional Transit Priority Screening Platform



Source: DVRPC, 2024

Conclusion

This memorandum reviewed the 40+ year history of DVRPC Plan Centers, summarized recent internal discussions and thoughts about the role of Centers in the Plan, looked at other DVRPC and peer agency land use tools, and reviewed recent national research on the topic. It then laid out a menu of different options for moving forward. DVRPC staff met and worked to internally achieve consensus on future directions for Plan Centers. These agreements include keeping Centers as a cornerstone of the Plan and then updating their messaging, developing more quantitative definitions by setting minimum thresholds and aligning boundaries with Census geography, and revising the Center types. There was also consensus on moving forward with Plan Centers beyond the *Update: Connections 2050 Plan* by incorporating more Centers metrics into Tracking Progress and developing specific strategy recommendations for each type of Center and other relevant efforts.

The discussions identified a set of messaging priorities for Centers. They are places that highlight and showcase what good development looks like; locations of future growth and mixed-use development, including some of the densest in the region; areas to prioritize investment, in order to support higher levels of future growth and development; and areas that should receive extra emphasis for multimodal transportation infrastructure. There is still a need to strengthen Centers messaging from an equity perspective.

Five draft Center types were identified based on existing density or access to good transit, while maintaining Rural Centers in recognition of their importance to their local economies. Definitions and minimum thresholds for each are as follows, based on contiguous Census block groups:

- Traditional Centers represent the ideal regional development pattern, with an identified main street or downtown, and are in an area with good transit. They have at least 10,000 combined residents and jobs with 5.5 people and 2.5 jobs per acre.
- Development Centers have existing higher-density mixed-use development that may have a main street or downtown but lack transit. They have at least 10,000 combined residents and jobs, 4.5 people and 2.0 jobs per acre.
- Suburban Centers have higher existing commercial density, but lack transit and/or a main street or downtown. They have at least 10,000 combined residents and jobs with 1.0 people and 5.5 jobs per acre.
- Emerging Centers are located within ½-mile of a rail station in an area with good transit and within DIZ numbers 3 to 5.
- Rural Centers have at least 1,000 combined residents and jobs with 3.5 people and 1.5 jobs per acre, and are located within Land Use Vision's Greenspace Network or Rural Resource Lands.

Good transit is defined as a Census block group within ½-mile from a rail station, inside the orange transit service area in the [Transit Priority Screening Platform](#), and within DIZ 3 to 5. These names, thresholds, and definitions are an initial draft, subject to change as new Centers are identified and analyzed as part of the *Update: Connections 2050 Plan* development.

The final outcomes may vary relative to what is set out in this tech memo as work is undertaken to update the Centers. Additional work will need to be undertaken after the adoption of the new Centers and the next Plan in order to fulfill the full scope of work set out here.

Appendix

Table A-1 presents the key messaging, relevant text, and policies for Centers in each DVRPC Plan between *Direction 2020* and *Connections 2050*.

Table A-1. Plan Centers Messaging and Policy Priorities

Plan	Messaging	Relevant Text	Policy Priorities
<i>Direction 2020</i>	Centers better link land use and transportation	“Concentrating development in centers and corridors will provide a better link with transportation facilities while preserving open space, natural resource areas and farmlands.”	Centers are referenced in relation to physical form, traffic congestion, the environment, air quality, economic development, freight movement, mobility, and housing in the <i>Direction 2020 Policy Agenda</i> : <ul style="list-style-type: none"> • Policy 1.1: Concentrate new development within a hierarchy of emerging and existing Centers. • Development around centers, along corridors and within existing communities is a primary land use objective. • Providing economic opportunities and a diversity of housing choices in these centers will ensure the future health of the region.
<i>Horizons 2025</i>	Centers help create a sense of community while preserving more of the region’s natural resources and open space	“By focusing development within and around existing and emerging centers, it is hoped that more of the region’s open space and natural features can be preserved, sprawl development can be curtailed and a greater sense of community identity can be created.”	Seek greater community identity through the designation of Centers at the local level and through a cooperative, bi-state marketing campaign at the regional level to attract residents and businesses. Land Use Plan Goals <ul style="list-style-type: none"> • Strengthen urban centers and older suburbs • Link land use and transportation and encourage growth in Centers and radial transportation corridors • Use infrastructure investments to manage future growth by limiting development to Future Growth Areas Implementation Plan <ul style="list-style-type: none"> • Transit-Oriented Development Districts • Suburban Center Zoning

Plan	Messaging	Relevant Text	Policy Priorities
<i>Destination 2030</i>	Centers provide a sense of place	“Centers provide a focal point in the regional landscape that can serve to reinforce or establish a sense of community for local residents, while recognizing their regional and local significance from a governmental, service, economic, or mixed-use perspective.”	<ul style="list-style-type: none"> • Growth Management: revitalization, curtailing sprawl, infrastructure investment, open space/farmland preservation. • Strengthen the urban centers and older centers of the region to maintain and enhance the quality of life and increase their appeal as places to live, work and visit. • Preserve, revitalize and renew the region’s older centers to restore their economic well-being and attractiveness for immigrant populations. • Manage future development through focused infrastructure investments to contain sprawl by limiting development to the core cities, older suburbs and future growth areas. • Transportation Project Selection and Evaluation Criteria: is the project located within a specified Plan Center?

Plan	Messaging	Relevant Text	Policy Priorities
<p><i>Connections (2035)</i></p>	<p>Centers support land preservation and more efficient infrastructure provision</p>	<p>“Centers serve as a basis for organizing and focusing the development landscape, while coordinating the more efficient provision of supportive infrastructure systems, including water, sewer, and transportation”</p>	<p>Policies to Invest in Centers</p> <ul style="list-style-type: none"> ● Attract new residents and jobs to the region's cities and centers. ● Restore and maintain the existing infrastructure in identified centers. ● Target infrastructure expansions to manage growth, curtail sprawl, and encourage a more sustainable, center-based regional development pattern. ● Redevelop abandoned and underutilized brownfield and greyfield sites into thriving mixed-use areas. ● Support and reinforce social and educational programs in the region's centers. ● Revitalize neighborhoods through economic development activities (such as Main Street programs), housing rehabilitation and maintenance programs, and activities to improve the pedestrian environment (including streetscape and lighting improvements). <p>Policies to Manage Growth and Preserve Open Space:</p> <ul style="list-style-type: none"> ● Promote compact, centers-based development through smart growth tools and techniques. <p>Policies to Promote Affordable and Accessible Housing:</p> <ul style="list-style-type: none"> ● Increase the stock of affordable housing units in suburban centers close to jobs and services and served by public transit. <p>Evaluation criteria for analyzing roadway capacity expansion projects considered whether the project served a Plan or Economic Center.</p>

Plan	Messaging	Relevant Text	Policy Priorities
<p><i>Connections 2040</i></p>	<p>Centers are areas to focus growth and development, and support DVRPC long-range plan goals</p>	<p>“Investing in Centers will facilitate the most efficient use of infrastructure, conserve open space and natural resources, strengthen local economies, and create the densities needed to support walking, biking, and public transit.”</p>	<p>Strategies to Invest in Centers</p> <ul style="list-style-type: none"> ● Attract new residents and jobs to the region's cities and Centers. ● Restore and maintain existing infrastructure in identified Centers. ● Target infrastructure expansions to manage growth, curtail sprawl, and encourage a more sustainable, centers-based regional development pattern. ● Emphasize redevelopment of abandoned or underutilized brownfield and greyfield sites into mixed-use areas. ● Support and reinforce social and educational programs in the region's Centers. ● Revitalize neighborhoods through local economic development activities, housing rehabilitation, and maintenance programs, and activities to improve the pedestrian environment, (including streetscape and lighting improvements). <p>Evaluation Criteria: Does the project serve the region's identified population and employment Centers?</p> <p>Tracking Progress: Transportation Improvement Program (TIP) expenditures in Plan Centers in the region have increased by 8.3 percent between Fiscal Year (FY) 2003 and FY 2012/13.</p>

Plan	Messaging	Relevant Text	Policy Priorities
<p><i>Connections 2045</i></p>	<p>Centers are the cornerstone of the Plan and critical to achieving many of its goals</p>	<p>“Prioritize infrastructure investment in Centers of all sizes and forms throughout the region—from core cities and their neighborhoods, to established suburbs and towns, to rural villages and new planned town centers.”</p>	<p>Strategies:</p> <p>Promote Infill and Redevelopment in Centers and existing developed areas.</p> <ul style="list-style-type: none"> • Update local regulatory documents to support transit-oriented economic development activities, such as mixed-use overlay zones, density bonuses, and codes that set separate standards with areas identified for infill and redevelopment. • Protect the character and uniqueness of existing Centers and communities with historic preservation policies, community identity, or marketing practices. • Provide funding, specifically for Infill and Redevelopment, through financial incentives, tax credits, or accessible private capital. • Create special taxing districts for downtown areas, such as Business Improvement Districts, Merchants Funds, or Business Associations, to provide services such as streetscaping, maintenance, and marketing. • Prioritize infrastructure investments in the region’s Centers. • Implement Complete Streets policies to accommodate all users, including goods movement, along with protected bike lanes, pedestrian-only areas, shared space/living streets, and/or open/ play streets that promote bike and pedestrian use. • Work to improve the jobs-to-housing balance in Suburban Centers and Metropolitan Subcenters. <p>Promote compact, Centers-based development through smart growth tools and techniques, such as transit-oriented development (TOD), traditional neighborhood design (TND), designating official growth areas, and enhanced community design. Maintain healthy forests by encouraging development in Centers. Promote planting of additional trees and plants appropriate for a changing climate.</p> <p>Expand economic opportunity in neighborhood and regional centers and work with major employers to increase local hiring and sourcing.</p> <p>Evaluation Criteria: Is the project located in a Plan or Freight Center, or a high, medium-high, or medium transit score area, or does it improve a connection between 2 or more centers?</p>

Plan	Messaging	Relevant Text	Policy Priorities
<i>Connections 2050</i>	Support smart growth by focusing new development in more than 135 Centers across the region	“Concentrating growth in and around Centers can preserve open space; reduce strains on our natural resources; and create thriving, pedestrian friendly communities that improve quality of life for all residents.”	<p>Strategy:</p> <ul style="list-style-type: none"> Promote infill and redevelopment in Centers through increased density in zoning codes, or through density bonuses, inclusionary zoning, or community land trusts. Integrate parks and high-quality public spaces into existing and emerging centers. <p>Evaluation Criteria: projects score for being located within ¼-mile of a freight or Plan Center, or highest, high, or medium-high DIZs.</p> <p>Centers were used as a development attractiveness layer in the UrbanSim land use model.</p>

Source: DVRPC, 2024.

Table A-2 shows the matrix of transportation investments relative to land uses identified in the *Year 2010 Regional Development Strategy*.

Table A-2 Year 2010 Regional Development Strategy Transportation Investment Matrix

Land Use	Facility Type	SOV Capacity	Non-SOV Capacity	Freight	Passenger Intermodal	Traffic Flow	Safety / Env.	Recon / Maint.	TE & Amenities
Existing Developed Areas	Major	○	●	●	●	●	●	●	●
	Minor		●	○	●	○	●	●	●
Metropolitan Center	Major	○	●	●	●	●	●	●	●
	Minor		●	○	●	○	●	●	●
County & Metro Subcenters	Major	○	●	●	●	●	●	●	●
	Minor		●	○	●	○	●	●	●
Future Growth Areas	Major	○	○	○	○	○	●	●	●
	Minor		○	○	○	○	●	●	●
Protected Open Space	Major					○	●	●	●
	Minor						●	●	●
Proposed Open Space	Major					○	●	●	●
	Minor						●	●	●
Farmland Preservation Areas	Major			○		○	●	●	●
	Minor						●	●	●

Legend

- Improvement type is appropriate in virtually all cases.
- Improvement type is appropriate under certain conditions.
- Blank indicates improvement type is usually not appropriate.