

# Agenda

Tuesday, February 11, 2025 | 10 am

## Online only meeting

[https://dvrpc.zoom.us/webinar/register/WN\\_o1TIL598Sii2NAAAdlxGygw](https://dvrpc.zoom.us/webinar/register/WN_o1TIL598Sii2NAAAdlxGygw)

1. **Call to Order – Chair’s Comments**
2. **DVRPC Director’s Report**
3. **Public Comments on Agenda and Non-Agenda Items**

## ACTION ITEMS

4. **Highlights of the RTC Meeting on January 7, 2025**

5. **TIP Actions**

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) PA25-036: US 30 Sinkhole Remediation 2024 (MPMS #104807), Chester County – Add New Project to the TIP

b) PA25-037: Bondsville Road Retaining Wall (MPMS #120062), Chester County – Add New Project to the TIP

c) PA25-038: Transit and Regional Station Program (MPMS #77183), SEPTA – Add New Project to the Program

d) NJ24-086: PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008), DRPA/PATCO – Add Project Back into the TIP

## INFORMATION ITEMS

6. **Federal Functional Classification Update**

Brad Lane, Principal Transportation Engineer, will present. Following each decennial Census,

DVRPC partners with the state DOTs to revise the Urbanized Area Boundaries and review and update the Federal Functional Classification of the region's roadways, following FHWA guidance. The presentation will cover the schedule, status, and next steps for the Federal Functional Class updates in New Jersey and Pennsylvania.

**7. Public Participation Task Force (PPTF) Update**

Shoshana Akins, Manager of Public Participation Planning, will present. DVRPC's Public Participation Task Force (PPTF) recently brought on new members for the 2025 cohort. The mission of the Task Force is to provide ongoing access to the Greater Philadelphia region's planning process and empower resident involvement. Members are given a platform to learn more about upcoming projects, provide feedback on planning practices, and test out public outreach strategies. For more details about the PPTF, visit <http://www.dvrpc.org/Committees/PPTF/>.

**8. DVRPC LINK Web Tool**

Sarah Moran, Manager of the Office of Mobility Analysis and Design, will present DVRPC LINK, a new web tool designed to assist planners and stakeholders in evaluating and prioritizing bicycle and pedestrian infrastructure projects. Building on the Level of Traffic Stress (LTS) analysis, this tool assesses proposed projects by estimating the number of people, jobs, and essential services each study would connect. By providing insights into the potential impacts of new trails, bike lanes, and sidewalks, DVRPC LINK allows users to make informed decisions and support funding applications.

**9. DVRPC Digital Alerting Program**

Chris King, Manager of the Office of Transportation Operations Management, will present. A new program has been launched to equip first responder vehicles with digital alerting technology. This system uses real-time data to send alerts via navigation and vehicle information systems, giving drivers advance warnings to slow down or move over for emergency vehicles. In Phase 1, the program will connect over 100 agencies and install more than 500 devices in response vehicles across the Greater Philadelphia region.

## **DISCUSSION ITEMS**

**10. IIJA Update**

An update on IIJA activities will be provided.

**11. One Minute Reports**

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

**12. Old Business**

**13. New Business**

**14. Meeting Adjournment**

The next scheduled meeting of the RTC is Tuesday, March 11, 2025, planned as an in-person hybrid meeting.

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**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE**

**January 7, 2025 Meeting Highlights**

**This Meeting was held online.**

**Public Comment on Any Agenda and Non-Agenda Items**

Two public comments were made at the meeting.

**RTC AGENDA ITEMS**

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

The highlights from the November 12, 2024 meeting of the RTC were presented for adoption.

*Motion by David Alas, seconded by Matt Lawson that the RTC adopt the highlights of the November 12, 2024 RTC meeting.*

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

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

The RTC recommends:

That 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

Motion: *by Nick Cressman, seconded by Kellie Bellina*

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

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

The RTC recommends:

That 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)

Motion: *by Nick Baker, seconded by Donna Rendeiro.*

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

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

The RTC recommends:

That 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 of \$28,528,000 (\$21,396,000 RAISE/\$2,000,000 RACP/\$5,132,000 LOC) for the Construction (CON) Phase in FY25.

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

The RTC recommends:

That 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.

Motion for 2c and 2d: *by June Morton, seconded by Mason Austin.*  
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That 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.

Motion: *by Kelley Yemen, seconded by Kellie Bellina.*  
Motion passed. All votes were cast in favor of the motion.

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

The RTC recommends:

That 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).

Motion: *by Ilene Lampitt, seconded by June Morton.*

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

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

The RTC recommends:

That 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.

Motion: *by Donna Rendeiro, seconded by Kelley Yemen.*

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

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

The RTC recommends:

That 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.

Motion: *by Nick Cressman, seconded by Tom Stanuikynas.*

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

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

The RTC recommends:

That 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.

Motion: *by Tom Stanuikynas, seconded by David Alas.*

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

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

The RTC 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.

Motion: *by Michael Swan, seconded by Donna Rendeiro.*

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

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

The RTC recommends:

That the DVRPC Board

a) adopt the Final DVRPC FY2026 Unified Planning Work Program, pending the resolution of any outstanding comments and issues

b) 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.



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

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

The RTC recommends:

That the DVRPC Board accept the 2024 update to Equity Through Access as the new regional CHSTP “Coordinated Plan.”

Motion: *by Matt Lawson, seconded by Donna Rendeiro.*

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

#### **6. Adoption of Updated Regional Roadway Safety Targets**

The RTC recommends:

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

Motion: *by Matt Lawson, seconded by Donna Rendeiro.*

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

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

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

#### **9. IIJA Update**

#### **10. One Minute Reports**

The next scheduled meeting of the RTC is **Tuesday, February 11, 2025, planned as an online only meeting.**

**ATTENDANCE**  
Voting Members

Representative

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

Farzana Ahmed  
Ruth Foster  
(not represented)  
Jay Weisbond  
Donna Rendeiro  
Isabella Fiume  
Sachin Shankar  
David Alas  
(not represented)  
Jonathan Korus  
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 Serieyssol  
(not represented)  
Michael Swan  
(not represented)  
Kellie Bellina  
Craig Way  
William Matulewicz

**Non-Voting Members**

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

**Representative**

(not represented)  
Kelvin MacKavanaugh  
Jason Simmons  
Eugene Porochniak  
(not represented)  
(not represented)  
Rosemary Nivar  
Cheryl Kastrenakes  
Tracy Barusevicius  
Jacqui Baxter-Rollins  
John Boyer  
(not represented)

Pottstown Urban Transit	(not represented)
Public Participation Task Force	Imani Badie
Public Participation Task Force	Judith Fagin
Select Greater Philadelphia	(not represented)
South Jersey Port Corporation	(not represented)
South Jersey Transportation Authority	(not represented)
Transportation Operations Task Force	(not represented)
US EPA - Region II	(not represented)
US EPA - Region III	(not represented)
US Department of Housing and Urban Development	(not represented)

**Other Member Representatives and Guests**

Bicycle Coalition of Greater Philadelphia	John Boyle
Bicycle Coalition of Greater Philadelphia	Patrick Monahan
Bowman	Mark Cassel
Chester County	Patty Quinn
City of Philadelphia Streets Department	Eva Hayes
City of Philadelphia City Planning Commission	Kyle Brown
Dewberry	Jack Kanarek
East Coast Greenway	Daniel Paschall
FHWA PA	Michelle Goddard
Gloucester County	Bill Fleming
Mercer County	Matthew Zochowski
Montgomery County	Matthew Popek
NJTransit	Nathan Chadwick
NJ Office for Planning Advocacy	Walter Lane
PennDOT	Jonathan Korus
PA Turnpike	Walter Wimer
SEPTA	Logan Axelson
Jacobs	Allison Banks
Jacobs	Jay Roth
NJ Turnpike Administration	Mark Bernard
BCTMA	Nicole Rodowicz
KCI	Leanne Doran
KCI	Kristen Rowe
KCI	Deb Hoover
City of Philadelphia	Lamei Zhang
City of Philadelphia	Shaghayegh Jabalameli
Four Square	Kyle Hearing

**DVRPC Staff**

Alison Hastings  
Alyson Dressman  
Alyssa Driscoll

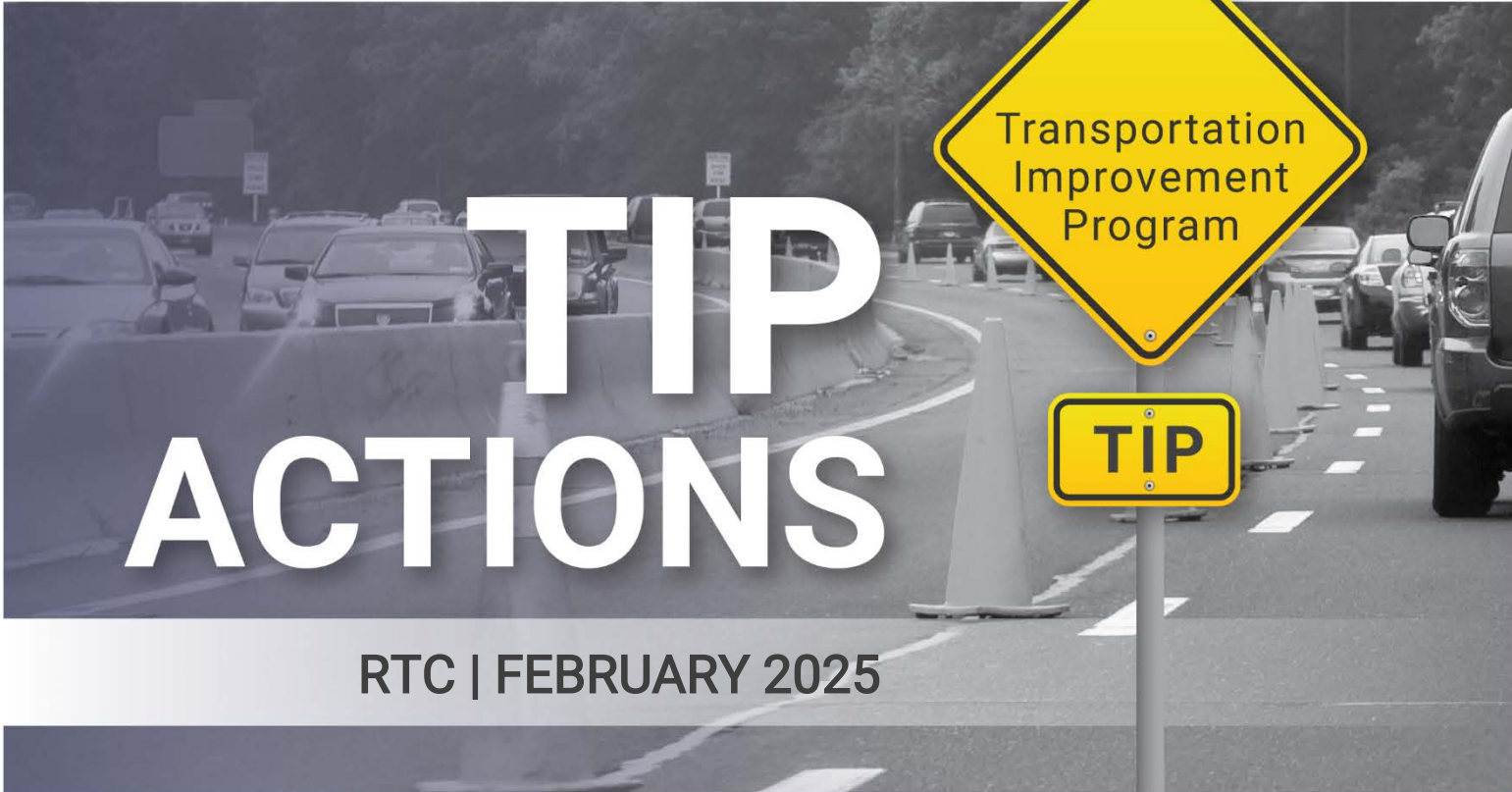
Amy Berknopf  
Ariella Maron  
Betsy Mastaglio  
Brett Fusco  
Christopher Mulroy  
Derek Lombardi  
Elise Turner  
Ethan Fogg  
Gina Myers  
Glenn McNichol  
Greg Diebold  
Greg Krykewycz  
Ian Schwarzenberg  
Jackie Davis  
Jesse Buerk  
Joe Banks  
Kai Yuen  
Katie LaCava  
Karen Cilurso  
Kevin Murphy  
Matthew Galenas  
Matt Gates  
Michelle Beaulieu  
Mike Boyer  
Najah Jackson  
Renee Wise  
Rick Murphy  
Shawn Megill Legendre  
Shoshana Akins  
Travis Spotts  
Tyler Hedding  
Vanessa Doan

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# TIP ACTIONS

RTC | FEBRUARY 2025

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Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

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**TIP Actions for February 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) **PA25-036: US 30 Sinkhole Remediation 2024 (MPMS #104807), Chester County - Add New Project to the TIP**
  
- b) **PA25-037: Bondsville Road Retaining Wall (MPMS #120062), Chester County – Add New Project to the TIP**
  
- c) **PA25-038: Transit and Regional Station Program (MPMS #77183), SEPTA – Add New Project to the Program**
  
- d) **NJ24-086: PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008), DRPA/PATCO – Add Project Back into the TIP**

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PLEASE NOTE THAT THERE ARE ALSO PENNDOT, DRPA/PATCO 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: January 31, 2025

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 11, 2025**

**Agenda Item:**

**5a. PA25-036: US 30 Sinkhole Remediation 2024 (MPMS #104807), Chester County**  
**– Add New Project to the TIP**

**Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the US 30 Sinkhole Remediation project (MPMS #104807) in the amount of \$5,000,000 PROTECT (PRTCT) for the Construction (CON) Phase in FY25. These are additional funds to the region.

This project includes the construction of permanent sinkhole repairs at two locations along US 30 between Business 30 interchange and Clover Mill Road in West Whiteland Township, Chester County. The project will provide a permanent solution to address repeat sinkhole areas, maintain traffic on US 30, and reduce future unplanned traffic restrictions, delays, and shutdowns. Proposed improvements include subsurface grouting that will reinforce and strengthen the roadway to improve resilience and prevent future sinkholes, as well as pavement reconstruction and drainage improvements as needed. The sinkholes are located at milepost 281.5 when traveling eastbound on US 30 and milepost 281.7 when traveling westbound.

**Financial Constraint:**

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

**Conformity Finding:**

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

**Cost and Source of Funds:**

\$5,000,000 PRTCT



Date Action Required:

February 11, 2025

Recommendations:

RTC – Will make recommendations at the February 11, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-036, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the US 30 Sinkhole Remediation project (MPMS #104807) in the amount of \$5,000,000 PROTECT (PRTCT) for the Construction (CON) Phase in FY25. These are additional funds to the region.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Statewide FCC
2. Project Location Map

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-036

### Chester

MPMS# 104807 US 30 Sinkhole Remediation 2024

AQ Code X13

LIMITS:

Latitude: MUNICIPALITIES West Whiteland Township

Longitude: Signal/ITS Improvements

PROJ MANG: S. Fellin

Construction of permanent sinkhole repairs at two locations along US 30 between Business 30 interchange and Clover Mill Road in Chester County, West Whiteland Township. This project will provide a permanent solution to address these repeat sinkhole areas, to maintain traffic on US 30 and reduce future unplanned traffic restrictions, delays, and shutdowns.

Proposed improvements include subsurface grouting to reinforce and strengthen the roadway sub-grade to improve resilience and prevent sinkholes, pavement reconstruction, and drainage improvements as needed.

Sinkhole location on eastbound 30 is at milepost 281.5 and westbound sinkhole is at milepost 281.7.

#### Summary of Action:

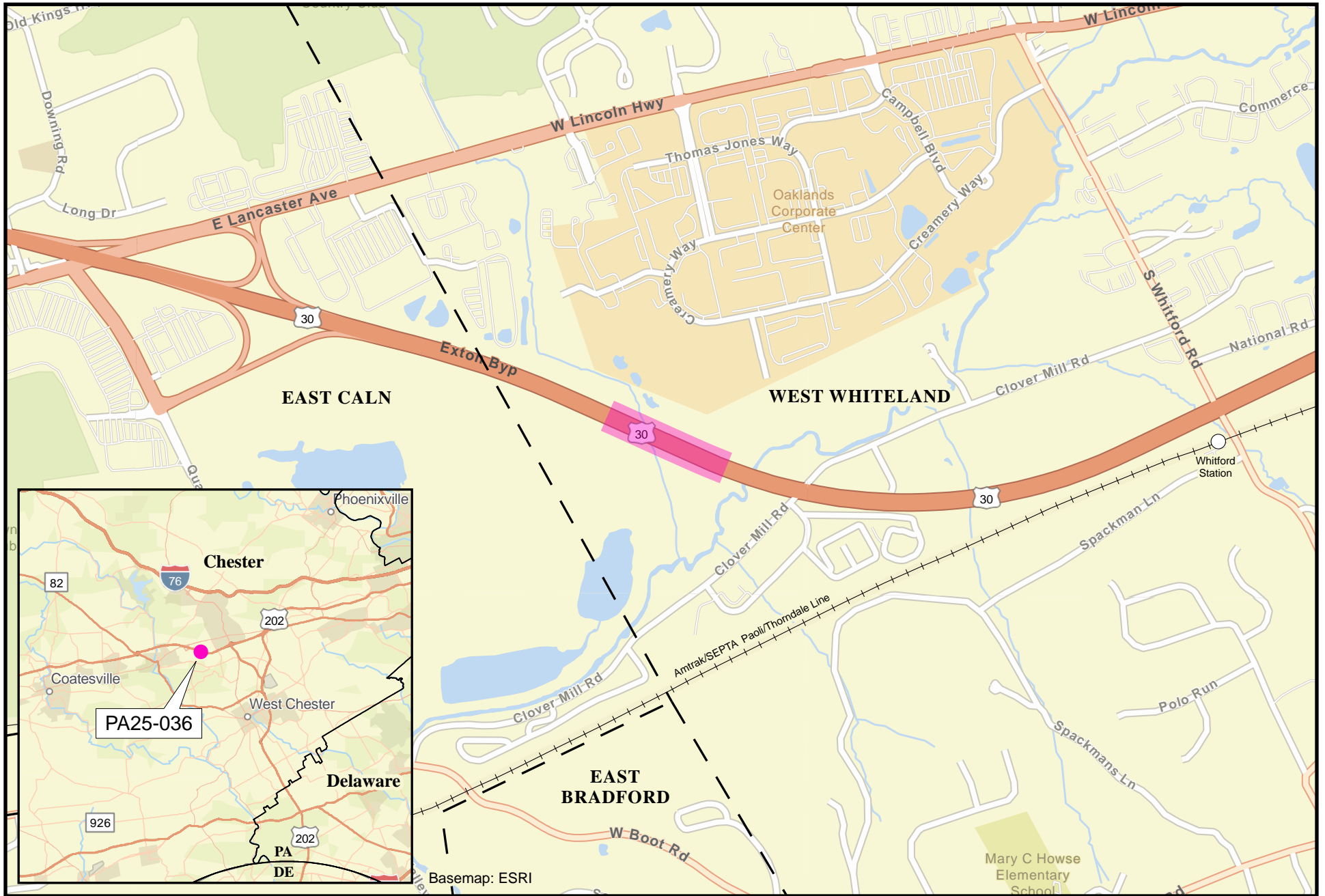
Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the US 30 Sinkhole Remediation project (MPMS #104807) in the amount of \$5,000,000 PROTECT (PRTCT) for the Construction (CON) Phase in FY25.

**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	PRTCT	5,000												
		5,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			5,000	Total FY2029-2032				0	Total FY2033-2036			0

# PA25-036: US 30 Sinkhole Remediation 2024



**ACTION ITEM**

Date Prepared: January 31, 2025

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 11, 2025**

**Agenda Item:**

**5b. PA25-037: Bondsville Road Retaining Wall (MPMS #120062), Chester County – Add New Project to the TIP**

**Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bondsville Road Retaining Wall project (MPMS #120062) in the amount of \$650,000 PROTECT (PRTCT) for the Preliminary Engineering (PE) Phase in FY25. These are additional funds to the region.

Bondsville Road between North Bailey Road and Fisherville Road in East Brandywine Township is a heavily traveled corridor that connects Thorndale and Guthriesville. The embankment that supports Bondsville Road is being undermined by stream scour. There is potential for a sudden slope failure that would require the closure of the roadway and necessitate detouring over 1,700 trips a day.

This project will eliminate the risk of slope failure and safety concerns adjacent to Bondsville Road along Beaver Creek during major storm events. The streambank erosion and slope instability at Bondsville Road parallel to Beaver Creek has created a near vertical cut of approximately 30 feet for the length of approximately 150 feet. The 1993 aerial imagery indicated the stream bank was about 55 feet from the edge of the road, which has now undermined as close as 6 feet horizontally from the edge of road. There is no shoulder along the travel way. It is anticipated that this project will include stream restoration & realignment of Beaver Creek with a slope stabilization mechanism including a retaining wall structure to improve resilience.

**Financial Constraint:**

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

**Conformity Finding:**

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

project is exempt from air quality analysis

Cost and Source of Funds:

\$650,000 PRTCT

Date Action Required:

February 11, 2025

Recommendations:

RTC – Will make recommendations at the February 11, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-037, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bondsville Road Retaining Wall project (MPMS #120062) in the amount of \$650,000 PROTECT (PRTCT) for the Preliminary Engineering (PE) Phase in FY25. These are additional funds to the region.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Statewide FCC
2. Project Location Map

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-037

### Chester

MPMS# 120062 *Bondsville Road Retaining Wall*

AQ Code X13

LIMITS:

Latitude: MUNICIPALITIES East Brandywine Township

Longitude: Roadway Rehabilitation

PROJ MANG: N/A

Bondsville Road between North Bailey Rd and Fisherville Road in East Brandywine Township is a heavily traveled corridor that connects Thorndale and Guthriesville. The embankment that supports Bondsville Road is being undermined by stream scour and there is potential for a sudden slope failure that will require the closure of the roadway and detouring over 1700 trips a day. This project will eliminate the risk of slope failure and safety concerns adjacent to Bondsville Road along Beaver Creek during major storm events. The streambank erosion and slope instability at Bondsville Road parallel to Beaver Creek has created a near vertical cut of approximately 30 feet for the length of approximately 150 feet. The 1993 aerial imagery indicated the stream bank was about 55 feet from the edge of the road which has now undermined as close as 6 feet horizontally from the edge of road. There is no shoulder along the travel way. It is anticipated that this project will include stream restoration & realignment of Beaver Creek with a slope stabilization mechanism including a retaining wall structure to improve resilience.

#### Summary of Action:

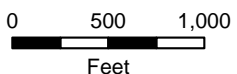
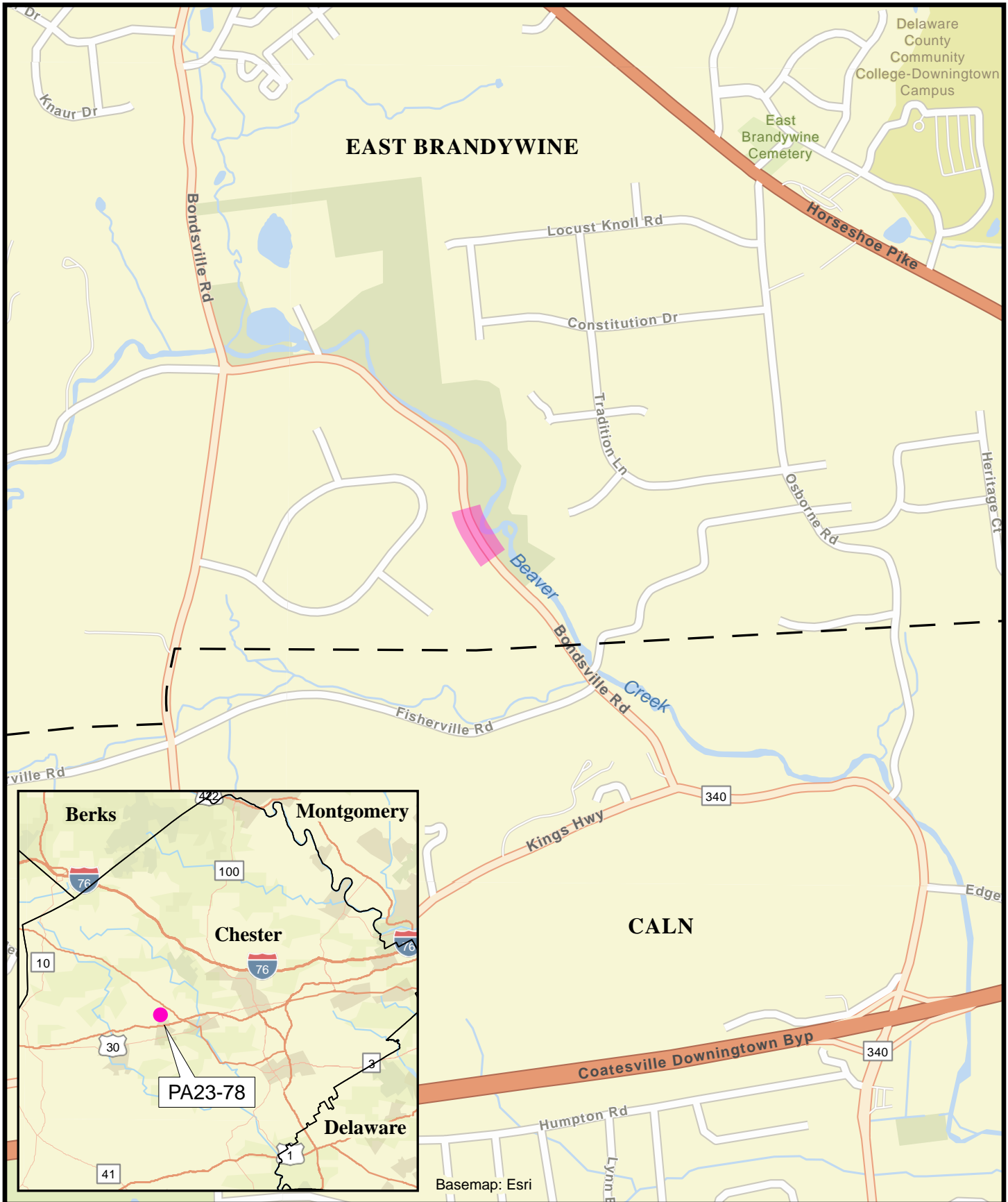
Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Bondsville Road Retaining Wall project (MPMS #120062) in the amount of \$650,000 PROTECT (PRTCT) for the Preliminary Engineering (PE) Phase in FY25.

**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		
PE	PRTCT	650													
		650	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			650	Total FY2029-2032				0	Total FY2033-2036				0

# PA25-037: Bondsville Road Retaining Wall



**ACTION ITEM**

Date Prepared: January 31, 2025

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 11, 2025**

**Agenda Item:**

**5c. PA25-038: Transit and Regional Station Program (MPMS #77183), SEPTA – Add New Project to the Program**

**Background/Analysis/Issues:**

SEPTA has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS)-Pathways project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$634,000 SMART for the Engineering/Right-of-Way/Construction (ERC) Phase in FY25.

The GTFS Pathways project, funded by the U.S. Department of Transportation SMART competitive grant program, will enhance accessibility and navigability at six high-ridership Metro transit stations by enabling routing inside stations using GTFS-Pathways. Transit agencies use GTFS as a common data format for publishing transit schedules and associated geographic information. GTFS-Pathways is an extension that models transit station interiors. It can describe station features such as platforms, walkways, stairs, elevators, faregates, entrances and exits. Mobile phone and computer applications can incorporate GTFS-Pathways data to enable navigation for riders within stations. This helps transit customers get detailed directions from the street to their boarding platforms.

GTFS Pathways will be implemented at the following stations: 15th Street / City Hall Station, 69th Street Transportation Center, Drexel Station at 30th Street, Frankford Transportation Center, NRG Station, and Olney Transportation Center. The period of performance is 18 months and there is no local match funding required.

**Financial Constraint:**

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



Conformity Finding:

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

Cost and Source of Funds:

\$634,000 SMART

Date Action Required:

February 11, 2025

Recommendations:

RTC – Will make recommendations at the February 11, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-038, SEPTA's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project, the Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS)-Pathways project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$634,000 SMART for the Engineering/Right-of-Way/Construction (ERC) Phase in FY25.

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter
3. Project Location Map

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

Action: PA25-038

## SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

AQ Code M8 **LIMITS:** System-wide stations

Latitude: 40.076357 **MUNICIPALITIES** Various

Longitude: -75.083 Transit Improvements

**PROJ MANG:**

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

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$4.50M (Prior Years – FY 2025)
- Bicycle Transit Access Program - \$3.29M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (Prior Years – FY 2028)
- 69th Street Transportation Center - \$15M (FY 2025 - FY 2027)
- Chester Transportation Center - \$5M (FY 2025 - FY 2027)
- Norristown Transportation Center - \$5M (FY 2025 - FY 2027)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$43M (Prior Years – FY 2028)
- Chestnut Hill East ADA Improvements - \$14M (Prior Years – FY 2027)
- Cornwells Heights Station Reconfiguration - \$61M (Prior Years - FY2029)
- Jenkintown-Wyncote Station - \$56M (Prior Years – FY 2029)
- Malvern Station High Level Platforms - \$35M (Prior Years – FY 2028)
- Marcus Hook Station - \$33M (Prior Years– FY 2029)
- Noble Station on the West Trenton Line - \$33.80M (Prior Years – FY 2029)
- Regional Rail Roof Program - \$16.61M (Ongoing)
- Regional Rail and Rail Transit ADA Stations (Devon, East Falls, Wissahickon, Ivy Ridge, Wyndmoor, Wynnewood, and NHSL Stations TBD) - \$224.97M (FY 2030 – FY 2036)
- Swarthmore Station - \$12.00M (Prior Years– FY 2026)
- Willow Grove Station - \$35M (Prior Years – FY 2028)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12M (Prior Years – FY 2026)
- Chinatown Station on the Broad-Ridge Spur - \$25M (Prior Years – FY 2029)
- Ellsworth-Federal Station - \$25M (FY 2029 – FY 2031)
- Erie Station on the Broad Street Line - \$38M (Prior Years – FY 2027)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$26M (FY 2027 – FY 2030)
- Logan Station - \$26M (FY 2029 - FY2032)
- Lombard-South Station - \$25M (FY 2027 - FY2029)
- Snyder Station - \$30.36M (Prior Years- FY2027)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2026)
- Wyoming Station - \$26M (FY 2029 - FY2031)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2028)
- 34th Street Station - \$33M (Prior Years – FY 2028)
- Spring Garden Station - \$7.37M (FY 2025 - FY 2028)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2025 - FY 2027)
- Villanova Station - \$4M (FY 2025 – FY 2027)

This program includes \$56.050M of FTA All Stations Accessibility Program (ASAP) funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street

1/29/2025

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-038

### SEPTA

Subway.

This program includes \$0.634M of FTA Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant funding to support the "Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS) Pathway"s project

#### Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project, the Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS)-Pathways project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$634,000 SMART for the Engineering/Right-of-Way/Construction (ERC) Phase in FY25.

#### Before Proposed Action

#### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	16,000											
ERC	ASAP	56,050											
ERC	5307	7,354											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	DISFUND		17,680										
ERC	5307		32,000										
ERC	5337		9,651										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	DISFUND			42,800									
ERC	5337			29,644									
ERC	5307			20,000									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5337				49,469								
ERC	5307				15,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5337					23,724							
ERC	5307					16,000							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5337						25,879						
ERC	5307						16,000						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5307							16,000					
ERC	5337							29,926					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5337								17,949				
ERC	5307								16,000				
ERC	1514								8,452				
ERC	LOC								282				
ERC	5337									17,984			
ERC	5307									16,000			
ERC	1514									8,467			
ERC	LOC									282			

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-038

### SEPTA

ERC	5307									16,000			
ERC	5337									10,282			
ERC	1514									6,611			
ERC	LOC									220			
ERC	5337									9,669			
ERC	5307									16,000			
ERC	1514									6,471			
ERC	LOC									216			
ERC	5337												18,387
ERC	5307												16,000
ERC	1514												8,587
ERC	LOC												286
		<b>129,732</b>	<b>101,436</b>	<b>124,855</b>	<b>123,182</b>	<b>64,775</b>	<b>52,580</b>	<b>57,646</b>	<b>42,683</b>	<b>42,733</b>	<b>33,113</b>	<b>32,356</b>	<b>43,260</b>
		<b>Total FY2025-2028</b>		<b>479,205</b>		<b>Total FY2029-2032</b>		<b>217,684</b>		<b>Total FY2033-2036</b>		<b>151,462</b>	

### After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	SMART	634											
ERC	5307	7,354											
ERC	5337	16,000											
ERC	ASAP	56,050											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	DISFUND		17,680										
ERC	5307		32,000										
ERC	5337		9,651										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	5307			20,000									
ERC	5337			29,644									
ERC	DISFUND			42,800									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5337				49,469								
ERC	5307				15,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5307					16,000							
ERC	5337					23,724							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5337						25,879						
ERC	5307						16,000						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5337							29,926					
ERC	5307							16,000					
ERC	1514								11,342				

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-038

SEPTA														
ERC	LOC						378							
ERC	5337							17,949						
ERC	5307							16,000						
ERC	1514							8,452						
ERC	LOC							282						
ERC	5337								17,984					
ERC	5307								16,000					
ERC	1514								8,467					
ERC	LOC								282					
ERC	5337									10,282				
ERC	5307									16,000				
ERC	1514									6,611				
ERC	LOC									220				
ERC	5337										9,669			
ERC	5307										16,000			
ERC	1514										6,471			
ERC	LOC										216			
ERC	5337											18,387		
ERC	5307											16,000		
ERC	1514											8,587		
ERC	LOC											286		
		130,366	101,436	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356	43,260	
		Total FY2025-2028		479,839	Total FY2029-2032		217,684	Total FY2033-2036		151,462				



January 16, 2025

Mr. Jesse Buerk  
Associate Director of Capital Programs and Project Development  
Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of an amendment to the FY2025-FY2028 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting an amendment to the TIP to include a new project and new funding as follows:

**MPMS #77183 – Transit & Regional Station Program**

- Add the “Improving SEPTA’s Accessibility using GTFS-Pathways” Project - \$0.634 M (FY2025 – FY2026)
  - The GTFS Pathways project, funded by the U.S. Department of Transportation SMART competitive grant program, will enhance accessibility and navigability at six high-ridership Metro transit stations by enabling routing inside stations using GTFS-Pathways. Transit agencies use General Transit Feed Specification (GTFS) as a common data format for publishing transit schedules and associated geographic information. GTFS-Pathways is an extension that models transit station interiors. It can describe station features such as platforms, walkways, stairs, elevators, faregates, entrances and exits. Mobile phone and computer applications can incorporate GTFS-Pathways data to enable navigation for riders within stations. This helps transit customers get detailed directions from the street to their boarding platforms. GTFS Pathways will be implemented at the following stations: 15th Street / City Hall Station, 69th Street Transportation Center, Drexel Station at 30th Street, Frankford Transportation Center, NRG Station, and Olney Transportation Center. The period of performance is 18 months and there is no local match funding required.

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

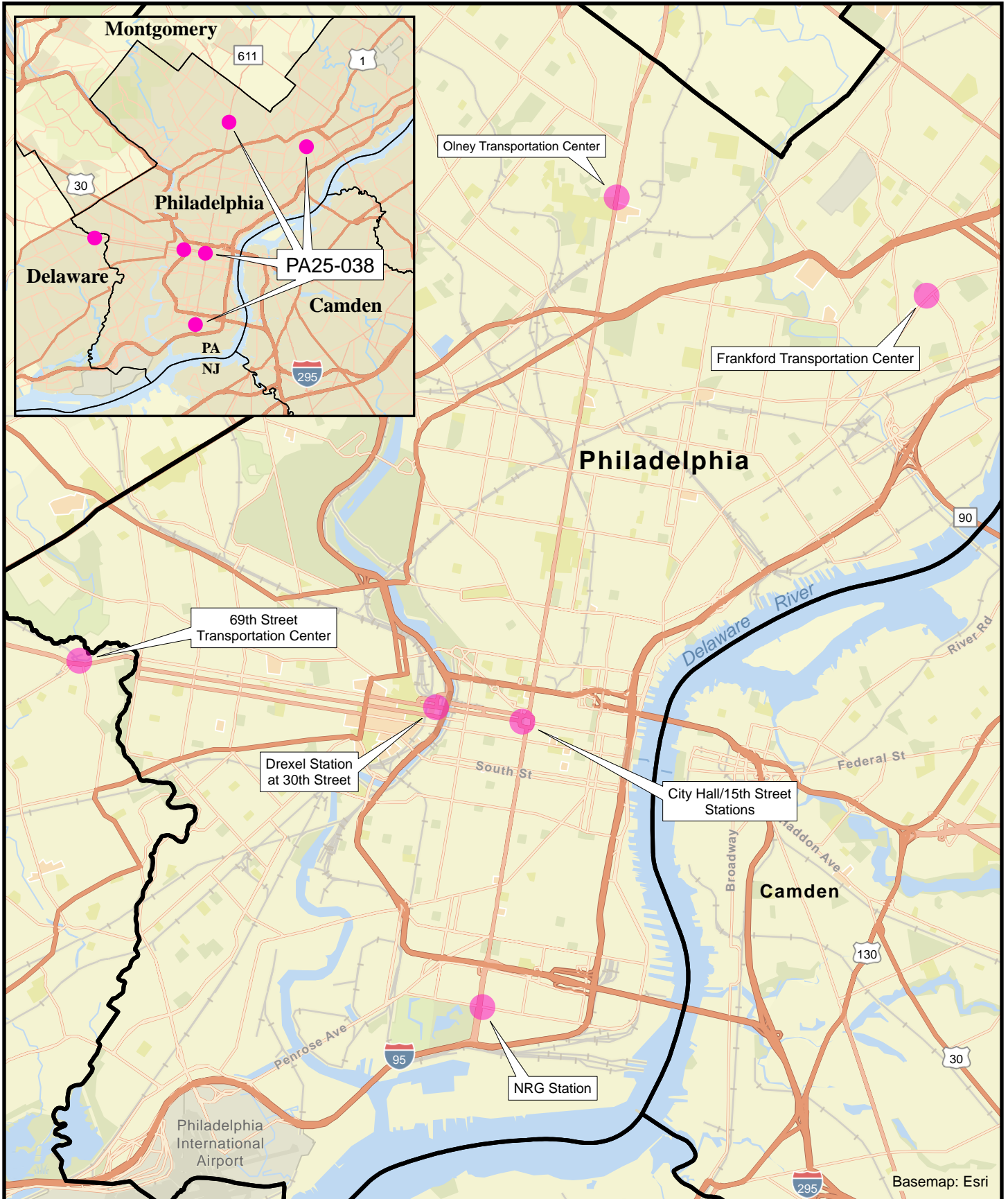
Sincerely,

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

Brian McFadden  
Director, Capital Budgets & Grant Development

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

# PA25-038: Transit and Regional Rail Station Program



**ACTION ITEM**

Date Prepared: January 31, 2025

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 11, 2025**

**Agenda Item:**

**5d. NJ24-086: PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008), DRPA/PATCO – Add Project Back into the TIP**

**Background/Analysis/Issues:**

DRPA/PATCO has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008) project back into the TIP for Engineering/Construction (EC) in the amount of \$2.587 M (\$2.07 M SECT 5337/\$0.517 DRPA) in FY25, using FY22 and FY23 prior year unobligated funding.

This project has been completed. This project and funding are being added back into the TIP to enable DRPA to be reimbursed by FTA for expenditures applied in completing the project. This project included the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations. The project replaced the original running rail, which was at the end of its useful life.

**Financial Constraint:**

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

**Conformity Finding:**

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

**Cost and Source of Funds:**

\$2.587 M (\$2.07 M SECT 5337/\$0.517 DRPA)



Date Action Required:

February 11, 2025

Recommendations:

RTC – Will make recommendations at the February 11, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-086, DRPA/PATCO's request that DVRPC amend the FY2024 TIP for New Jersey by adding the PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008) project back into the TIP for Engineering/Construction (EC) in the amount of \$2.587 M (\$2.07 M SECT 5337/\$0.517 DRPA) in FY25, using FY22 and FY23 prior year unobligated funding.

Staff Contact:

Ethan Fogg

Attachments:

1. DRPA FCC #3, created by DVRPC
2. Project Location Map

# DVRPC FY2024 TIP for New Jersey

Action: NJ24-086

## Highway/Transit/Statewide Program

### Camden

**DB# DR2008 PATCO Rail Replacement - Ferry Avenue to Broadway**

A/Q Code M9

This project includes construction activities which include the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations. The project replaced the original running rail that was at the end of its useful life.

Prog Mgr: Lennart Rustam, II Various

**Summary of Action:**

Action to amend the FY2024 TIP for New Jersey by adding the PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008) project back into the TIP for Engineering/Construction (EC) in the amount of \$2.587 M (\$2.07 M SECT 5337/\$0.517 DRPA) in FY25, using FY22 and FY23 prior year unobligated funding.

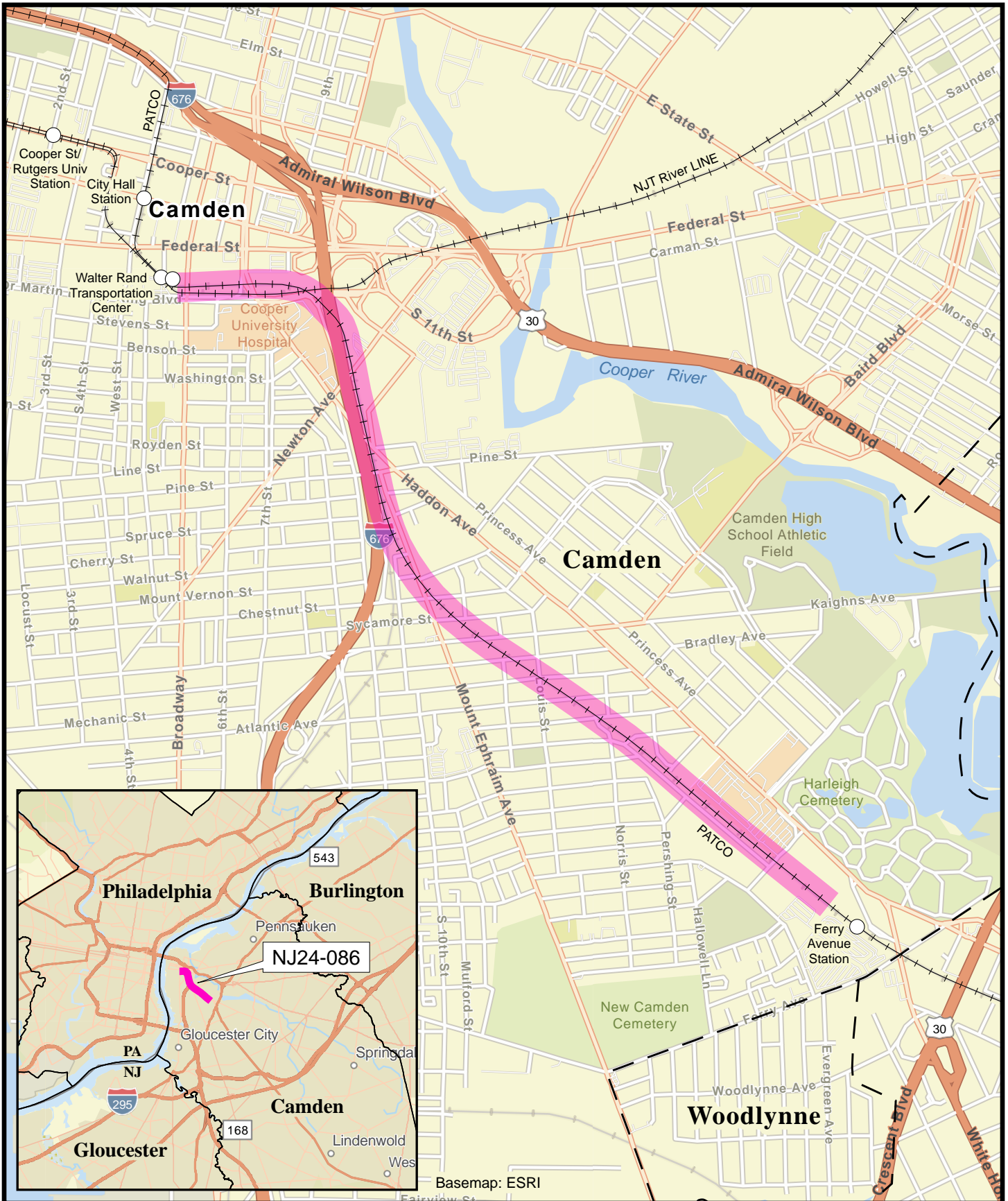
Mapped: Y

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

**After Proposed Action**

		TIP Program Years (\$ millions)									
Phase	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
EC	DRPA		0.517								
EC	SECT 5337		2.070								
Fiscal Year Total			<b>2.587</b>								
		<b>Total FY2024 - 2027</b>			<b>2.587</b>	<b>Total FY2028 - 2033</b>					

# NJ24-086: PATCO Rail Replacement - Ferry Avenue to Broadway



***PennDOT Fiscal Constraint Charts  
(February 2025)***

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

TIP MODIFICATIONS FOR JANUARY 2025  
Chart #32

Chart: 032

\* 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		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		5,597,080	0	0	2,922,000	0	0	4,856,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	46,746,080	LINE ITEM		
			Adjust	CAQ		1,365,000	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	CAQ		6,962,080	0	0	2,922,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	46,746,080			
PA 401 & VALLEY HILL RD IMPROVEMENT CHESTER	114166	CON	Before	CAQ		1,365,000	0	0	757,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,122,000	CASH FLOWING BASED ON CURRENT LET DATE.		
			Adjust	CAQ		1,365,000	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		
			After	CAQ		0	0	0	757,000	0	0	1,365,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,122,000		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		6,962,080	0	0	2,922,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	46,746,080	LINE ITEM		
			Adjust	CAQ		(5,603,343)	0	0	(2,050,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(7,653,343)			
			After	CAQ		1,358,737	0	0	872,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	39,092,737			
SKIPPACK PK SIGNAL SYSTEM(L)(C) MONTGOMERY	114116	CON	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED. PROJECT COMPLETED. ADDING FUNDS TO ADDRESS AUCS.		
			Adjust	CAQ		145,000	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	145,000			
			After	CAQ		145,000	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	145,000			
WEST CHESTER PK & 476(C) DELAWARE	114102	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED. ADDING FUNDS TO MATCH THE RECENT LOW BID PLUS INSPECTION	
			Adjust	CAQ	TC	1,557,343	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,557,343		
			After	CAQ	TC	1,557,343	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,557,343		
RIDGE/GERMANTOWN INTRRS REALIGNMENT(C) MONTGOMERY	102273	CON	Before	CAQ	TC	6,475,000	0	0	7,832,000	0	0	5,693,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000,000	ADDING FUNDS TO MATCH THE RECENT LOW BID PLUS INSPECTION.		
			Adjust	CAQ	TC	351,000	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	351,000			
			After	CAQ	TC	6,826,000	0	0	7,832,000	0	0	5,693,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,351,000			
FALLS TWP ADAPTIVE SIGNALS(L) BUCKS	114096	CON	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT. ADDING FUNDS TO THE TIP AS THE PROJECT WILL BE READY TO OBLIGATE FUNDS LATER IN 2025.	
			Adjust	CAQ		550,000	0	0	550,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,100,000		
			After	CAQ		550,000	0	0	550,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,100,000		
ROOSEVELT BLVD CROSSOVER LANES PHILADELPHIA	114173	CON	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT. ADDING FUNDS TO THE TIP AS THE PROJECT WILL BE READY TO OBLIGATE FUNDS IN SPRING 2025.	
			Adjust	CAQ		3,000,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,500,000		
			After	CAQ		3,000,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,500,000		
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	
After FFY Totals						20,399,160	0	0	14,433,000	0	0	14,040,000	0	0	8,590,000	0	0	0	0	0	13,468,000	0	0	14,684,000	0	0	10,000,000	0	0	20,000,000	0	0	115,614,160			

FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137844) 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 Oversight & Mngmt  /  Central Office	104412	PE	Before	TAP		1,500,000			1,500,000									Funding source
			Before	STP		200,000			200,000			1,100,000			2,000,000			
			Adjust	TAP		(450,000)			(450,000)									
			Adjust	STP														
			After	TAP		1,050,000			1,050,000									
			After	STP		200,000			200,000			1,100,000			2,000,000			
Technical Assistance - TASA 2023-2024  / Philadelphia	119793	PRA	Before	TAP														Fund DVRPC technical assistance for an additional 2 years.
			Adjust	TAP		450,000			450,000									
			After	TAP		450,000			450,000									
<b>Before Totals</b>						\$1,700,000	\$0	\$0	\$1,700,000	\$0	\$0	\$1,100,000	\$0	\$0	\$2,000,000	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$1,700,000	\$0	\$0	\$1,700,000	\$0	\$0	\$1,100,000	\$0	\$0	\$2,000,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID: 137902) STWD - DVRPC				<b>Fund Type</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</b>			<b>Remarks</b>
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>		
TAP Reserve	60560	CON	Before	TAP		639,620			250,466			7,858,330			30,604,000			Funding source	
/			Adjust	TAP		(500,000)													
Central Office			After	TAP			139,620			250,466			7,858,330			30,604,000			
Logan Square Sidewalk	118359	CON	Before	TAP		1,000,000												Increase to cover cost estimate	
3007/LSS			Adjust	TAP		500,000													
Philadelphia			After	TAP			1,500,000												
<b>Before Totals</b>						\$1,639,620	\$0	\$0	\$250,466	\$0	\$0	\$7,858,330	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$1,639,620	\$0	\$0	\$250,466	\$0	\$0	\$7,858,330	\$0	\$0	\$30,604,000	\$0	\$0		

**NOTES**



FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 138232) 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	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		30,242,277			44,240,941			62,639,000			62,639,000			PROTECT Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust	PRTCT		(5,650,000)												
			After	PRTCT		24,592,277			44,240,941				62,639,000			62,639,000		
US 30 Sinkhole Remediation 2024 30/SK2 Chester	104807	CON	Before															Add CON phase, fully funding project.
			Adjust	PRTCT		5,000,000												
			After	PRTCT		5,000,000												
Bondsville Road Retaining Wall 4015/CBC Chester	120062	PE	Before															Add PE phase, deferring ROW and CON phase funding.
			Adjust	PRTCT		650,000												
			After	PRTCT		650,000												
<b>Before Totals</b>						\$30,242,277	\$0	\$0	\$44,240,941	\$0	\$0	\$62,639,000	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$30,242,277	\$0	\$0	\$44,240,941	\$0	\$0	\$62,639,000	\$0	\$0	\$62,639,000	\$0	\$0	

NOTES

***SEPTA Fiscal Constraint Charts  
(February 2025)***

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DVRPC FFY 2025-2028 TIP for Pennsylvania  
 Fiscal Constraint Chart  
 SEPTA TIP Actions for February 2025  
 Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2025			Comments
			Amts	Fed	State	Fed	State	Local	
Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	7,354	0	0	Amendment to add a new project and funding to the region.
			Before	5337	1514	16,000	41,113	1,370	
			Before	5339B	1514	0	0	0	
			Before	FLEX	1514	0	0	0	
			Before	ASAP	1514	56,050	0	0	
			Before	FRA ICR	1514	0	0	0	
			Before	SMART	1514	0	0	0	
			Before	OTH	1514	7,845	0	0	
			Before	DISFUND	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	5339B	1514	0	0	0	
			Adjust	FLEX	1514	0	0	0	
			Adjust	ASAP	1514	0	0	0	
			Adjust	FRA ICR	1514	0	0	0	
			Adjust	SMART	1514	634	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			634	0	0	
			After	5307	1514	7,354	0	0	
			After	5337	1514	16,000	41,113	1,370	
			After	5339B	1514	0	0	0	
			After	FLEX	1514	0	0	0	
			After	ASAP	1514	56,050	0	0	
After	FRA ICR	1514	0	0	0				
After	SMART	1514	634	0	0				
After	OTH	1514	7,845	0	0				
After	DISFUND	1514	0	0	0				
After	n/a	1514	0	0	0				
Summary of Changes			Before			773,571	427,901	16,956	
			Adjust			634	0	0	
			After			774,205	427,901	16,956	

***DRPA/PATCO Fiscal Constraint Charts  
(February 2025)***

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

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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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<b>PROJECT PHASES OF WORK</b>		
<b>Acronym</b>	<b>Definition</b>	<b>Description</b>
**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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<b>PROJECT PHASES OF WORK (Continued)</b>		
<b>Acronym</b>	<b>Definition</b>	<b>Description</b>
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 <sup>st</sup> 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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<b>HIGHWAY PROJECT FUNDING SOURCES (Continued)</b>		
<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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<b>HIGHWAY PROJECT FUNDING SOURCES (Continued)</b>			
<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.

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

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 \*Acronym applies to the Pennsylvania (PA) TIP only.  
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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 <a href="#">Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL))</a> 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](http://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](mailto:public_affairs@dvrpc.org).*