

Agenda

Tuesday, March 11, 2025 | 10 am

In-Person Hybrid Meeting

For those unable to attend in-person: https://dvrpc.zoom.us/webinar/register/WN_1jszOdLtRAGmrl9hWJvidA

A light lunch will be provided at 11:30 am and the Pennsylvania Long-Range Plan Financial Plan Subcommittee meeting will begin at 12:30 pm.

- 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 February 11, 2025
- 5. Election of Chair

The nominating committee, composed of Matt Edmond and Jonathan Korus, will present its recommendation to fill the vacant RTC Chair position created by the resignation of Matt Edmond. The RTC will also consider nominations from the floor. The elected RTC Chair will serve out the remaining term, set to expire on June 30, 2025.

6. TIP Actions

Alyson Dressman, Senior Capital Program Planner, will present. The following projects require formal TIP modifications or amendments this month for the 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) PA25-040: PA 611 (Old York Road) over SEPTA (MPMS #16214), Montgomery County Advance and Increase CON Phase
- b) PA25-041: North Valley Road over Amtrak (MPMS # 47979), Chester County Delay CON Phase/Cashflow CON outside 4-Year TIP
- c) PA25-042: Statewide Multimodal Transportation Fund Projects (Various MPMS #s),

Various Counties - Accept New Projects into the TIP

d) PA25-043: Bridge Off System Projects (Various MPMS #'s), Various Counties – Add New Projects to the TIP

INFORMATION ITEMS

7. How Does Particle Pollution Vary in the City of Trenton?: A PurpleAir Sensor Study 2022-2024

Jess Munyan, Environmental Specialist 2 at NJDEP in the Bureau of Air Monitoring, will
present. A localized air monitoring effort was launched in Trenton in 2022 to identify and
characterize hotspots within the city. The air monitoring effort focused on measuring PM_{2.5}
as an indicator of transportation-related air pollution. NJ DEP will present the study
methodology and analysis results of the air monitoring study of PM_{2.5} concentrations
throughout Trenton.

8. Transportation & Warehouse Industry Snapshot

Maggie Nemetz, Economic Development Planner, will present findings from a recent analysis of the Transportation and Warehousing industry. This work examines industry-specific employment growth alongside potential impacts of digitalization, and provides nuance to analyses conducted during the Comprehensive Economic Development Strategy (CEDS) update.

DISCUSSION ITEMS

9. IIJA Update

An update on IIJA will be provided.

10. One Minute Reports

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

11. Old Business

12. New Business

13. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, April 8, 2025, planned as an in-person hybrid meeting.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination 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)



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

February 11, 2025 Meeting Highlights

This Meeting was held online.

Call to Order

DVRPC Director's Report

Public Comment on Any Agenda and Non-Agenda Items

No public comments were made at the meeting.

RTC AGENDA ITEMS

1. Highlights of the January 7, 2025 RTC Meeting

The highlights from the January 7, 2024 meeting of the RTC were presented for adoption.

Motion by Nick Cressman, seconded by Tom Stanuikynas that the RTC adopt the highlights of the January 7, 2025 RTC meeting.

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

2a. PA25-036: US 30 Sinkhole Remediation 2024 (MPMS #104807), Chester County – Add New Project to the TIP

The RTC recommends:

That 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.

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



2b. PA25-037: Bondsville Road Retaining Wall (MPMS #120062), Chester County – Add New Project to the TIP

The RTC recommends:

That 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.

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

2c. PA25-038: Transit and Regional Station Program (MPMS #77183), SEPTA – Add New Project to the Program

The RTC recommends:

That 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/Rightof-Way/Construction (ERC) Phase in FY25.

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

2d. NJ24-086: PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008), DRPA/PATCO - Add Project Back into the TIP

The RTC recommends:

That 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.

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



- 3. Federal Functional Classification Update
- 4. Public Participation Task Force (PPTF) Update
- 5. DVRPC LINK Web Tool
- 6. DVRPC Digital Alerting Program
- 9. IIJA Update
- 10. One Minute Reports

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

ATTENDANCE

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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

Representative

Farzana Ahmed

(not represented)

(not represented)

Jay Weisbond (not represented)

Isabella Fiume

toabolla i lairio

(not represented)

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

Julie Morto

Paul Fritz



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

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
New Jersey TMAs

Pennsylvania Turnpike Commission

PhilaPort

Pottstown Urban Transit Public Participation Task Force

Public Participation Task Force Select Greater Philadelphia South Jersey Port Corporation

South Jersey Transportation Authority Transportation Operations Task Force

US EPA - Region II US EPA - Region III

US Department of Housing and Urban Development

Other Member Representatives and Guests

Burlington County
Burlington County

Bucks County

Camden City

Camden County

Chester County

City of Philadelphia

City of Philadelphia

City of Philadelphia Streets Department City of Philadelphia Streets Department

City of Philadelphia City Planning Commission

Lisa Serieyssol Darlene Callands

Megan Massey Rohan Hepkins

Kellie Bellina

Craig Way

William Matulewicz

Representative

(not represented)

Kelvin MacKavanaugh

(not represented)

Eugene Porochniak

(not represented)

Renee Androckitis Rosemary Nivar

Cheryl Kastrenakes

Rob Henry

Ronda Urkowitz

(not represented)

(not represented)

(not represented)

Imani Badie

Judith Fagin

(not represented)

(not represented)

(not represented)

(not represented)

(not represented)

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(not represented)

(not represented)

(not represented

Carol Thomas Matthew Johnson Parker Frohlich Dr. Edward Williams

Kevin Thomas
Patty Quinn
Nate Dorfman
Kyle Brown
David Kanthor
Eva Hayes
Kyle Brown



Dewberry
Gloucester County
Gloucester County
Gloucester County
Mercer County
Montgomery County
Montgomery County TMA
Mccormick Taylor
Pennsylvania TMAs

DVRPC Staff

Alison Hastings Alyson Dressman Alyssa Driscoll Ariella Maron **Brad Lane Brett Fusco** Chris King Christopher Mulroy Darwin Mlachila Elise Turner Ethan Fogg Gina Myers Glenn McNichol Greg Krykewycz Hanna Jacobs Jackie Davis Jesse Buerk Karin Morris Katie LaCava **Matt Gates**

Mike Boyer
Najah Jackson
Renee Wise
Rick Murphy
Sarah Moran
Sean Greene
Shawn Megill-Legendre
Shoshana Akins
Tom Edinger
Travis Spotts

Jack Kanarek
Bill Fleming
Jackie Huston
Tom Bianco
Matthew Zochowski
Matthew Popek
Lucas Oshman
Amanda Irwin
Tracy Barusevicius

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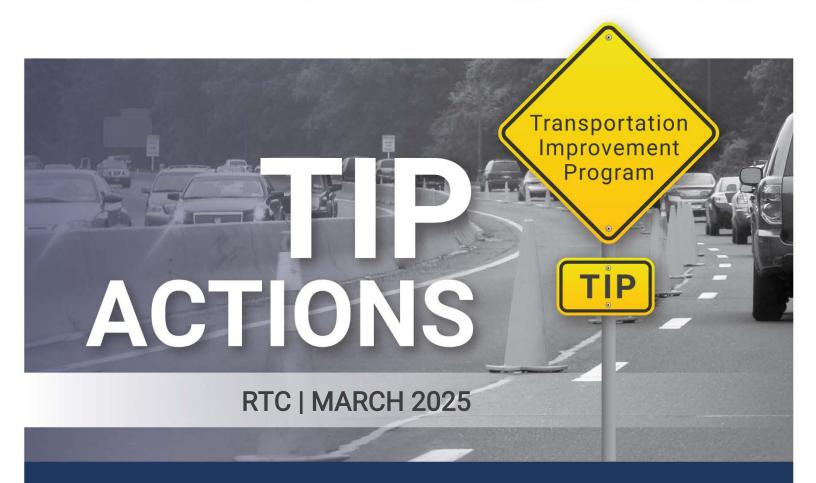












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TIP Actions for March 2025

The following projects require formal TIP modifications or amendments this month for the 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) PA25-040: PA 611 (Old York Road) over SEPTA (MPMS #16214), Montgomery County Advance and Increase CON Phase
- b) PA25-041: North Valley Road over Amtrak (MPMS # 47979), Chester County Delay CON Phase/Cashflow CON outside 4-Year TIP
- c) PA25-042: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties Accept New Projects into the TIP
- d) PA25-043: Bridge Off System Projects (Various MPMS #'s), Various Counties Add New Projects to the TIP

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.

Date Prepared: February 25, 2025

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

MARCH 11, 2025

Agenda Item:

6a. PA25-040: PA 611 (Old York Road) over SEPTA (MPMS #16214), Montgomery County – Advance and Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase of the PA 611 (Old York Road) over SEPTA (MPMS #16214) project by \$8,200,000 BRIP in FY26 and advancing \$4,502,000 NHPP to the FY25 CON Phase and \$999,000 NHPP to the FY26 CON Phase. The fund increase is to match the current CON Phase estimate of \$16,390,000 (\$8,200,000 BRIP/\$5,501,000 NHPP/\$2,689,000 STU).

The Old York Road bridge is a three-span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station.

The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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:

\$13,701,000 (\$8,200,000 BRIP/\$5,501,000 NHPP)

Date Action Required:

March 11, 2025

Recommendations:

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

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-040, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase of the PA 611 (Old York Road) over SEPTA (MPMS #16214) project by \$8,200,000 BRIP in FY26 and advancing \$4,502,000 BRIP to the FY25 CON Phase and \$999,000 BRIP to the FY26 CON Phase.

Staff Contact:

Travis Spotts

Attachments:

- 1. PennDOT FCC #037
- 2. Project Location Map

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA West Trenton Line (Bridge) SR:0611

AQ Code S19 LIMITS: Over SEPTA West Trenton Line (Noble Station)

Latitude: 40.1042 MUNICIPALITIES Abington Township

Longitude: -75.1254 Bridge Repair/Replacement PROJ MANG: TSS/H. Freed

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge

Action: PA25-040

Summary of Action:

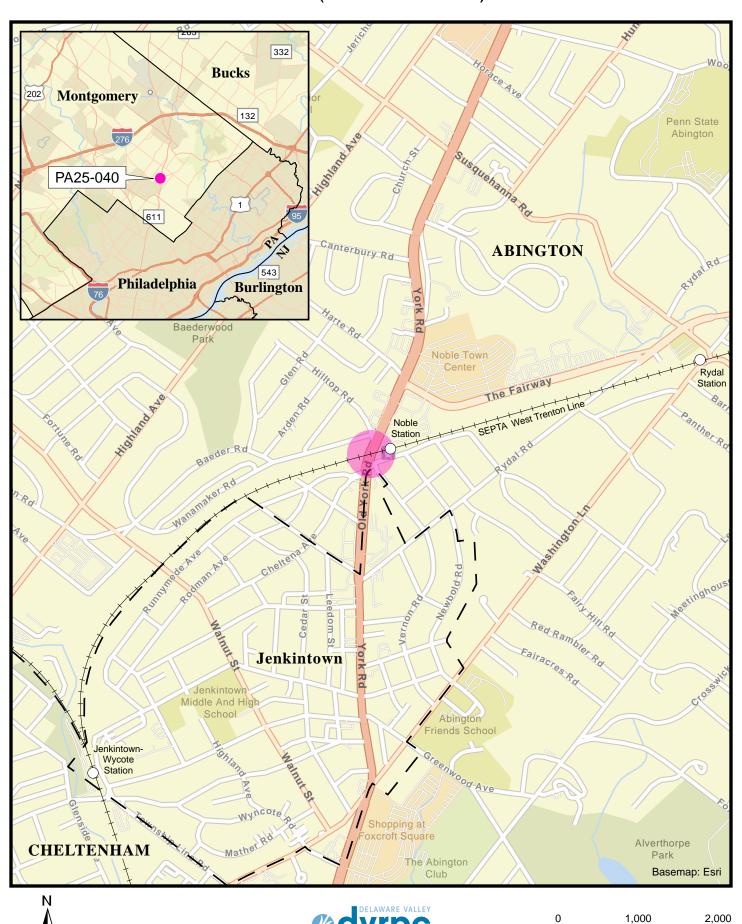
Action to amend the FY25 TIP for Pennsylvania by increasing the Construction (CON) Phase of the PA 611 (Old York Road) over SEPTA (MPMS #16214) project by \$8,200,000 BRIP in FY26 and advancing \$4,502,000 NHPP to the FY25 CON Phase and \$999,000 NHPP to the FY26 CON Phase. The fund increase is to match the current CON Phase estimate of \$16,390,000 (\$8,200,000 BRIP/\$5,501,000 NHPP/\$2,689,000 STU).

Before Proposed Action

					,	TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,170											
CON	STU*		1,519										
CON	STU*			1,775									
CON	STU*				1,726								
CON	STU*					2,000							
		1,170	1,519	1,775	1,726	2,000	0	0	0	0	0	0	0
		Total FY2	Total FY2025-2028 6,190			Total FY	2029-2032	2,	000	Total FY	2033-2036		0

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,170											
CON	NHPP*	4,502											
CON	BRIP	8,200											
CON	NHPP*		999										
CON	STU*		1,519										
		13,872	2,518	0	0	0	0	0	0	0	0	0	0
		Total FY2	2025-2028	16,	390	Total FY	2029-2032		0	Total FY	2033-2036		0

PA25-040: PA 611 (Old York Road) over SEPTA



Feet

Date Prepared: February 28, 2025

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

MARCH 11, 2025

Agenda Item:

6b. <u>PA25-041: North Valley Road over Amtrak (MPMS #47979), Chester County –</u> Delay CON Phase/Cashflow CON outside 4-Year TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak (MPMS #47979) project by cashflowing \$8,020,000 (\$6,416,000 BRIP/\$1,604,000 State 185) from FY26 to FY33, in the total amount of \$8,754,000 (\$7,011,000 BRIP/\$1,753,000 State 185), to match the project's updated Let date. Funding for CON in FY27, FY28, FY29 is not changing.

The updated Let date is January 2028, which is FY27. This project will replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station, which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, and various bus routes.

The project also includes the addition of a new access road from Lancaster Avenue to the Paoli Station, traffic signal improvements, and a single-lane roundabout at Central Avenue & North Valley Road. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

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:

\$8,020,000 (\$6,416,000 BRIP/\$1,604,000 State 185)

Date Action Required:

March 11, 2025

Recommendations:

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

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-041, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak (MPMS #47979) project by cashflowing \$8,020,000 (\$6,416,000 BRIP/\$1,604,000 State 185) from FY26 to FY33, in the total amount of \$8,754,000 (\$7,011,000 BRIP/\$1,753,000 State 185), to match the project's updated Let date of January 2028.

Staff Contact:

Travis Spotts

Attachments:

- 1. PennDOT FCC #037
- 2. Project Location Map

Pennsylvania - Highway and Transit Program

Chester

MPMS# 47979 North Valley Road over Amtrak SR:0030

AQ Code S19 LIMITS: US 30, Lancaster Avenue/North Valley Road/Central Latitude: 40.0418 MUNICIPALITIES Willistown Township; Tredyffrin Township

Longitude: -75.4858 Bridge Repair/Replacement PROJ MANG: TSS/M. Saintval

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

Action: PA25-041

This project also includes the addition of a new access road from Lancaster Ave to the Paoli Station, traffic signal improvements, and a single-lane roundabout at Central Ave & N.Valley Rd.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak (MPMS #47979) project by cashflowing \$8,020,000 (\$6,416,000 BRIP/\$1,604,000 State 185) from FY26 to FY33, in the total amount of \$8,754,000 (\$7,011,000 BRIP/\$1,753,000 State 185).

Before Proposed Action

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP		6,416										
CON	185		1,604										
CON	BRIP			2,416									
CON	185			604									
CON	BRIP				4,416								
CON	185				1,104								
CON	BRIP					6,000							
CON	185					1,500							
CON	BRIP									2,616			
CON	STU									3,800			
CON	185									1,604			
		0	8,020	3,020	5,520	7,500	0	0	0	8,020	0	0	0
		Total FY	Total FY2025-2028 16,560			Total FY	2029-2032	7,	500	Total FY	2033-2036	8,0)20
	ı	Total FY	2025-2028	16,	560	Total FY	2029-2032	7,	500	Total FY	2033-2036	8,0	020

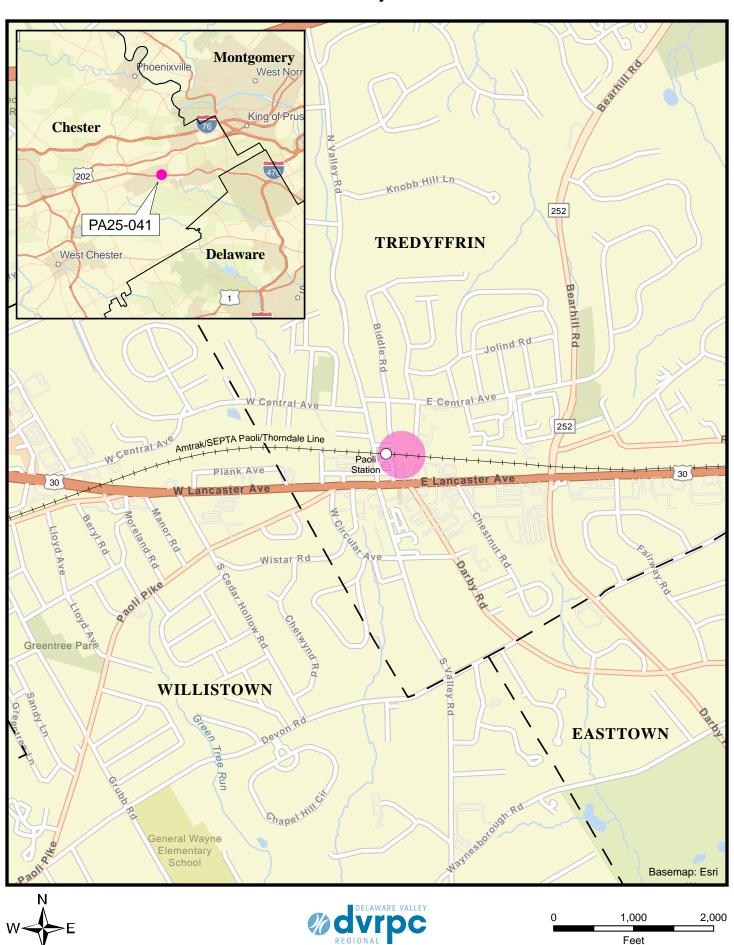
						TIP Progi	ram Yea	rs (\$ 000	0)					
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	BRIP			2,416										
CON	185			604										
CON	BRIP				4,416									
CON	185				1,104									
CON	BRIP					6,000								
CON	185					1,500								
CON	BRIP									9,627				
CON	STU									3,800				
CON	185									3,357				

Action: PA25-041

Pennsylvania - Highway and Transit Program

Chester												
	0	0	3,020	5,520	7,500	0	0	0	16,784	0	0	0
	Total FY2025-2028		8,54	10	Total FY20	29-2032	7,500		Total FY20	33-2036	16,784	
									•			

PA25-041: North Valley Road over Amtrak



Date Prepared: February 28, 2025

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

MARCH 11, 2025

Agenda Item:

6c. <u>PA25-042: Statewide Multimodal Transportation Fund Projects (Various MPMS #s)</u>, 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. Six projects for the total amount of \$12,708,000 (\$9,082,000 State 411/\$3,626,000 LOC) will be added to the TIP for the Preliminary Engineering, Right of Way, and Construction Phases. These funds are additional to the region and are outside DVRPC's Core Funding distributions.

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.

Round 9 of the PennDOT MTF Awards were announced in August of 2023 and there were 12 total projects in the DVRPC Region. Six projects are being added with this action, as they were either Air Quality (AQ) significant and had to wait until Conformity had been run, or have contracts that are in the process of being executed. Four projects were previously programmed under the FY2023 TIP for Pennsylvania, while an additional two fall under the purview of PennDOT's Bureau of Rail, Freight, Ports and Waterways and are not required to be added to the TIP.

The following is the list of six new Statewide MTF projects awarded funding in the

DVRPC re	egion:
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Bucks County

Middletown Township School Zone Pedestrian Safety Project (MPMS #120275) – \$391,000 (\$300,000 State 411/\$91,000 LOC) for the implementation of comprehensive safety upgrades to several school zones, inclusive of more modern speed signs and remote-access controllers to improve school zone and crosswalk safety.

Chester County

Marshallton Thorndale and Poorhouse Road Roundabout (MPMS #120278) - \$3,250,000 (\$1,975,000 State 411/\$1,275,000 LOC) to replace the existing signalized intersection at Marshallton Thorndale Road and Poorhouse Road with a roundabout.

Delaware County

Emerson Avenue ADA Improvements (MPMS #120279) - \$491,000 (\$319,000 State 411/\$172,000 LOC) for the installation of 52 PennDOT compliant curb cut ramps and crosswalks along Emerson Ave and all 7 cross-street intersections in the Borough of East Lansdowne. Emerson Ave was selected as two schools and the municipal building are located along this roadway.

Montgomery County

South Collegeville Road (PA 29) at Perkiomen Boulevard (MPMS # 120281) - \$1,576,000 (\$1,103,000 State 411/\$473,000 LOC) to widen a section of PA 29 to provide two travel lanes in each direction, a continuous sidewalk, and ADA accommodations at the Perkiomen Boulevard/PA 29 signalized intersection as part of a 320-unit mixed-use development.

City of Philadelphia:

Fairhill Neighborhood Slow Zone Phase 2 (MPMS #120282) – \$3,900,000 (\$3,000,000 State 411/\$900,000 LOC) to upgrade a successful Slow Zone in the Fairhill Neighborhood in North Philadelphia. PennDOT MTF funding will allow the City to convert interim traffic safety solutions into permanent improvements.

Schuylkill Banks: Bartram-Passyunk Phase 2 Land Acquisition (MPMS #120298) - \$3,100,000 (\$2,385,000 State 411/\$715,000 LOC) to acquire the land needed to extend the Schuylkill Banks trail approximately 3,400 feet south from the vicinity of 61st Street to Passyunk Avenue, thereby expanding a safe and reliable transportation system to more residents.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment since these projects are exempt or have been included in the regional conformity analysis.

Cost and Source of Funds:

\$12,708,000 (\$9,082,000 State 411/\$3,626,000 LOC)

Date Action Required:

March 11, 2025

Recommendations:

RTC – Will make recommendations at the March 11, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of TIP Action PA25-042, PennDOT's request that DVRPC accept the listed Statewide MTF projects, as well as their additional funds into the FY2025 TIP for Pennsylvania. Six projects for the total amount of \$12,708,000 (\$9,082,000 State 411/\$3,626,000 LOC) will be added to the TIP:

Bucks County

Middletown Township School Zone Pedestrian Safety Project (MPMS #120275) – \$391,000 (\$300,000 State 411/\$91,000 LOC)

Chester County

Marshallton Thorndale and Poorhouse Road Roundabout (MPMS #120278) - \$3,250,000 (\$1,975,000 State 411/\$1,275,000 LOC)

Delaware County

Emerson Avenue ADA Improvements (MPMS #120279) - \$491,000 (\$319,000 State

411/\$172,000 LOC)

Montgomery County

South Collegeville Road (PA 29) at Perkiomen Boulevard (MPMS # 120281) - \$1,576,000 (\$1,103,000 State 411/\$473,000 LOC)

City of Philadelphia:

Fairhill Neighborhood Slow Zone Phase 2 (MPMS #120282) - \$3,900,000 (\$3,000,000 State 411/\$900,000 LOC)

Schuylkill Banks: Bartram-Passyunk Phase 2 Land Acquisition (MPMS #120298) - - \$3,100,000 (\$2,385,000 State 411/\$715,000 LOC)

Staff Contact:

Travis Spotts

Attachments:

1. Project Location Map

Pennsylvania - Highway and Transit Program

Bucks

MPMS# 120275 Middletown Twp School Zone Pedestrian Safety R9

AQ Code S6 LIMITS:

Latitude: MUNICIPALITIES Middletown Township

Longitude: Bicycle/Pedestrian Improvement PROJ MANG: E. Reagle

The Township of Middletown proposes to implement comprehensive safety upgrades to several school zones, inclusive of more modern speed signs and remote-access controllers to improve school zone and crosswalk safety.

Action: PA25-042

The Township is proposing various pedestrian accommodations at existing crosswalks that will aim to increase the safety of student pedestrians, as well as motorists and bicyclists within school zones. While the specifications will vary at each site, these will generally include the upgrading of flashing beacons (overhead mast arm or pedestal) and radar speed signs. Most of these sites lack modern pedestrian accommodations. The Township will make the proposed improvements on 6 roadways that serve as school zones for 7 schools. The School Zone Pedestrian Safety Project will standardize the pedestrian accommodations at each location within school zones, which include flashing beacons in need of replacement.

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Middletown Township School Zone Pedestrian Safety project, in the amount of \$391,000 (\$300,000 State 411/\$91,000 LOC).

The proposed action will add a new project to the TIP

				0)									
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	300											
CON	LOC	91											
		391	0	0	0	0	0	0	0	0	0	0	0
		Total FY2	tal FY2025-2028 391				2029-2032		0	Total F	/2033-2036		0
	1												

Pennsylvania - Highway and Transit Program

Chester

MPMS# 120278 Marshallton-Thorndale and Poorhouse Road Roundabout

AQ Code 2035M LIMITS

Latitude: MUNICIPALITIES West Bradford Township

Longitude: Intersection/Interchange Improvements PROJ MANG: C. Suhoskey

Conversion of Marshallton-Thorndale & Poorhouse Road signalized intersection to a modern roundabout

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Marshallton-Thorndale and Poorhouse Road Roundabout project, in the amount of \$3,250,000 (\$1,975,000 State 411/\$1,275,000 LOC).

Action: PA25-042

The proposed action will add a new project to the TIP

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	411	20											
PE	LOC	30											
FD	411	77											
FD	LOC	60											
ROW	411	208											
ROW	LOC	111											
UTL	411		160										
UTL	LOC		90										
CON	411		1,510										
CON	LOC		984										
		506	2,744	0	0	0	0	0	0	0	0	0	0
		Total FY	2025-2028	3,2	250	Total FY	2029-2032		0	Total FY	2033-2036	5	0

Pennsylvania - Highway and Transit Program

Delaware

MPMS# 120279 Emerson Avenue ADA Improvements

AQ Code A2 LIMITS:

Latitude: MUNICIPALITIES East Lansdowne Borough

Longitude: Intersection/Interchange Improvements PROJ MANG: K. Caparra

ADA improvements along Emerson Avenue at the following intersections: Hirst Ave, Melrose Ave, Lexington Ave, Penn Blvd, Lewis Ave, Wildwood Ave, and Long Lane.

Action: PA25-042

This will ensure compliant accessibility on Emerson Ave between the Borough limits

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Emerson Avenue ADA Improvements project, in the amount of \$491,000 (\$319,000 State 411/\$172,000 LOC).

The proposed action will add a new project to the TIP

						TIP Progi	ram Yea	rs (\$ 00	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	319											
CON	LOC	172											
		491	0	0	0	0	0	0	0	0	0	0	C
		Total FY	Total FY2025-2028 491				2029-2032		0	Total FY	2033-2036		0
	į									Į,			

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 120281 South Collegeville Road (PA 29) at Perkiomen Boulevard

AQ Code 2035M LIMITS:

Latitude: MUNICIPALITIES Upper Providence Township

Longitude: Roadway New Capacity PROJ MANG: S. Finan

South Collegeville Road Multimodal Improvements Project will complete two through lanes in each direction from US 422 into Collegeville Borough. The additional through lanes will aim to provide significant congestion relief and safety improvements for this busy stretch of road. Additionally, sidewalk will be installed along this section of SR 29, as well as ADA ramps and push buttons at the signalized intersection of SR 29 and Perkiomen Boulevard. A direct connection to the Montgomery County's Perkiomen Trail will also be provided.

Action: PA25-042

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the South Collegeville Road (PA 29) at Perkiomen Boulevard project, in the amount of \$1,576,000 (\$1,103,000 State 411/\$473,000 LOC).

The proposed action will add a new project to the TIP

				0)										
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	Ĭ	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	1,103												
CON	LOC	473												
		1,576	0	0	0)	0	0	0	0	0	0	0	0
		Total FY2	tal FY2025-2028 1,576				Total FY2	029-2032		0	Total F	/2033-203 6	i	0
	Į.						•				! !			

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 120282 Fairhill Neighborhood Slow Zone Phase 2

AQ Code S6 LIMITS: Between 5th Street, Glenwwood Ave, 2nd Street, and Allegheny Ave

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Streetscape PROJ MANG: J. Fry

The proposed work seeks to make permanent, effective safety measures guided by the USDOTs National Roadway Safety Strategy, FHWA Proven Safety Countermeasures initiative and Neighborhood Slow Zone pilot program data to address critical safety concerns and insufficient ADA accessibility within the Fairhill Neighborhood Slow Zone.

Action: PA25-042

The project includes upgrading effective interventions from temporary to permanent materials. Proposed improvements include new raised crosswalks at Neighborhood Slow Zone gateways; redesigned Slow Zone advisory signage for drivers entering Slow Zone limits; concrete curb extensions in place of painted corner clearances at locations adjacent to Luis Muñoz-Marin Elementary, Mann Older Adult Center, the Rivera Recreation Center (currently under renovation through the City's Rebuild program), and at multiple crossings along Glenwood Avenue; installation of Continental crosswalks in place of several standard crosswalks and new ADA ramps at multiple locations.

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Fairhill Neighborhood Slow Zones Phase 2 project, in the amount of \$3,900,000 (\$3,000,000 State 411/\$900,000 LOC).

The proposed action will add a new project to the TIP

						TIP Prog	ram Yea	rs (\$ 00	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	411	3,000											
CON	LOC	900											
		3,900	0	0	0	0	0	0	0	0	0	0	0
		Total FY2	•			Total FY	2029-2032		0	Total F	/2033-203 6	i	0
		Total FY2	otal FY2025-2028		900	lotal FY	2029-2032		U	lotal F	12033-2036)	0

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 120298 Schuylkill Banks: Batram-Passyunk Phase 2

AQ Code A2 LIMITS:

 Latitude:
 MUNICIPALITIES Philadelphia City

 Longitude:
 Bicycle/Pedestrian Improvement
 PROJ MANG: P. Shultes

This project is to acquire the land needed to extend Schuylkill Banks approximately 3,400 feet south to connect to the pedestrian infrastructure and public transportation routes along Passyunk Avenue, which is a major thoroughfare connecting multiple communities throughout South and Southwest Philadelphia. Schuylkill River Development Corporation (SRDC) will manage the land acquisition process in partnership with the City of Philadelphia, the eventual project site owner.

Action: PA25-042

Acquiring the land needed to build the Bartrams to Passyunk Phase II trail segment ensures the expansion of low- and no-cost transportation options to more residents, encourages new bicycle and pedestrian trips between dozens of Philadelphia neighborhoods and transportation hubs, and increases multimodal transportation throughout the city. Additionally, completing the project ensures the fair and equitable distribution of high-quality transportation facilities to underserved populations in Southwest Philadelphia.

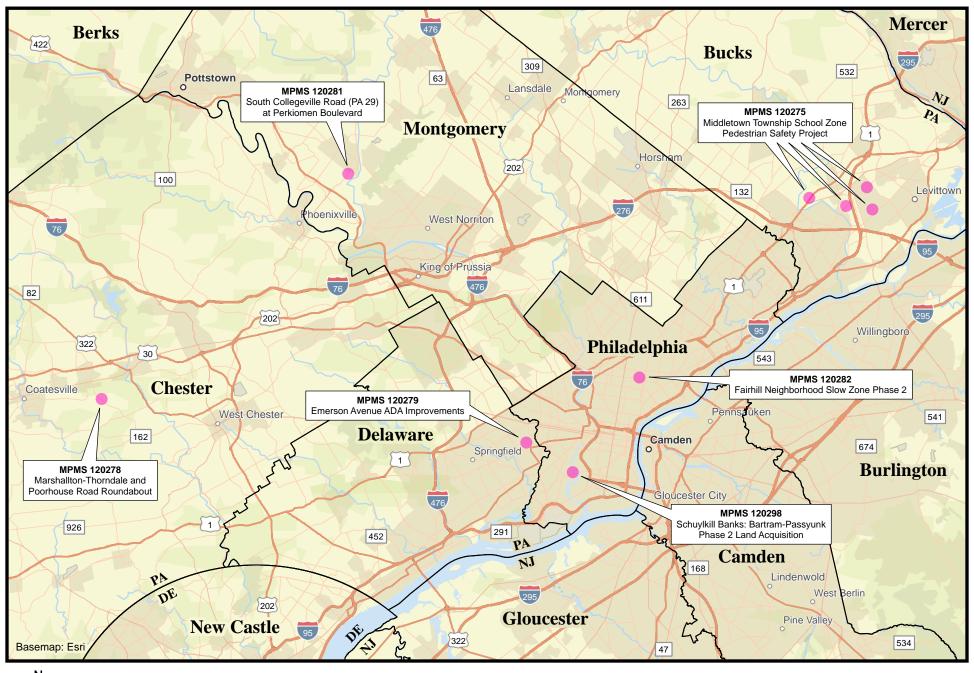
Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Schuylkill Banks: Bartram-Passyunk Phase 2 Land Acquisition project, in the amount of \$3,100,000 (\$2,385,000 State 411/\$715,000 LOC).

The proposed action will add a new project to the TIP

	TIP Program Years (\$ 000)													
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	411	2,385												
CON	LOC	715												
		3,100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		3,100		Total FY2029-2032			0		Total FY2033-2036		0	
		Total F 12025-2028		3,100		Total F 12029-2032			Ū		10tai F 12033-2036			

PA25-042: Statewide Multimodal Transportation Fund Projects









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

MARCH 11, 2025

Agenda Item:

6d. <u>PA25-043: Bridge Off System Projects (Various MPMS #s), Various Counties – Add New Projects to the TIP</u>

Background/Analysis/Issues:

On behalf of the Pennsylvania TIP Subcommittee, DVRPC staff request to add the listed Bridge Off-System (BOF) projects to the FY2025 TIP for Pennsylvania. Seven projects for the total amount of \$48,664,000 BOF were selected to be added to the TIP using funding set aside in MPMS #102105 (Municipal Bridge Line Item).

DVRPC set aside up to \$50,000,000 of Bridge Off-System (BOF) funding in MPMS #102105 (Municipal Bridge Line Item) during the FY2025 PA TIP update and solicited eligible candidate projects from all five counties. To be eligible for federal BOF funds, bridges must have a functional class (FC) of 08, 09, or 19, and the bridge must either have a span length of 20 feet or greater or must be replaced with a span that has a length of 20 feet or greater.

The PA TIP subcommittee submitted candidate projects, which were analyzed with the Plan-TIP Project Evaluation Criteria. The subcommittee reviewed the evaluation results, discussed the projects, and reached consensus on a group of seven projects to program with the available funding, listed below:

Bucks County

Randall Avenue Bridge over Amtrak (MPMS #13233) – \$1,430,000 BOF/Toll Credit for Preliminary Engineering (PE) in FY26.

This project will replace a Bristol Township bridge that is currently closed to vehicular and pedestrian traffic due to its poor-to-serious condition. The project will reopen the bridge, restore multimodal connectivity, provide sidewalks, and improve emergency

vehicle access in the area. Funds will be used to perform the PE phase of the project; the subsequent phases will be programmed into the FY27 TIP for PA.

Chester County

Replacement of Harmony Hill Road over Valley Creek (MPMS #82018) -

\$1,990,000 BOF/Toll Credit programmed as follows:

PE: \$400,000 in FY26
FD: \$240,000 in FY31
UTL: \$25,000 in FY32
ROW: \$25,000 in FY32
CON: \$1,300,000 in FY33

This project will replace a poor condition, one-lane bridge in East Bradford. The new structure will eliminate the existing posted weight limit and meet current safety standards by adding an additional vehicular travel lane.

Replacement of Coventryville Road over French Creek (MPMS #86272) -

\$2,552,000 BOF/Toll Credit programmed as follows:

PE: \$367,000 in FY26
FD: \$500,000 in FY31
UTL: \$25,000 in FY32
ROW: \$50,000 in FY32
CON: \$1,610,000 in FY33

This project will replace a fair condition, one-lane bridge in South Coventry Township. The new structure will eliminate the existing posted weight limit and meet current safety standards by adding an additional vehicular travel lane.

Replacement of Forest Manor Road over East Branch Big Elk Creek (MPMS #78530) - \$1,492,000 BOF/Toll Credit programmed as follows:

PE: \$227,000 in FY26
FD: \$300,000 in FY31
ROW: \$25,000 in FY32
CON: \$940,000 in FY33

This project will replace a poor condition, one-lane bridge in Upper Oxford Township. The new structure will eliminate the existing posted weight limit and meet current safety standards by adding an additional vehicular travel lane.

Delaware County

Pine Street over Darby Creek (MPMS #103546) - \$8,800,000 BOF/Toll Credit programmed as follows:

• PE: \$1,200,000 (FY26: \$600,000/FY27: \$600,000)

FD: \$1,000,000 in FY31
UTL: \$175,000 in FY32
ROW: \$155,000 in FY32
CON: \$6,270,000 in FY33

This project will replace a poor condition bridge in Darby Borough. The project will provide safe, multimodal connectivity, including sidewalk replacement.

Montgomery County

Washington Street over Norfolk Southern Railroad (MPMS # 16292) - \$9,400,000 BOF/Toll Credit programmed as follows:

PE: \$350,000 in FY26
FD: \$500,000 in FY31
UTL: \$200,000 in FY32
ROW: \$250,000 in FY32
CON: \$8,100,000 in FY32

This project will replace a poor condition bridge in Pottstown. The project will eliminate the existing posted weight limit and allow for safe vehicular and pedestrian travel.

City of Philadelphia:

Margie Street Bridge over Amtrak (MPMS #17595) – \$23,000,000 BOF/Toll Credit programmed as follows:

- PE: \$1,500,000 (FY26: \$954,000/FY27: \$546,000)
- FD: \$1,250,000 in FY31
- UTL: \$3,000,000 (FY31: \$274,000/FY32: \$2,726,000)
- CON: \$17,250,000 (FY32: \$3,403,000/FY33: \$13,847,000)

This project will rehabilitate a bridge that is currently closed to vehicular and pedestrian traffic due to its poor condition. The project will reopen the bridge, restore multimodal connectivity, preserve the historic nature of the Parker pony truss structure, and improve safe access for non-vehicular travelers.

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 these projects are exempt from the air quality analysis.

Cost and Source of Funds:

\$48,664,000 BOF

Date Action Required:

March 11, 2025

Recommendations:

RTC – Will make recommendations at the March 11, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of TIP Action PA25-043, DVRPC staff's request to add the listed BOF projects to the FY2025 TIP for Pennsylvania. Seven projects for the total amount of \$48,664,000 BOF will be added to the TIP:

Bucks County

Randall Avenue Bridge over Amtrak (MPMS #13233) – \$1,430,000 BOF/Toll Credit

Chester County

Replacement of Harmony Hill Road over Valley Creek (MPMS #82018) - \$1,990,000 BOF/Toll Credit

Replacement of Coventryville Road over French Creek (MPMS #86272) - \$2,552,000 BOF/Toll Credit

Replacement of Forest Manor Road over East Branch Big Elk Creek (MPMS #78530) - \$1,492,000 BOF/Toll Credit

Delaware County

Pine Street over Darby Creek (MPMS #103546) - \$8,800,000 BOF/Toll Credit

Montgomery County

Washington Street over Norfolk Southern Railroad (MPMS #16292) - \$9,400,000 BOF/Toll Credit

City of Philadelphia

Margie Street Bridge over Amtrak (MPMS #17595) - \$23,000,000 BOF/Toll Credit

Staff Contact:

Alyson Dressman

Attachments:

- 1. DVRPC Local Chart #5
- 2. Project Location Map

Pennsylvania - Highway and Transit Program

Bucks

MPMS# 13233 Randall Avenue over Amtrak

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES Bristol Township

Longitude: Bridge Repair/Replacement PROJ MANG: A. Harper

An inspection report from 2022 reported the bridge is in a state of poor-to-serious condition that ranges from cracking and rusting to section loss, severe spalling, and collision damage; the bridge transition deemed intolerable, with replacement/action required; and the under clearance, approach rail ends, deck geometry and approach alignment only meeting or better than minimum tolerable limits.

Action: PA25-043

Funds will be used to perform the preliminary field investigations required, engineering design of a new structure, publicly bidding the project, demolition of the existing structure, and construction of the new bridge. A new structure will aim to improve the mobility and safety of multiple modes of transportation; meet new bridge standards for abutments, moment slabs, guiderails, bridge decking and sidewalks; and address the current weight and size limitations of the existing Randall Avenue Bridge.

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Randall Avenue Bridge over Amtrak project, in the amount of \$1,430,000 BOF/Toll Credit for the Preliminary Engineering (PE) Phase in FY26.

The proposed action will add a new project to the TIP

	TIP Program Years (\$ 000)												
Phase PE PE	<u>Fund</u> BOF TOLL	FY2025	FY2026 1,430	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
		0 1,430 Total FY2025-2028		0 1,4	0 430	0 Total FY:	0 2029-2032	0	0	0 Total FY	0 ′2033-2036	0	0

Pennsylvania - Highway and Transit Program

Chester

MPMS# 78530 Forrest Manor Road over Branch Elk Creek

AQ Code S19 LIMITS

Latitude: MUNICIPALITIES Upper Oxford Township

Longitude: Bridge Repair/Replacement PROJ MANG: A. Harper

The purpose of this project is to address the poor condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Forest Manor Road over East Branch Big Elk Creek.

Action: PA25-043

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Replacement of Forrest Manor Road over East Branch Big Elk Creek project, in the amount of \$1,492,000 BOF/Toll Credit programmed as follows: \$227,000 for Preliminary Engineering (PE) Phase in FY26, \$300,000 for Final Design (FD) Phase in FY31, \$25,000 for the Right-ofWay (ROW) Phase in FY32, and \$940,000 for the Construction (CON) Phase in FY33.

The proposed action will add a new project to the TIP

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	BOF		227										
FD	BOF							300					
FD	TOLL												
ROW	TOLL												
ROW	BOF								25				
CON	TOLL												
CON	BOF									940			
		0	227	0	0	0	0	300	25	940	0	0	0
		Total FY2	2025-2028		227	Total FY	2029-2032	;	325	Total FY	2033-2036	9	940

Pennsylvania - Highway and Transit Program

Chester

MPMS# 82018 Harmny Hill Road over Valley creek

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES East Bradford Township

Longitude: Bridge Repair/Replacement PROJ MANG: A. Harper

The purpose of the project is to address the poor condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Harmony Hill Road over Valley Creek.

Action: PA25-043

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Replacement of Harmony Hill Road over Valley Creek project, in the amount of \$1,990,000 BOF/Toll Credit programmed as follows: \$400,000 for Preliminary Engineering (PE) Phase in FY26, \$240,000 for Final Design (FD) Phase in FY31, \$25,000 for the Right-ofWay (ROW) Phase in FY32, \$25,000 for the Utility (UTL) Phase in FY32, and \$1,300,000 for the Construction (CON) Phase in FY33.

The proposed action will add a new project to the TIP

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	BOF		400										
FD	BOF							240					
FD	TOLL												
ROW	TOLL												
ROW	BOF								25				
UTL	TOLL												
UTL	BOF								25				
CON	TOLL												
CON	BOF									1,300			
-		0	400	0	0	0	0	240	50	1,300	0	0	0
		Total FY20	025-2028		400	Total FY2	2029-2032	:	290	Total FY	2033-2036	1,:	300

Pennsylvania - Highway and Transit Program

Chester

MPMS# 86272 Coventryville Road over French Creek

AQ Code S19 LIMITS

Latitude: MUNICIPALITIES South Coventry Township

Longitude: Bridge Repair/Replacement PROJ MANG: A. Harper

The purpose of this project is to address the fair condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Conventryville Road Over French Creek.

Action: PA25-043

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Replacement of Coventryville Road over French Creek project, in the amount of \$2,552,000 BOF/Toll Credit programmed as follows: \$367,000 for Preliminary Engineering (PE) Phase in FY26, \$500,000 for Final Design (FD) Phase in FY31, \$50,000 for the Right-ofWay (ROW) Phase in FY32, \$25,000 for the Utility (UTL) Phase in FY32, and \$1,610,000 for the Construction (CON) Phase in FY33.

The proposed action will add a new project to the TIP

						TIP Progr	am Yea	rs (\$ 000))				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	BOF		367										
PE	TOLL												
FD	BOF							500					
FD	TOLL												
ROW	BOF								50				
ROW	TOLL												
UTL	TOLL												
UTL	BOF								25				
CON	TOLL												
CON	BOF									1,610			
-		0	367	0	0	0	0	500	75	1,610	0	0	0
		Total FY2	025-2028	;	367	Total FY	2029-2032		575	Total FY	2033-2036	1,0	610

Pennsylvania - Highway and Transit Program

Delaware

MPMS# 103546 Pine Street over Darby Creek

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES Darby Borough

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

This project aims to address the poor condition of the bridge and provide a safe and efficient structure across Darby Creek to serve the existing and anticipated transportation uses.

Action: PA25-043

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Pine Street over Darby Creek project, in the amount of \$8,800,000 BOF/Toll Credit programmed as follows: \$600,000 for Preliminary Engineering (PE) Phase in FY26, \$600,000 for the PE Phase in FY27 \$1,000,000 for Final Design (FD) Phase in FY31, \$155,000 for the Right-ofWay (ROW) Phase in FY32, \$175,000 for the Utility (UTL) Phase in FY32, and \$6,270,000 for the Construction (CON) Phase in FY33.

The proposed action will add a new project to the TIP

					7	ΓIP Progr	am Year	s (\$ 000))				
<u>Phase</u>	<u>Fund</u>	<u>FY2025</u>	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	BOF		600										
PE	TOLL												
PE	TOLL												
PE	BOF			600									
FD	BOF							1,000					
FD	TOLL												
ROW	BOF								155				
ROW	TOLL												
UTL	BOF								175				
UTL	TOLL												
CON	BOF									6,270			
CON	TOLL												
		0	600	600	0	0	0	1,000	330	6,270	0	0	0
		Total FY20	025-2028	1,2	200	Total FY2	2029-2032	1,3	30	Total FY	2033-2036	6,2	270

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 16292 Washington Street over Norfolk Southern Railroad

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES Pottstown Borough

Longitude: Bridge Repair/Replacement PROJ MANG: A. Harper

Project will rehabilitate or replace a poor condition bridge connecting Pottstown to South Pottstown and Industrial Highway. The bridge will be rehabilitated or replaced in its entirety to allow for safe travel over the Norfolk Southern railroad tracks by vehicles and pedestrians.

Action: PA25-043

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

Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Washingotn Street over Norfolk Southern Railroad project, in the amount of \$9,400,000 BOF/Toll Credit programmed as follows: \$350,000 for Preliminary Engineering (PE) Phase in FY26, \$500,000 for Final Design (FD) Phase in FY31, \$250,000 for the Right-ofWay (ROW) Phase in FY32, \$200,000 for the Utility (UTL) Phase in FY32, and \$8,100,000 for the Construction (CON) Phase in FY32.

The proposed action will add a new project to the TIP

						TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	BOF		350										
PE	TOLL												
FD	BOF							500					
FD	TOLL												
ROW	TOLL												
ROW	BOF								250				
UTL	TOLL												
UTL	BOF								200				
CON	TOLL												
CON	BOF								8,100				
		0	350	0	0	0	0	500	8,550	0	0	0	0
		Total FY2	025-2028	;	350	Total FY	2029-2032	9,0)50	Total FY	2033-2036	i	0

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 17595 Margie Street over Amtrak

AQ Code S19 LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

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

Margie Street bridge is a single span, riveted Parker pony truss bridge, fabricated in 1919. The bridge crosses over four electrified tracks of the Northeast Corridor. It was officially closed in the summer of 2017, due to severe deterioration of the stringers on the end span at the abutment. Prior to closure, the bridge was posted for a 17-ton weight restriction.

Action: PA25-043

This project aims to restore multimodal connectivity through Margie Street over Amtrak railroad, connecting the Strawberry Mansion and Glenwood neighborhoods of North Philadelphia. The scope of this project is to design and construct the rehabilitation of the bridge, to reopen it for safe public crossing. Rehabilitation is anticipated to include revisions to the through girders. Additionally, rehabilitation aims to be sensitive to the historic structure and generally minimize changes to character defining features.

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

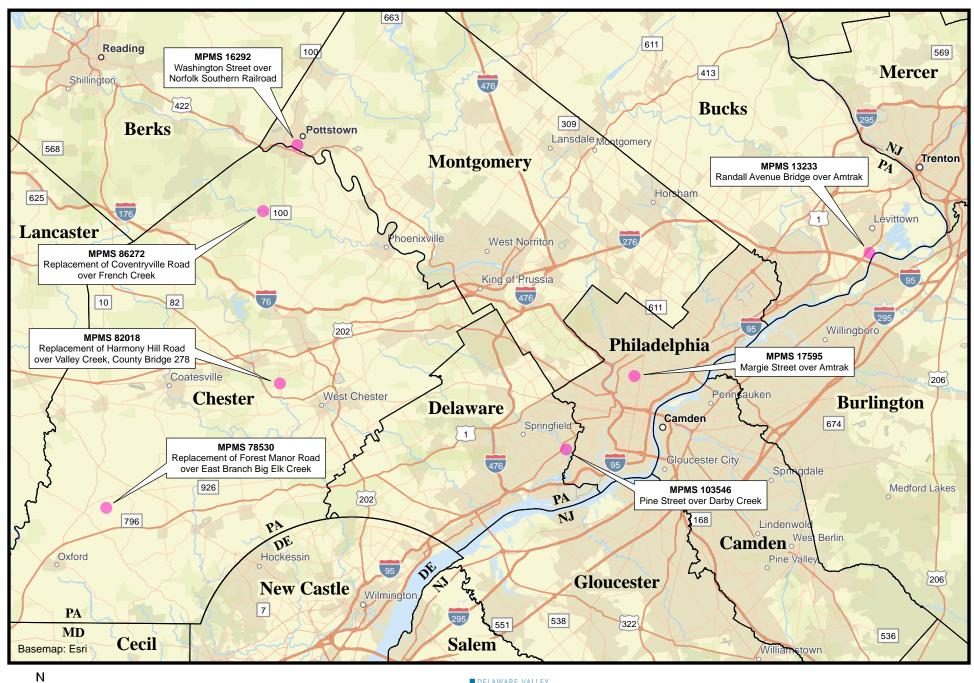
Summary of Action:

Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Margie Street over Amtrak project, in the amount of \$23,000,000 BOF/Toll Credit programmed as follows: \$954,000 for Preliminary Engineering (PE) Phase in FY26, \$546,000 for the PE Phase in FY27, \$1,250,000 for Final Design (FD) Phase in FY31, \$274,000 for the Utility (UTL) Phase in FY31, \$2,726,000 for the UTL Phase in FY32, \$3,403,000 for the Construction (CON) Phase in FY32, and \$13,847,000 for the CON Phase in FY33.

The proposed action will add a new project to the TIP

					•	TIP Progr	am Yea	s (\$ 000)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	BOF		954										
PE	TOLL												
PE	BOF			546									
PE	TOLL												
FD	BOF							1,250					
FD	TOLL												
UTL	BOF							274					
UTL	TOLL												
UTL	BOF								2,726				
UTL	TOLL												
CON	BOF									13,847			
CON	TOLL												
		0	954	546	0	0	0	1,524	2,726	13,847	0	0	0
		Total FY2	2025-2028	1,	500	Total FY	2029-2032	4,2	50	Total FY	2033-2036	13,8	347

PA25-043: Bridge Off System Projects









PennDOT Fiscal Constraint Charts (March 2025)

MA IDs:

Chart: 033

TIP MODIFICATIONS FOR FEBRUARY 2025 Chart #33

	rative Action		Fund Type		FFY 2025	i		FF'	Y 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY	2029	2ND 4	YRS FFY	2030	2ND 4	YRS FFY 2	2031	2ND 4 YRS FFY	Y 2032	3	RD 4 YRS		TOTAL	Dama-I
			s. Fed. Sta.	Fed. (\$)			Fed. (\$			LOC	Fed. (\$)	State (\$)	LOC		State (\$)	LOC		State (\$)			State (\$)			State (\$)		Fed. (\$) State (\$)			State (\$)			Remarks
O T III LINE ITEM		Defer	e STU 581	2 500 42	1 600	700	0	0	440,000	0	0	760,000	0		2 240 000	0	0		0	0	0	0	0	0	0	0 0		6 063 000	EC2 000	0	46 472 226 LI	.INE ITEM
STU LINE ITEM							U	0	449,000	U	U	760,000	0	U	2,240,000	U	0	0	0	0	0	0	0	0	0	0 0	U	6,963,000	563,000	0	16,173,226	
BUCKS	79980	CON Adjus	st STU 581	(2,640,00	0) (325,	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	(2,965,000)	
		After	STU 581	869,43	1,363,	788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0 0	0	6,963,000	563,000	0	13,208,226	
BRISTOL RD: HULM-																															PI O	PREVIOUSLY OBLIGATED, ADDIN
OLD LINC(C)		Befor	e 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 FI	FUNDS TO ADDRES #2 DISTRICT AUC.
BLICKS		 . Adii	4 CTU 504	4 200 00	200	000	0	0	0		0	0		0	0	0	0					0	0	0		0 0		0	0	0	4 500 000	
BUCKS	13727 l	UIL Adjus	st STU 581	1,200,00	300,	000	0	0	U	U	U	U	U	0	0	U	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	1,500,000	
SR,2025,001		After	STU 581	1,200,00	300,	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	1,500,000	
011,2020,001			301	1,200,000	000,		1			Ĭ		Ü				Ü								-							1,000,000	
																															PI	PREVIOUSLY OBLIGATED, ADDING
BRISTOL RD: HULM- OLD LINC(C)		Befor	e STU TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 FI	FUNDS TO ADDRES #6 DISTRICT AUC.
BUCKS	13727	CON Adjus	t STU TC	550,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	550,000	
SR,2025,001		After	STU TC	550,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	550,000	
							+																								PI	PREVIOUSLY
PA 41 & PA 926		Befor	e STU TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 FI	OBLIGATED, ADDING FUNDS TO ADDRESS #5 DISTRICT AUC.
ROUNDABOUT(C)																															#*	3 DISTRICT AUC.
CHESTER	102709	CON Adjus	t STU TC	875,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	875,000	
SR,0041,926		After	STU TC	875,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	875,000	
SR 322 IDA SLOPE		Defe																										•				PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #14 DISTRICT AUC
FAILURE(C)		Beror	e FFL 581	1	0	٥	١	٥	٥	٥	١	U	0	"	0	U	0		0	0	"	0	U	0	U	0 0	0	0	0	U	0 #	#14 DISTRICT AUC.
CHESTER	119160 0	CON Adjus	t FFL 581	100,00	0 25,	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	125,000	
	110100	-																													-	
SR,0322,IDA		After	FFL 581	100,00	0 25,	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	125,000	
D7140 05115041																									İ						0	PREVIOUSLY OBLIGATED, ADDING
RTMC GENERAL CONTRACT		Befor	e STU TC	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	n Fi	FUNDS TO PAY FINAL NVOICE.
MONTOOMEDY				45.00	_																											
MONTGOMERY	110494 C	CON Adjus	st STU TC	15,00	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	15,000	
SR,,GRT		After	STU TC	15,00	n				0	٥	١	0		_		0						0	0	0	0	0 0		0	0	0	15,000	
310,,0101		Aito	010 10	13,00				١		ĭ		U				· ·									Ů					Ŭ	13,000	
																																INE ITEM
REGIONAL SAFETY INITI		Befor	e HSIP	1,862,71	4	0	0 63	3,000	0	0	10,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000 0	0	95,448,000	0	0	227,408,714	
DISTRICT LINE ITEM	57927	CON	t HSIP	(65,00	0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	(65,000)	
2.01.1.01 2.1.12 112			HSIP	1,797,71		0	0 63	3,000	0	0	10,725,000	0		23,862,000		0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000 0	0	95,448,000	0	0	227,343,714	
		74101	11011	1,707,71	*		000	,,000		Ŭ	10,720,000			20,002,000		-	20,002,000			20,002,000			20,002,000			25,552,555		30,440,000				REVIOUSLY
OLD SKIPPACK RD ROUNDABOUT(C)		Befor	e HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 FI	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUCS.
KOONDABOOT(C)																																500.
MONTGOMERY	110961	CON Adjus	t HSIP	61,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	61,000	
SR,1017,SIP		After	HSIP	61,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	61,000	
																															Pi	PREVIOUSLY
OLD SKIPPACK RD		Refor	e HSIP		0		0	0	0	٥	١	0	0	0	0	0					0	0	0	0	0	0 0		0	0	0	0	DBLIGATED, ADDING FUNDS TO ADDRESS AUCS.
ROUNDABOUT(C)		50101] '	<u> </u>			١		۱		U				3	0						· ·	3	J	Ü	3	3			Al	UCS.
MONTGOMERY	110961	FD Adjus	t HSIP	4,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	4,000	
SR,1017,SIP		After	HSIP	4,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	4,000	
				<u> </u>			Ш							<u> </u>																		
			Before FFY Tota	ls 3,509,43	8 1,688,	788	0	0	449,000	0	0	760,000	n	n	2,240,000	0	0	0	0	0	0	0	0	0	0	0 0	0	6,963,000	563,000	0	16,173,226	
		FFY	Adjustment Tota		_	0	0	0	0	0	٥	0			, 12,23	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0		TOTAL AD HIST IS TO
			_, 10ta	100,00		-	-	<u> </u>		U	U U	0	"	-	"	0	U	0	0	-	0	U	U	U	U	0	U	U	U	0	TOU,000	FOTAL ADJUST IS DU FO THE USE OF FFL FUNDS.
			After FFY Tota	ls 5,472,15	2 1,688,	788	0 69	3,000	449,000	0	10,725,000	760,000	0	23,862,000	2,240,000	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000 0	0	102,411,000	563,000	0	243,681,940	JANU.
				1	1	1	1	1	1		ı l		1	I	1 1																	

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

TIP MODIFICATIONS FOR FEBRUARY 2025 Chart #34

Chart: 034

* Positive number deno			d Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY 2	020	2ND 4	YRS FFY 2	2030	2ND 4	YRS FFY	2031	2ND 4 YRS	FEV 2032		3RD 4 YRS		TOTAL	
		Amts. Fed.		Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	Loc	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		State (\$)			State (\$)			State (\$)		Fed. (\$) State		Fed. (\$)	State (\$)	LOC	TOTAL	Remarks
BRIDGE RESERVE																															LINE ITEM
LINE ITEM	79929 COI	Before BOF		603,956	811,789		0	,,,,,,		0	3,542,338	0	0	,	0	0	0	0	0	330,000	0	0	0	0	0	0	3,642,000	60,279,514	0	72,392,936	
BUCKS		Adjust BOF		1,918,000	360,000					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,918,000)		0	120,000	
		After BOF	185	2,521,956	1,171,789	120,000	0	2,364,339	9 0	0	3,542,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	1,724,000	59,919,514	0	72,512,936	CASH FLOWING
59TH STREET O/ AMTRAK		Before BOF	183	1,918,000	360,000	120,000	2,973,000	557,000	186,000	5,192,000	973,000	324,000	7,954,000	1,491,000	497,000	8,850,000	1,659,000	553,000	6,624,000	1,242,000	414,000	0	0	0	0	0	0	0	0	41,887,000	FUNDS BASED ON
PHILADELPHIA	98229 CON	Adjust BOF	183	(1,918,000)	(360,000)	(120,000	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,918,000	360,000	120,000	0	
SR,1005,PTC		After BOF	183	0	0	0	2,973,000	557,000	186,000	5,192,000	973,000	324,000	7,954,000	1,491,000	497,000	8,850,000	1,659,000	553,000	6,624,000	1,242,000	414,000	0	0	0	0	0	1,918,000	360,000	120,000	41,887,000	
																															LINE ITEM
BRIDGE RESERVE LINE ITEM	79929 COI	Before BOF	185	2,521,956	1,171,789	120,000	0	2,364,339	0	0	3,542,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	1,724,000	59,919,514	0	72,512,936	
BUCKS	73323 001	Adjust BOF	185	(1,991,000)	(248,160)) 0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,239,160)	
		After BOF	185	530,956	923,629	120,000	0	2,364,339	0	0	3,542,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	1,724,000	59,919,514	0	70,273,776	
FETTERS MILL RD O/ PENNYPACK CR(C)		Before BOF		0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR LOW BID COST INCREASE.
MONTGOMERY		Adjust BOF		1,991,000	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,991,000	
	80052 CON	1																													
SR,7046,027		After BOF		1,991,000	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	1,991,000	
DOE RUN RD O/ DOE RUN(C)		Before	185	0	1,200,000	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000	ADDING FUNDS FOR LOW BID COST INCREASE.
CHESTER		Adjust	185	0	248,160	0	0) 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248,160	
	57677 CON	1			, , , , ,																										
SR,0082,CDR		After	185	0	1,448,160	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,448,160	
BRIDGE INVESTMENT PROGRAM(BRIP) LINE		Before BRIP		613,853	0	0	805,000	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,464,056	0	0	31,882,909	LINE ITEM
ITEM	117997	Adjust BRIP																													
MONTGOMERY	117337 CO	Adjust BRIP		0	0	0	(754,000)) (0	0	0	0	0	0	0	2,849,000	0	0	2,024,000	0	0	0	0	0	0	0	0	0	0	4,119,000	
		After BRIP		613,853	0	0	51,000	C	0	0	0	0	0	0	0	2,849,000	0	0	2,024,000	0	0	0	0	0	0	0	30,464,056	0	0	36,001,909	
GOV PRINTZ BLVD O/ CONRAIL(C)		Before BRIP	TC	2,798,000	0	0	3,849,000	C	0	1,849,000	0	0	1,825,000	0	0	2,849,000	0	0	2,024,000	0	0	0	0	0	0	0	0	0	0	15,194,000	ADVANCING FUNDS FOR AC CONVERSION FUNDS IN 2ND 4 YEARS NOT NEEDED
DELAWARE		Adjust BRIP	TC	0	0	0	754,000	0	0 0	0	0	0	0	0	0	(2,849,000)	0	0	(2,024,000)	0	0	0	0	0	0	0	0	0	0	(4 110 000)	AS THE FUNDS IN THE 1ST 4 YEARS WILL COVER THE
	92324 CON																						-								REMAINING AC CONVERSION.
SR,0291,DEC		After BRIP	TC	2,798,000	0	0	4,603,000	C	0	1,849,000	0	0	1,825,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,075,000	
		Before FF	Y Totals	8,455,765	3,543,578	240,000	7,627,000	5,285,678	186,000	7,041,000	8,057,676	324,000	9,779,000	3,129,000	497,000	11,699,000	1,659,000	553,000	8,648,000	1,902,000	414,000	0	0	0	0	0	35,830,056	120,199,028	0	235,069,781	
		FFY Adjustmen	nt Totals	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	120,000		TOTAL ADJUST IS DU TO THE USE OF
		After FF	Y Totals	8,455,765	3,543,578	240,000	7,627,000	5,285,678	186,000	7,041,000	8,057,676	324,000	9,779,000	3,129,000	497,000	11,699,000	1,659,000	553,000	8,648,000	1,902,000	414,000	0	0	0	0	0	35,830,056	120,199,028	120,000	235,189,781	LOCAL FUNDS.
						<u> </u>																									

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

MA IDs:

TIP MODIFICATIONS FOR FEBRUARY 2025 Chart #35

Chart: 035 * Positive number	denotes a surplus/Neg	ative denotes a delic	t												Chart																	
	rative Action		Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4 YI	RS FFY 20	29	2ND 4 Y	RS FFY	2030	2ND 4	YRS FFY	2031	2ND 4	4 YRS FF	Y 2032	3	RD 4 YRS		TOTAL	Remarks
Project Title	MPMS Ph	s Amts. Fe	d. Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	OC Fed.	(\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Before BR	IP .	613,853	0	0	51,000	0	0	0	0	0	0	0	0 2,8	49,000	0	0	2,024,000	0	0	0	0	0	0	0	0	30,464,056	0	0	36,001,909	LINE ITEM
MONTGOMERY	117997 CO	Adjust BR	Р	874,000	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	874,000	İ
		After BR	P	1,487,853	0	0	51,000	0	0	0	0	0	0	0	0 2,8	49,000	0	0	2,024,000	0	0	0	0	0	0	0	0	30,464,056	0	0	36,875,909	
BRIDGE RESERVE LINE ITEM		Before BC	F 185	530,956	923,629	120,000	0	2,364,339	0	0	3,542,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	0	1,724,000	59,919,514	0	70,273,776	LINE ITEM
BUCKS	79929 CO	Adjust BC	F 185	0	219,000	0	0	0	0	0	(1,160,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(941,000)	İ
		After BC	F 185	530,956	1,142,629	120,000	0	2,364,339	0	0	2,382,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	0	1,724,000	59,919,514	0	69,332,776	İ
BLACK ROCK RD O/TRIB SCHUYLKILL RIVER		Before BR	IP 183	874,000	219,000	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	1,093,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
MONTGOMERY	118005 CC	Adjust BR	IP 183	(874,000)	(219,000)	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	(1,093,000)	İ
SR,0113,MTS		After		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLACK ROCK RD O/TRIB SCHUYLKILL RIVER		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		CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
MONTGOMERY	118005 CC	Adjust	185	0	0	0	0	0	0	0	1,160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,160,000	İ
SR,0113,MTS		After	185	0	0	0	0	0	0	0	1,160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,160,000	
BRIDGE INVESTMENT		2 (22		4 407 050			54.000												0.004.000					_				00.404.050				LINE ITEM
PROGRAM(BRIP) LINE ITEM	117997 CO	Before BR		1,487,853	0	0	51,000	0	0	0	0	0	0	0	0 2,8	49,000	0	0	2,024,000	0	0	0	0	0	0	0	0	30,464,056	0	0	36,875,909	1
MONTGOMERY	111331 30			0	0		0	0	0	0	0	0	0		0	0	0	0	(750,000)	0		0	0	0	0	0	0	(1,007,000)	0	0	(1,757,000)	1
		After BR	P	1,487,853	0	U	51,000	0	U	0	0	U	0	0	0 2,8	49,000	U	0	1,274,000	0	0	0	U	0	0	0	0	29,457,056	0	0	35,118,909	LINE ITEM
BRIDGE RESERVE LINE ITEM	79929 CO	Before BC	F 185	530,956	1,142,629	120,000	0	2,364,339	0	0	2,382,338	0	0	819,000	0	0	0	0	0	330,000	0	0	0	0	0	0	0	1,724,000	59,919,514	0	69,332,776	
BUCKS	.5525	Adjust BC	F 185	1,757,000	329,000	110,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(141,000)) 0	0	0	0	0	0	0	0	(188,000)	0	1,867,000	İ
		After BC	F 185	2,287,956	1,471,629	230,000	0	2,364,339	0	0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0	1,724,000	59,731,514	0	71,199,776	CACH ELOWING
LLOYD STREET O/ AMTRAK		Before BC		1,757,000	329,000		1,757,000	329,000	110,000	1,757,000	329,000	110,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,588,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
DELAWARE			F 183	(1,757,000)	(329,000)	(110,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,196,000)	İ
SR,7301,LYD	57773 CC	After BO	F 183	0	0	0	1,757,000	329,000	110,000	1,757,000	329,000	110,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,392,000	
LLOYD STREET O/ AMTRAK		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	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
DELAWARE		Adjust BR	P 183	0	0	n	0	0	n	0	0	n	0	0	0	0	0	0	750,000	141,000	47,000	0	0	0	0	0	0	1,007,000	188,000	63,000	2,196,000	l
	57773 CC		133																3,555	,550	.7,000		0					1,131,003	755,000	22,000	_, . 50,000	1
SR,7301,LYD		After BR	IP 183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750,000	141,000	47,000	0	0	0	0	0	0	1,007,000	188,000	63,000	2,196,000	

Chart: 035

	denotes a surplus/Neg	guirre deriote	es a delicit																													
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Before	re BRIP		1,487,853	0	0	51,000	0	0	0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0 0	0	29,457,056	0	0	35,118,909	LINE ITEM
MONTGOMERY	117997 Co	ON Adjus	st BRIP		0	0	0	C) (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	(1,918,000)	0	0	(1,918,000)	
		After	BRIP		1,487,853	0	0	51,000	0	0	0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	27,539,056	0	0	33,200,909	
BRIDGE RESERVE LINE ITEM		Befor	ore BOF	185	2,287,956 1	,471,629	230,000	C	2,364,339	9 0	0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0 0	0	1,724,000	59,731,514	0	71,199,776	LINE ITEM
BUCKS	79929 CO	ONAdjus	st BOF	185	0	0	0	1,918,000	360,000	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	(360,000)	0	2,038,000	
		After	r BOF	185	2,287,956 1	,471,629	230,000	1,918,000	2,724,339	120,000	0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0 0	0	1,724,000	59,371,514	0	73,237,776	
59TH STREET O/ AMTRAK		Before	re BOF	183	0	0	0	2,973,000	557,000	186,000	5,192,000	973,000	324,000	7,954,000	1,491,000	497,000	8,850,000	1,659,000	553,000	6,624,000	1,242,000	414,000	0	0	0	0 0	0	1,918,000	360,000	120,000	41,887, 000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
PHILADELPHIA		Adjus	st BOF	183	0	0	0	(1,918,000	(360,000	(120,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	(2,398,000)	
	98229 CO	ON																														
SR,7301,631		After	BOF	183	0	0	0	1,055,000	197,000	66,000	5,192,000	973,000	324,000	7,954,000	1,491,000	497,000	8,850,000	1,659,000	553,000	6,624,000	1,242,000	414,000	0	0	0	0	0	1,918,000	360,000	120,000	39,489,000	
59TH STREET O/ AMTRAK		Before	re	183	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 P	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
PHILADELPHIA		Adjus	st BRIP	183	0	0	0	C) (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	1,918,000	360,000	120,000	2,398,000	
	98229 CO	ON																														
SR,7301,631		After	BRIP	183	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	1,918,000	360,000	120,000	2,398,000	
																																LINE ITEM
BRIDGE INVESTMENT																																LINE II EW
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM			re BRIP		1,487,853	0	0	51,000	0	0	0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0 0	0	27,539,056	0	0	33,200,909	LINE HEW
PROGRAM(BRIP) LINE	117997 CC				1,487,853	0	0	51,000			0			0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0 0	0	27,539,056	0	0		LINE II EM
PROGRAM(BRIP) LINE ITEM	117997 CC	ON Adjus				0 0	0 0) (0		0	0			0 0		0 0	0			0 0	0	0 0	0	0 0	0	27,539,056	0	0	33,200,909 (600,000) 32,600,909	
PROGRAM(BRIP) LINE ITEM	117997 CC	Adjust	st BRIP		(600,000) 887,853	0 0 0 ,471,629	0 0 0 230,000	C) (0 0	0	0	0	0	0	0 0 0	0	0 0 0	0 0 0	0	0	0 0 0	0 0 0	0 0 0	0 0	0 0	0	0		0 0	33,200,909 (600,000) 32,600,909	LINE ITEM
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE	117997 CC	Adjust After Before	BRIP BRIP	185	(600,000) 887,853 2,287,956 1	0		51,000) (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 2,382,338	0 0	0	0	0 0 0 0 0	0 2,849,000	0 0 0	0 0 0	1,274,000	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	0	27,539,056	0	0 0 0	33,200,909 (600,000) 32,600,909	
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM		After Before Adjust After	BRIP BRIP DIE BOF	185	(600,000) 887,853 2,287,956 1 (1,991,000)	,471,629		51,000 1,918,000) (9 120,000	0 0	0 0 2,382,338	0 0	0	0 0 819,000	0 0 0 0 0 0 0	0 2,849,000	0	0 0 0 0 0 0 0	1,274,000	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	27,539,056	59,371,514	0 0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776	LINE ITEM
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM		Adjust After Before Adjust After	BRIP BRIP BOF ast BOF	185 185 185	(600,000) 887,853 2,287,956 1 (1,991,000)	,471,629 (85,500)	(28,500)	51,000 1,918,000	2,724,339	9 120,000	0 0	0 0 2,382,338	0 0	0	0 0 819,000	0 0 0 0 0 0 0 0	0 2,849,000	0	0 0 0 0 0 0 0	1,274,000	0 0 189,000	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	27,539,056 1,724,000	59,371,514	0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776	
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W	79929 CC	Adjus After Before Adjus After Adjus After Adjus	st BRIP BRIP BOF IST BOF BOF	185 185 185 TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1	,471,629 (85,500)	(28,500)	51,000 1,918,000	2,724,339	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 2,382,338 0 2,382,338	0 0 0 0 0	0	0 0 819,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2,849,000	0	0 0 0 0 0 0 0 0 0 0	1,274,000	0 0 189,000	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 0 0 0 0 0 0 0 0 0 0 0	0 (0 0 0	27,539,056 1,724,000	59,371,514	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776	LINE ITEM NO CHANGE. NOLUDED TO SHOW
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR		Adjus After Before Adjus After Adjus After Adjus	BRIP BRIP BOF BOF BOF SSTP	185 185 185 TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000	,471,629 (85,500) ,386,129	(28,500)	1,918,000 1,918,000	2,724,339	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 2,382,338 0 2,382,338	0 0 0 0 0	0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0 0 0	0 2,849,000 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1,274,000 0 0 0	0 0 189,000 0 189,000	0 0 0 0 0 0 0 0 0	0	0 0 0 0	0	0 0 0	0 0 0	27,539,056 1,724,000	59,371,514 0 59,371,514	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776	LINE ITEM NO CHANGE. NOLUDED TO SHOW
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR	79929 CC	Adjus After Before Adjus Adjus After Before Adjus	BRIP BRIP BOF BOF BOF SSTP	185 185 185 TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000	,471,629 (85,500) ,386,129	(28,500) 201,500 0	1,918,000 1,918,000	2,724,339 0 2,724,339 0 2,724,339	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 2,382,338 0 2,382,338 0	0 0 0 0 0 0	0 0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0 0 0	0 2,849,000 0 0	0	0 0 0 0 0 0 0 0 0	0 1,274,000 0 0 0	0 0 189,000 0 189,000	0 0 0 0 0 0 0 0 0	0	0 0 0 0		0 0 0	0 0 0 0	27,539,056 1,724,000	59,371,514 0 59,371,514	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776	LINE ITEM NO CHANGE. NOLUDED TO SHOW
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR CHESTER	79929 CC	Adjus After Before Adjus Adjus After Before Adjus	st BRIP BRIP ore BOF sst BOF r BOF sst SSTP sst SSTP	185 185 185 TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000	,471,629 (85,500) ,386,129	(28,500) 201,500 0	1,918,000 1,918,000	2,724,339 0 2,724,339 0 2,724,339	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 2,382,338 0 2,382,338 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0	0 2,849,000 0 0 0 0 0	0		0 1,274,000 0 0 0	0 0 189,000 0 189,000	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 0 0	27,539,056 1,724,000	0 59,371,514 0 59,371,514 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776 1,270,000	LINE ITEM NO CHANGE. NOLUDED TO SHOW
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR CHESTER SR,7015,297 TOWNSHIP RD O/ W	79929 CC	Adjus After Before Adjus After Before Before Before	st BRIP BRIP ore BOF sst BOF r BOF sst SSTP sst SSTP	185 185 185 TC TC TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000	,471,629 (85,500) ,386,129	(28,500) 201,500 0 0	1,918,000 1,918,000	2,724,338 2,724,338 2,724,338 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 2,382,338 0 2,382,338 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0 0 0	0 2,849,000 0 0 0	0		0 1,274,000 0 0 0	0 0 189,000 0 189,000	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 0 0 0 0 0 0 0 0 0 0		27,539,056 1,724,000	0 59,371,514 0 59,371,514 0 0		33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776 1,270,000	NO CHANGE, NOCHANGE, NOCUDED TO SHOW OVERALL PHASE COST. ADDING FUNGS TO MATCH CURRENT
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR CHESTER SR,7015,297 TOWNSHIP RD O/ W BR BIG ELK CR	79929 CC	Adjus Adjus Adjus Adjus	st BRIP BRIP BOF IST BOF T BOF STP STP	185 185 185 TC TC TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000 0	0 ,471,629 (85,500) ,386,129 0 0	(28,500) 201,500 0 0	1,918,000 1,918,000	2,724,338 2,724,338 2,724,338 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 2,382,338 0 2,382,338 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0 0 0	0 2,849,000 0 0 0	0 0 0 0 0 0 0 0		0 1,274,000 0 0 0	0 0 189,000 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 0 0 0 0 0	0 0 0 0 0				0 27,539,056 1,724,000 0 1,724,000 0 0 0	0 59,371,514 0 59,371,514 0 0		33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776 1,270,000 1,270,000	NO CHANGE, NOCHANGE, NOCUDED TO SHOW OVERALL PHASE COST. ADDING FUNGS TO MATCH CURRENT
PROGRAM(BRIP) LINE ITEM MONTGOMERY BRIDGE RESERVE LINE ITEM BUCKS TOWNSHIP RD O/ W BR BIG ELK CR CHESTER SR,7015,297 TOWNSHIP RD O/ W BR BIG ELK CR	79929 CC	Adjus Adjus Adjus Adjus	st BRIP BRIP ore BOF ist BOF re SSTP sSTP sSTP	185 185 185 TC TC TC	(600,000) 887,853 2,287,956 1 (1,991,000) 296,956 1 1,270,000 0	0 ,471,629 (85,500) ,386,129 0 0	(28,500) 201,500 0 0	1,918,000 1,918,000	2,724,339 0 2,724,339 0 2,724,339 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 2,382,338 0 2,382,338 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 819,000 0 819,000	0 0 0 0 0 0 0 0 0	0 2,849,000 0 0 0	0 0 0 0 0 0 0 0		0 1,274,000 0 0 0	0 0 189,000 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 0 0 0 0 0	0 0 0 0 0				0 27,539,056 1,724,000 0 1,724,000 0 0 0	0 59,371,514 0 59,371,514 0 0		33,200,909 (600,000) 32,600,909 73,237,776 (2,105,000) 71,132,776 1,270,000 1,270,000	NO CHANGE, NOCHANGE, NOCUDED TO SHOW OVERALL PHASE COST. ADDING FUNGS TO MATCH CURRENT

Chart: 035

CHAPMAN ROAD O/ BOF 634.000 634.000 1,268,000 BUCKS Adjust BOF 111565 CON SR,7205,CPR BOF 634,000 634,000 1,268,000 CHAPMAN ROAD O/ 500,000 Before BRIP 500.000 PINE RUN BUCKS 560,000 111565 CON SR,7205,CPR 560,000 500,000 1,060,000 PREVIOUSLY
OBLICATED, ADDING
FUNDS TO PAY FOR
ADDITONAL
CONSTRUCTION
INSPECTION,
CONTRACTOR
OVERHEAD, AND
DELAYS ASSOCIATED
WITH UTILITIES. NEW RD O/ CHESTER BOF DELAWARE Adjust BOF 625,000 0 0 0 625,000 47992 CON SR,7023,007 BOF 625,000 625,000 PREVIOUSLY
OBLIGATED,
O ADDITONAL FUNDS
ARE NEEDED AS THE
PROJECT SCOPE IS
BEING SEPARED TO
REMOVAL OF EAST
BRIDGE STREET O/
WITRAK. W BRIDGE ST O/ 183 Before BOF CHESTER 416,000 520,000 Adjust BOF 183 78,000 26,000 0 0 14134 FD SR,7410,BRG 183 416,000 78,000 26,000 520,000 FRUITVILLE RD O/ BOF 183 PERKIOMEN CR MONTGOMERY Adjust BRIP 183 7,500 0 0 0 0 0 50,000 16408 PE SR,7046,232 183 40,000 7,500 2,500 Before FFY Totals 15,250,236 5,557,516 20,246,000 477,847,740 FFY Adjustment Tota 47,000 183,000 230,000 OTAL ADJUST IS DU O THE USE OF OCAL FUNDS. After FFY Total 15,250,236 5,557,516 810,000 7,986,000 10,703,356 416,000 6,949,000 11,991,352 434,000 7,954,000 4,767,000 497,000 20,246,000 1,659,000 553,000 13,220,000 2,280,000 126,738,224 239,302,056 303,000 478,077,740

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

MA IDs:

Chart: 036

TIP MODIFICATIONS FOR FEBRUARY 2025 Chart #36

Administra	ative Action	Fu	nd Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY 2	029	2ND 4 Y	'RS FFY 20	30	2ND 4	YRS FFY	2031	2ND 4	YRS FFY	2032		3RD 4 YRS		TOTAL
oject 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	
E RESERVE NE ITEM	79929 CON	Before BOF	185	296,956	1,386,129	201,500	1,918,000	2,724,339	120,000	0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0	1,724,000	59,371,514	0	71,132,776
BUCKS	79929 CON	Adjust BOF	185	(296,956)	0	0	(1,903,044)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,200,000)
		After BOF	185	0	1,386,129	201,500	14,956	2,724,339	120,000	0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0	1,724,000	59,371,514	0	68,932,776
LY RD O/ NY CR		Before sSTP	TC	1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000
OMERY		Adjust sSTP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
046,275	103372 CON	After sSTP	TC	1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000
LY RD O/ NY CR		Before		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOMERY		Adjust BOF	TC	296,956	0	0	1,903,044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,000
7046,275	103372 CON	After BOF	тс	296,956	0	0	1,903,044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,000
		Before F	FY Totals	1,596,956	1,386,129	201,500	1,918,000	2,724,339	120,000	0	2,382,338	0	C	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0	1,724,000	59,371,514	0	72,432,776
		FFY Adjustm	ent 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

MA IDs:

Chart: 037

TIP MODIFICATIONS FOR MARCH 2025 Chart #37

AMEND	MENT		Fund Type		FFY	2025			FFY 2026	i		FFY 2027			FFY 2028		2ND 4	4 YRS FFY 2	029	2ND 4	YRS FFY 2	2030	2ND 4	YRS FFY 2031		2ND 4 YRS	FFY 2032		3RD 4 YRS		TOTAL	Re
ject Title	MPMS	Phs A	mts. Fed. Sta.	Fed. (\$)	St	tate (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOG	Fed	d. (\$) State	(\$) LOC	Fed. (\$)	State (\$)	LOC		
NVESTMENT																																LINE ITE
M(BRIP) LINE		Be	fore BRIP	887,8	53	0	0	51,000		0 (0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	0 27,539,056	0	0	32,600,909	
	117997	CON	ljust BRIP		0	0	0	6,416,000		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (7,011,200	0) 0	0	(595,200)	d
			,					-,,																				(1,111,20)			(000,000,	
		Af	er BRIP	887,8	53	0	0	6,467,000		0	0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	0 20,527,856	0	0	32,005,709	
																																LINE IT
RESERVE EITEM		Be	efore BOF 185	•	0 1	,386,129	201,500	14,956	2,724,33	39 (0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0 1,724,000	59,371,514	0	68,812,776	
скѕ	79929	CON	tjust BOF 185		0	0	0	0	1,604,00	00 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 ((1,752,800)	0	(148,800)	l
JK5					0 4	200 400	004 500	44.050					0	0	-	0	0	0		0	400.000	0	0	0		0	î	0 4704000		0		
		AI	ter BOF 185	<u> </u>	0 1	,386,129	201,500	14,956	4,328,33	39 (0	2,382,338	0	0	819,000	U	U	0	0	0	189,000	0	0	U	0	0	0	0 1,724,000	57,618,714	0	68,663,976	
Y RD O/		Be	fore BRIP 185	.	0	0	0	6,416,000	1,604,00	00 (2,416,000	604,000	0	4,416,000	1,104,000	0	6,000,000	1,500,000	0	0	0	0	0	0	0	0	0	0 2,616,000	1,604,000	0	28,280,000	FUNI CUR
RAK								, ,,,,,,	,,,,,		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			, .,	, , , , , , , ,													,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			DATE
STER	47979	CON A	ljust BRIP 185	i	0	0	0	(6,416,000)	(1,604,00	00)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 7,011,20 0	1,752,800	0	744,000	1
5,PTC		Af	er BRIP 185		0	0	0	0		0	2,416,000	604,000	0	4,416,000	1,104,000	0	6,000,000	1,500,000	0	0	0	0	0	0	0	0	0	0 9,627,200	3,356,800	0	29,024,000	
								<u> </u>																								NO INC
Y RD O/ RAK		Be	fore STU		0	0	0	0		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 3,800,000	0	0	3,800,000	
								_		_				_							_		_		_	_		-				ı
STER	47979	CON A	ljust STU		0	0	0	0		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	1
5,PTC		Af	ter STU		0	0	0	0		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 3,800,000	0	0	3,800,000	
Administrati	tive Act	tion																														
ESTMENT		D.	fore BRIP	007.0	F2		0	6 467 000		0	, ,						2,849,000		0	4 274 000								0 20 527 056			20.005.700	LINE
BRIP) LINE M		Be	fore BRIP	887,8	53	0	U	6,467,000			' "	0	0	U	0	٥	2,849,000	0	0	1,274,000	0	0	0	0	0	٥	0	0 20,527,856	6 0	0	32,005,709	
OMERY 1	117997	CON	ljust BRIP		0	0	0	2,488,000		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (2,884,000	0	0	(396,000)	1
			2010					0.055.000												4.074.000								47.040.050				
		Ar	er BRIP	887,8	53	0	0	8,955,000		0	0	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	0 17,643,856	6 0	0	31,609,709	
ESERVE																																LINE
TEM			efore BOF 185	·	0 1	,386,129	201,500	14,956	4,328,33	39 (0	2,382,338	0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0 1,724,000	57,618,714	0	68,663,976	
:KS	79929	CON	djust BOF 185	;	0	0	0	0	622,00	00 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 ((721,000)	0	(99,000)	
			ter BOF 185		0 1	,386,129	201,500	14,956			0		0	0	819,000	0	0	0	0	0	189,000	0	0	0	0	0	0	0 1,724,000		0	68,564,976	
		7.0	101 100			,000,120	201,000	1 1,000	1,000,00			2,002,000			0.0,000						100,000				+			1,721,000	00,001,111	-		CAS
PIKE O/ CREEK		Ве	fore BRIP 185	;	0	0	0	2,488,000	622,00	00 (1,500,000	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	4,985,000	FUN CUF ANT
																																DAT
KS		Ac	ljust BRIP 185	i	0	0	0	(2,488,000)	(622,00	00)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2,884,000	721,000	0	495,000	
	92641	CON																														
3,BMC		Δf	er BRIP 185		0	0	0	0		0	1,500,000	375,000	0	0		٥	0	0	0	0	0	0	0	0	0	0	0	0 2,884,000	721,000	0	5,480,000	
.,50			100				0			-	.,500,000	570,000				١	Ü	Ů	Ů		0			Ĭ				2,004,000	721,000		5,400,000	
Administrati	tive Act	tion																														
RY ROAD -			fore NHPP TC	4 500 0	00		^	4 500 000			, ,		0	0					_			_				0	0				0.004.000	FUN CUF
BLIN ST		Ве	IOIE NHPP IC	4,502,00	00	0	0	4,502,000		0	´ °	0		0	0	U	0	0	0	0	0	0	U	U	0	0	0		0	0		ANT
KS		Ac	ljust NHPP TC	(4,502,00	00)	0	0	(999,000)		0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	(5,501,000)	
	57619	CON																														
3,B02		Af	ter NHPP TC		0	0	0	3,503,000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	3,503,000	
								<u> </u>																								CAS
RY ROAD -		Be	fore STU TC		0	0	0	720,000		0 (3,782,000	0	0	2,502,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	9,004,000	FUNI
BLIN ST			.0					0,000		,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			_,,		Ĭ	, , , , , ,		Ü													DATE
KS		Ac	ljust STU TC		0	0	0	0		0 (1,775,000	0	0	1,726,000	0	0	2,000,000	0	0	٥	0	0	0	0	0	0	0	0	0	0	5,501,000	4

Chart: 037

* Positive number	denotes a surplus/Negativ	e denotes a deficit																												
	57619 CON																													
SR,0313,B02		After STU	тс	0	0	0 720,000	0	0	5,557,000	0	0	4,228,000	0 0	4,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,505,000	ı
																														ı
																														<u>I</u>
PA 611(OLD YORK																														ADVANCING FUNDS BASED ON CURRENT
RD) O/ SEPTA		Before STU	TC	1,170,000	0	0 1,519,000	0	0	1,775,000	0	0	1,726,000	0 0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,190,000	ANTICIPATED LET DATE.
MONTGOMERY		Adjust STU	TC	0	0	0 0	0	0	(1,775,000)	0	0	(1,726,000)	0 0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,501,000)	.
WONTGOWERT	40044	Aujust	10	0	0	0	0	- 0	(1,773,000)	0	0	(1,720,000)	0 0	(2,000,000)		-			-		0		-	0		•	0		(3,301,000)	1
	16214 CON																													ı
SR,0611,MBR		After STU	тс	1,170,000	0	0 1,519,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,689,000	i
,			.	1,110,000		1,010,000		_		-																			,,	i
																														1
																													-	ADVANCING FUNDS BASED ON CURRENT
PA 611(OLD YORK RD) O/ SEPTA		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	ADVANCING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.
																														.
MONTGOMERY		Adjust NHPP	TC	4,502,000	0	0 999,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000	.
	16214 CON																													.
00.0044.1400				4 500 000																										.
SR,0611,MBR		After NHPP	TC	4,502,000	0	0 999,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000	1
																														.
AMEN	IDMENT																													
																														LINE ITEM
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Before BRIP		887,853	0	0 8,955,000	0	0	0	0	0	0	0 0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	0	17,643,856	0	0	31,609,709	,
	117007 CON																													.
MONTGOMERY	117997 CON	Adjust BRIP		0	0	0 (8,200,000)	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(8,200,000)	1
		After BRIP		887,853	0	0 755,000	0	0	0	0	0	0	0 0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	0	17,643,856	0	0	23,409,709	1
PA 611(OLD YORK		Defect OTH	тс	1,170,000		4 540 000		0										•						•						NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
RD) O/ SEPTA		Before STU	IC	1,170,000	0	0 1,519,000	0	0	0	٥	0	0	0 0	0	0	U	0	0	Ů,	0	0	0	0	U	0	0	0	0	2,689,000	COST.
MONTGOMERY		Adjust STU	тс	0	0	0 0	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
	16214 CON																													ı
	10211																													1
SR,0611,MBR		After STU	тс	1,170,000	0	0 1,519,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,689,000	.
																														.
																														.
PA 611(OLD YORK																														NO CHANGE, INCLUDED TO SHOW
RD) O/ SEPTA		Before NHPP	TC	4,502,000	0	0 999,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000	OVERALL PHASE COST.
MONTGOMERY		Adjust NHPP	TC	0	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MOINTOOMERT		/tajaot Till T	10			0							0 0						-	-	0		-	0					•	1
	16214 CON																													1
SR,0611,MBR		After NHPP	TC	4,502,000	0	0 999,000	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000	1
																														ı
																														1
DA 044/21 - 1124 1			i																										í	ADDING FUNDS TO MATCH 2023
PA 611(OLD YORK RD) O/ SEPTA		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	MATCH 2023 TIP/CURRENT PHASE ESTIMATE.
		Adjust BRIP	TC		0	0 8,200,000	0	^		0	^		0 0	0	0	0	0		0	0	0	0	0	0	0		0		9 000 000	,
MONTGOMERY		Aujust BRIP	TC	0	U	6,200,000	U	0	0	U	0	0	0 0	0	0	0	U	U	U	U	0	U	U	0	U	Ü	0	0	8,200,000	i
	16214 CON																													i
SR,0611,MBR		After BRIP	TC	0	0	0 8,200,000		0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,200,000	i
Ort,0011,WDR		. stor		3	"	5,200,000		0		٦						0	0	o l	ŭ			Ü		J					5,200,000	,
																														i
						-																								
		Before FFY		14,007,559	2,772,258 403,00			0	9,473,000	5,743,676	0	8,644,000 2,742,0	-	18,547,000	1,500,000	0	3,822,000	378,000	0	0	0	0	0	0	0	75,574,768	118,594,228	0	305,146,079	i
		FFY Adjustment	rotals	0	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		After FFY	Totals	14,007,559	2,772,258 403,00	33,665,912	9,278,678	0	9,473,000	5,743,676	0	8,644,000 2,742,0	00 0	18,547,000	1,500,000	0	3,822,000	378,000	0	0	0	0	0	0	0	75,574,768	118,594,228	0	305,146,079	,
																														,

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

TIP MODIFICATIONS FOR MARCH 2025

Chart: 039

Fund Type FFY 2028 2ND 4 YRS FFY 2029 2ND 4 YRS FFY 2030 2ND 4 YRS FFY 2031 2ND 4 YRS FFY 2032 3RD 4 YRS FFY 2034 TOTAL State (\$)
 Fed. (\$)
 State (\$)
 LOC
 Fed. (\$)
 State (\$)
 LOC
 Fed. (\$)
 State (\$)
 LOC
 COUNTY/CITY BRDG 3,600,000 3,585,000 41,818,802 BUCKS 183 (166,625) (54,875 0 (793,563) (265,18 (1,280,249 0 2,863,000 1,206,000 SR,----,---183 251,042 1,237,76 3,424,000 741.000 831.000 896.000 3,600,000 896,00 3.620.375 841.12 2,791,437 630,81 3,585,000 896,00 8.332.000 3.896.00 40,538,553 RIDGE RESERVE 1,386,129 4,950,339 2,382,338 819,000 1,724,000 56,897,714 68,564,976 Adjust BOF 185 813,000 0 215,000 1,370,000 After BOF 185 0 1,386,129 201,500 14,956 5,763,339 0 2,597,338 819,000 189,000 1,724,000 56,897,714 270,000 69,934,976 102,000 760,000 0 5,159,000 1,290,000 359,000 3,813,000 4,813,000 3,000,000 8,293,000 15,159,000 25,303,000 4,000,000 73,687,00 Adjust BOF MONTGOMERY 4,328,00 (89,751 After BOF 183 4,328,000 102,000 1,146,000 5,159,000 1,290,000 0 3,745,687 727,562 4,064,000 15,159,000 25,303,000 4,000,000 73,597,249 4,813,000 3,000,000 30TH ST VIADUCT O/ 2.712.000 509.000 170,000 3.210.000 602.000 201.000 4.116.000 772,000 62,000 1,000,000 187,000 655,000 7.403.000 1.388.000 462,000 9,620,000 1,803,000 601,000 35,473,000 30TH ST LOWER PHILADELPHIA CON Adjust BOF 183 509.000 170.000 (2.712.000) (509.000) (170.00 2.712.000 0 SR,7301,267 3,210,000 602,000 201,000 4,116,000 772,000 62,000 1,000,00 7,403,000 2,312,000 35,473,000 FRUITVILLE RD O/ 1,146,000 215,000 72,000 1,146,000 215,000 72,000 1,146,000 1,146,000 215,000 72,000 215,000 72,000 72,000 1,146,000 215,000 7,165,000 MONTGOMERY CON Adjust BOF 183 16408 215,000 72,000 0 SR,7046,232 215,000 72,000 1,146,000 1,146,000 2,292,000 7,165,000 1,146,000 215,000 215,000 430,000 W BRIDGE ST O/ 1,940,000 364,000 122,000 970,000 182,000 61,000 1,940,000 364,000 122,000 1,940,000 364,000 122,000 8,491,000 AMTRAK CON Adjust BOF 183 152,000 50,000 CHESTER (808.000) (152.000) (50.000 808,000 0 14134 0 SR,7023,BRG 1,132,000 212,000 72,000 970,000 182,000 61,000 1,940,000 364,000 122,000 1,940,00 808,000 152,000 LLOYD STREET O/ 1,757,000 1,757,000 329,000 110,000 329,000 110,000 4,392,000 DELAWARE Adjust BOF 183 67,313 22,438 14,625 4,875 69,563 (808,00 359,000 23,186 0 57773 CON SR,7301,LYD 183 949,000 177.000 60,000 1,757,000 329,000 110,000 359,000 67,313 22,438 78,000 14,625 4,875 69,563 23,18 4,392,000 LLOYD STREET O 47.000 1,007,000 63,000 750,000 141,000 188,000 2,196,000 DELAWARE Adjust BRIP 183 0 57773 CON SR,7301,LYD 750,000 141,000 47,000 1,007,000 188,000 63,000 2,196,000 183 MUNICIPAL BRDG LINE ITEM Before BOF 183 4,328,000 102,000 760,000 1,146,000 5,159,000 1,290,000 0 3,745,687 727,562 4,813,000 3,000,000 4,064,000 15,159,000 25,303,000 4,000,000 73,597,249 Adjust BOF 183 MONTGOMERY 0 (1.430.000 After BOF 2,898,000 1,146,000 5,159,000 0 3,745,687 4,064,000 25,303,000 RANDALL AVE O/ BUCKS 1,430,000 PE Adjust BOF 1,430,00 13233 SR,7101,RAN TC 1,430,000 1,430,000

Chart: 039																						TIP MODI	IFICATIONS F	FOR MARCH	2025																				
* Positive number of		surplus/Negativ	e denotes a d	deficit																																									
MUNICIPAL BRDG			Before	BOF	183	0	0	0	2,898,000	102,000	760,000	1,146,0	000 5,15	59,000 1,290	0,000	0	3,745,687	7 727,5	562	0 4,81	3,000 3	3,000,000	0		0	0 4,	,064,000	0	0 15,1	59,000	0	0	25,303,000	4,000,000	0	0	0	0	0	0	0	0	0 0	72,167,249	INE ITEM
LINE ITEM MONTGOMERY	1021	05 CON	Adjust	BOF 1	183	0	0	0	(227,000)	0	0)	0	0	0	0	()	0	0	0	0	0		0		(300,000)	0		25,000)	0	0	(940,000)	0	0	0	0	0	0	0	0	0	0 0	(1,492,000)	
			After	BOF 1	183	0	0	0	2,671,000	102,000	760,000	1,146,0	000 5,15	59,000 1,290	0,000	0	3,745,687	7 727,5	562	0 4,81	3,000 3	3,000,000	0		0	0 3,	,764,000	0	0 15,1	34,000	0	0	24,363,000	4,000,000	0	0	0	0	0	0	0	0	0 0	70,675,249	ADDING NEW 2025
FOREST MANOR RD O/ BRANCH ELK CR			Before			0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	ADDING NEW 2025 BOF SELECTED PROJECT TO THE TIP.
CHESTER	7853	30 PE	Adjust	BOF -	TC	0	0	0	227,000	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	227,000	
SR,7015,318			After	BOF -	тс	0	0	0	227,000	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	227,000	
-																																													ADDING NEW 2025
FOREST MANOR RD O/ BRANCH ELK CR			Before			0	0	0	0	0	0)	0	0	0	0	C)	0	0	0	0	0	(0	0	0	О	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	ADDING NEW 2025 BOF SELECTED PROJECT TO THE TIP.
CHESTER	7853	30 FD	Adjust	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	300,000	
SR,7015,318			After	BOF -	TC	0	0	0	0	0	0		0	0	0	0	()	0	0	0	0	0		0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	300,000	
- ,, .																																													ADDING NEW 2025
FOREST MANOR RD O/ BRANCH ELK CR			Before			0	0	0	0	0	0)	0	0	0	0	C)	0	0	0	0	0	(0	0	0	О	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	ADDING NEW 2025 BOF SELECTED PROJECT TO THE TIP.
CHESTER		30 ROW	Adjust	BOF -	тс	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
SR,7015,318			After	BOF -	тс	0	0	0	0	0	0		0	0	0	0	(0	0	0	0	0		0	0	0	0	0 :	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
												1									_					-																			ADDING NEW 2025 BOF SELECTED
FOREST MANOR RD O/ BRANCH ELK CR			Before			0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	OF SELECTED PROJECT TO THE TIP.
CHESTER	7853	30 CON	Adjust	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	0	0	0	0	0	0	940,000	0	0	0	0	0	0	0	0	0	0 0	940,000	
SR,7015,318	/DME		After	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	940,000	0	0	0	0	0	0	0	0	0	0 0	940,000	
AMEN MUNICIPAL BRDG	VDIVIER	N I	Before	BOF .	183	0	0	0	2,671,000	102,000	760,000	1.146.0	000 5.15	59,000 1,290	0.000	0	3,745,687	7 727,5	562	0 4.81	3,000 3	3,000,000	0		0	0 3.	,764,000	0	0 15.1	34,000	0	0	24,363,000	4,000,000	0	0	0	0	0	0	0	0	0 0	70,675,249	INE ITEM
LINE ITEM MONTGOMERY	1021	05 CON	Adjust			0	0		(400,000)	0	0		0	0	0	0	()	0	0	0	0	0		0		(240,000)	0		50,000)	0	0	(1,300,000)	0	0	0	0	0	0	0	0	0	0 0	(1,990,000)	
			After	BOF 1	183	0	0	0	2,271,000	102,000	760,000	1,146,0	000 5,15	59,000 1,290	0,000	0	3,745,687	7 727,5	562	0 4,81	3,000 3	3,000,000	0		0	0 3,	,524,000	0	0 15,0	84,000	0	0	23,063,000	4,000,000	0	0	0	0	0	0	0	0	0 0	68,685,249	ADDING NEW 2025
HARMONY HILL RD O/ VALLEY CR			Before			0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	BOF SELECTED PROJECT TO THE TIP.
CHESTER	8201	18 PE	Adjust	BOF -	TC	0	0	0	400,000	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	400,000	
SR,7015,278			After	BOF -	TC	0	0	0	400,000	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	400,000	
																																													ADDING NEW 2025
HARMONY HILL RD O/ VALLEY CR			Before			0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	О	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	ADDING NEW 2025 BOF SELECTED PROJECT TO THE TIP.
CHESTER	8201	18 FD	Adjust	BOF -	тс	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	240,000	
SR,7015,278			After	BOF -	тс	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	240,000	
												1																													4				ADDING NEW 2025 BOF SELECTED PROJECT TO THE TIP.
HARMONY HILL RD O/ VALLEY CR			Before			0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	PROJECT TO THE TIP.
CHESTER	8201	18 UTL	Adjust	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
SR,7015,278			After	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0 :	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
																																-													ADDING NEW 2025
HARMONY HILL RD O/ VALLEY CR			Before			0	0	0	0	0	0		0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	BOF SELECTED PROJECT TO THE TIP.
CHESTER	8201	18 ROW	Adjust	BOF	тс	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
SR,7015,278			After	BOF -	тс	0	0	0	0	0	0		0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0 :	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	25,000	
												1						1								1																			ADDING NEW 2025 80F SELECTED PROJECT TO THE TIP.
HARMONY HILL RD O/ VALLEY CR			Before			0	0	0	0	0	0		0	0	0	0	()	0	0	0	0	0	(0	0	0	О	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	PROJECT TO THE TIP.
CHESTER	8201	18 CON	Adjust	BOF -	TC	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0		0	0	0	0	0	0	0	0	1,300,000	0	0	0	0	0	0	0	0	0	0 0	1,300,000	
SR,7015,278			After	BOF	тс	0	0	0	0	0	0)	0	0	0	0	()	0	0	0	0	0	(0	0	0	0	0	0	0	0	1,300,000	0	0	0	0	0	0	0	0	0	0 0	1,300,000	
											1																																		

																_									
UNICIPAL BRDG	Before	BOF 183	0	0	2,271,000	102,000 760,000	00 1,146,000 5,	159,000 1,290,00	0 3,745,687	727,562	0 4,813	3,000,000	0 0	0 3,524,000	0 0 15,084,000	0	23,063,000	4,000,000	0	0	0 0	0	0 0	0 0	68,685,249
LINE ITEM 102105	CON Adjust	BOF 183	0	0	(367,000)	0	0 0	0	0 0 0		0	0 0	0 0	0 (500,000)	0 0 (75,000)	0	(1,610,000)	0 0	0		0 0	0	0 0	0 0	(2,552,000)
ENTRYVILLE RD	After Before	3OF 183	0	0	1,904,000	102,000 760,000	0 1,146,000 5,	159,000 1,290,00			0 4,813	3,000,000	0 0	0 3,024,000	0 0 15,009,000	0	21,453,000	4,000,000	0	0	0 0	0	0 0	0 0	66,133,249 ADDI BOF PRO.
/ FRENCH CR	PE Adjust	BOF TC	0	0	367,000	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	367,000
SR,7015,198		BOF TC	0	0 0	367,000	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	367,000
																									ADDI BOF 0 PRO.
NTRYVILLE RD FRENCH CR	Before		0	0	0	0	0 0	0	0 0 0		0	0 0	0 0	0 0	0 0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	
	FD Adjust		0	0	0	0	0 0	0		0	0	0 0	0 0	0 500,000	0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	500,000
1,7015,198	After	BOF TC	0	0 0	0	0	0 0	0	0 0 0	0	0	0 0	0 0	0 500,000	0 0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	500,000
ITRYVILLE RD RENCH CR	Before		0	0	0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0 0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	ADDI BOF: PRO.
HESTER 86272	UTL Adjust	BOF TC	0	0	0	0 (0 0	0	0 0 0	0	0	0 0	0 0	0 0 (0 25,000	0	0	0 0	0	0	0 0	0	0 0	0 0	25,000
7015,198	After	BOF TC	0	0	0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0 0 25,000	0	0	0 0	0	0	0 0	0	0 0	0 0	25,000
TRYVILLE RD RENCH CR	Before		0	0	0	0	0 0	0	0 0 0	0	0	0 0	0 0	0 0	0 0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	aDD BOF PRO
	ROW Adjust	BOF TC	0	0	0	0 (0 0	0	0 0 0	0	0	0 0	0 0	0 0 (0 0 50,000	0	0	0 0	0	0	0 0	0	0 0	0 0	50,000
7015,198	After	BOF TC	0	0	0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0 0 50,000	0	0	0 0	0	0	0 0	0	0 0	0 0	50,000
RYVILLE RD ENCH CR	Before		0	0	0	0	0 0	0	0 0 0	0	0	0 0	0 0	0 0	0 0 0	0	0	0 0	0	0	0 0	0	0 0	0 0	ADD BOF 0
	CON Adjust	BOF 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	1,610,000	0 0	0 0	0	0 0	0	0 0	0 0	1,610,000
7015,198	After	BOF TC	0	0 (0	0	0 0	0	0 0 0	0	0	0 0	0 0	0 0	0 0 0	0	1,610,000	0 0	0	0	0 0	0	0 0	0 0	1,610,000
AMENDMENT																									LINE
CIPAL BRDG NE ITEM TGOMERY	Before	BOF 183	0	0	1,904,000	102,000 760,000	0 1146 000 5	159,000 1,290,00		727,562														0 0	66,133,249
IGOWIEKI	Adjust	20E 102	0	0							0 4,813	3,000,000	0 0	0 3,024,000	0 0 15,009,000	0	21,453,000	4,000,000	0	0	0 0	0	0 0	0 0	
	Adjust	BOF 183 BOF 183	0	0 0	(600,000) 1,304,000	0 102,000 760,000	0 (600,000)	0 159,000 1,290,00	0 0 0	0	0	0 0	0 0 0 0 0 0 0	0 3,024,000 0 (1,000,000) 0 2,024,000	0 0 (330,000)	0 0	21,453,000 (6,270,000) 15,183,000	4,000,000 0 0 0 4,000,000 0	0 0	0 0	0 0	0 0	0 0 0	0 0	(8,800,000) 57,333,249
O/ DARBY CR	Adjust		0 0	0 0	(600,000)	0 0	0 (600,000)	0 159,000 1,290,00	0 0 0	727,562	0	0 0		0 (1,000,000)	0 0 (330,000)	-	(6,270,000)	0 0	-		0 0 0 0 0	0 0	0 0 0 0 0 0		(8,800,000) 57,333,249
CR	Adjust After	BOF 183	0 0	0 0	(600,000)	0 0	0 (600,000) 00 546,000 5,	0 159,000 1,290,00	0 0 0 0	727,562	0	0 0		0 (1,000,000)	0	-	(6,270,000)	0 0	-	0	0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0		(8,800,000) 57,333,249
AWARE 103546	Adjust After Before Adjust After	30F 183 30F TC	0	0	(600,000) 0 1,304,000 0 0	0 0	0 (600,000) 00 546,000 5, 0 0	0 1,290,000 0 0	0 0 0 0	0 0 7 727,562 0 0	0	0 0	0 0	0 (1,000,000) 0 2,024,000	0	0	(6,270,000) 0 15,183,000 0 0	0 0 4,000,000 0	0 0	0	0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(8,800,000) 57,333,249 AD BC BC PR 1,200,000
WARE 103546	Adjust After Before PE Adjust	30F 183 30F TC	0	0	(600,000) 0 1,304,000 0 0 0	0 (102,000 760,000 0 (102,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (600,000) 00 546,000 5, 0 0 0	0 159,000 1,290,00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 7 727,562 0 0	0 4,815	0 0	0 0	0 (1,000,000) 0 2,024,000	0	0	(6,270,000) 0 15,183,000 0 0	0 0 4,000,000 0	0 0	0	0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	(8,800,000) 57,333,249 AD BC BC PR 1,200,000
WARE 103546 WARE 103546 0/ DARBY R	Adjust After Before PE Adjust After Before	30F 183 30F TC	0	0 0	(600,000) 1,304,000 0 0 600,000	0 (102,000 760,000 0 (102,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (600,000) 00 546,000 5, 0 0 0 0 600,000 0 600,000	0 159,000 1,290,00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 7 727,562 0 0 0 0 0 0 0	0 4,815	0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (1,000,000) 0 2,024,000	0	0	(6,270,000) 0 15,183,000 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 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	(8.800,000) 57,333,249 AZ BG BG BG BG BG BG BG BG BG BG
DR WARE 103546 103546 103546 103546 103546 103546 103546	Adjust After Before PE Adjust After Before Adjust After Adjust	30F 183 30F TC	0 0 0	0 0	0 (600,000) 0 1,304,000 0 0 600,000 0 600,000	0 (102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (600,000) 00 546,000 5, 0 0 600,000 0 600,000	0 159,000 1,290,00 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 7 727,562 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (1,000,000) 0 2,024,000 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	(6,270,000) (15,183,000) (10,0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0	(8,800,000) 57,333,249 AD 0 PR 1,200,000 1,200,000
CR AWARE 103546 023,145 O/ DARBY CR AWARE 103546 023,145	Adjust After Before PE Adjust After Before Adjust After	30F 183 30F TC 30F TC	0 0 0	0 0	(600,000) 1,304,000 0 600,000 0 600,000 0 0 0 0 0 0 0 0	0 (102,000 760,000 0 (102,000 0 (0 (600,000) 00 546,000 5, 0 0 0 600,000 0 600,000 0 0 0	0 1,290,00 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4,815 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (1,000,000) 0 2,024,000 0 0 0 (0 0 0 0 (0 0 0 1,000,000 (0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(6,270,000) (15,183,000) (10,0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0	(8,800,000) (7,333,249 ADI ADI ADI ADI ADI ADI ADI ADI ADI AD
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7023,145 T O/ DARBY CR LAWARE 103546 7023,145 T O/ DARBY CR LAWARE 103546 7023,145 T O/ DARBY CR LAWARE 103546 T O/ DARBY CR T O/ DARBY CR	Adjust After Before PE Adjust After Before FD Adjust After UTL Adjust After Before ROW Adjust After Before ROW Adjust After	30F TC 30	0 0 0 0 0 0 0		(600,000) 1,304,000 0 1,304,000 0 600,000 0 600,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (102,000 760,000) 0 (102,000) 0	0 (600,000) 0 546,000 5, 0 0 0 600,000 0 600,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1,290,00 1,290,00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4,813 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 (1,000,000) 0 2,024,000 0 0 0 (0 0 0 0 (0 0 0 1,000,000 (0 0 0 (0 0 0 0 (0 0 (0 0 (0 0 (0 0 0 (0 0 (0 0 0 (0 0 0 (0 0 0 (0 0 (0 0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	0		0 (6,270,000) 0 15,183,000 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(8.800,000) 57.333,249 0 PRO. 1,200,000 1,200,000 1,200,000 1,000,000 1,000,000 175,000 175,000 175,000

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CIPAL BRDG		Before BOR	F 183	0	0 0	1,304,000	102,000 760,000	546,000 5,159,	1,290,000	0 3,745,68	7 727,562	0	4,813,000 3,00	0,000	0 0	2,024,000	0 14,6	79,000 0	0	15,183,000	4,000,000	0 0	0	0	0	0 0	0	0 0	57,333,249
		Adjust BOF			0 0	(350,000)	0 0	0 0	0 0	_	0 0	0	0	0 0	0 0	(500,000)	0 (8,5		0	0	0	0 0		0	0	0 0	0	0 0	(9,400,000)
GTON ST O/			F 183	0	0 0	954,000	102,000 760,000	546,000 5,159,	1,290,000	0 3,745,68	7 727,562	0	4,813,000 3,00	0,000 0	0 0	1,524,000	0 6,1	29,000 0	0	15,183,000	4,000,000	0 0	0	0	0	0 0	0	0 0	47,933,249 0
FOLK ERN RR		Before		0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	
OMERY 16	6292 PE	Adjust BOF		0	0 0	350,000	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	350,000
6,MWA		After BOR	F TC	0	0 0	350,000	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	350,000
ON ST O/ OLK		Before		0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	0
N RR MERY 16	6292 FD	Adjust BOF	F TC	0	0 0	0	0 0	0 0	0 0	0	0 0	0	0	0 0	0 0	500,000 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	500,000
,MWA		After BOI	F TC	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	500,000	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	500,000
ON ST O/ OLK RN RR		Before		0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	0
DMERY 16	6292 UTL	Adjust BOF	F TC	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0 2	00,000	0	0	0	0 0	0	0	0	0 0	0	0 0	200,000
,MWA		After BOF	F TC	0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0 2	00,000	0	0	0	0 0	0	0	0	0 0	0	0 0	200,000
ON ST O/																													0
OLK RN RR		Before		0	0 0	0	0 0	0	0 0	0		0	0	0 0	0 0	0 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	
DMERY 16	6292 ROW	Adjust BOF	F TC	0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0 2	50,000 O	0	0	0	0 0	0	0	0	0 0	0	0 0	250,000
MWA		After BOF	F TC	0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0 2	50,000 0	0	0	0	0 0	0	0	0	0 0	0	0 0	250,000
ON ST O/ OLK		Before		0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0 0	0
N RR MERY 16	6292 CON	Adjust BOF	F TC	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0 8,1	0,000	0	0	0	0 0	0	0	0	0 0	0	0 0	8,100,000
,MWA			F TC	0	0 0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0 0	0 81	00,000 0	0	0	0	0 0	0	0	0	0 0	0	0 0	8,100,000
AMENDM																	3,1												5,755,555
BRDG		Before BOF	F 183																								_		
OMERY 10				0	0 0	954,000	102,000 760,000	546,000 5,159,	1,290,000	0 3,745,68	727,562	0	4,813,000 3,00	0,000	0 0	1,524,000	0 6,1	29,000 0	0	15,183,000	4,000,000	0 0	0	0	0	0 0	0	0 0	47,933,249
		Adjust BOR	F 183	0	0 0	(954,000)	0 0	(546,000)	0 0	0	0 0	0	0	0 0	0 0	(1,524,000)	0 (6,1	29,000)		(13,847,000)	0		0	0	0	0 0	0	0 0	(23,000,000)
ST O/		After BOF		0 0	0 0 0 0	(954,000)		(546,000)	0 0 0	0 3,745,68	7 727,562	0 0	0		0 0		0 (6,1				0		0 0	0 0 0	0 0 0	0 0 0 0 0	0 0	0 0 0	(23,000,000) 24,933,249
AK		After BOI Before	F 183	0	0 0	(954,000) 0	0 0 102,000 760,000 0 0	0 (546,000) 0 0 5,159,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68	0 0 7 727,562 0 0	0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(1,524,000) C	0 (6,1	0 0	0	(13,847,000) 1,336,000	0 4,000,000	0 0	0	0	0	0 0 0 0 0 0 0	0 0 0	0 0	(23,000,000) 24,933,249 0
AK LPHIA 17	7595 PE	After BOF Before Adjust BOF	F 183 F 183 F TC	0		(954,000) 0 0 954,000	0 0	0 (546,000) 0 5,159,0 0 546,000	0 0 000 1,290,000 0 0 0 0	0 3,745,68	7 727,562	0 0 0	0	0 0	0 0 0	(1,524,000)	0 (6,1	29,000)	0	(13,847,000)	0 4,000,000		0	0	-	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0		(23,000,000) 24,933,249 0 1,500,000
AK LPHIA 17	7595 PE	After BOI Before	F 183 F 183 F TC	0	0 0	(954,000) 0	0 0 102,000 760,000 0 0	0 (546,000) 0 0 5,159,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 0	0 0 7 727,562 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 CC	(1,524,000) C	0 (6,1	0 0	0	(13,847,000) 1,336,000	0 4,000,000	0 0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(23,000,000) 24,933,249 0 1,500,000
AK LPHIA 17 1,178 ST O/	7595 PE	After BOF Before Adjust BOF	F 183 F 183 F TC	0	0 0	(954,000) 0 0 954,000	0 0 102,000 760,000 0 0	(546,000) 0 5,159, 0 546,000	0 0 000 1,290,000 0 0 0 0	0 3,745,68	0 0 7 727,562 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(1,524,000) C	0 (6,1	0 0	0	(13,847,000) 1,336,000	0 4,000,000	0 0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(23,000,000) 24,933,249 0 1,500,000
AK LPHIA 17 1,178 ST O/ AK	7595 PE	After BOI Before Adjust BOI After BOI Before	F 183 F 183 F TC	0 0 0	0 0 0 0 0 0	(954,000) 0 0 954,000	0 0 0 102,000 760,000 0 0 0 0 0	(546,000) 0 5,159, 0 546,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 3,745,68 0 0	0 0 0 7 727,562 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 CC	(1,524,000) C	0 (6.1	0 0	0 0 0	(13,847,000) 1,336,000	0 4,000,000 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000
AK LPHIA 17 1,178 ST O/ AK LPHIA 17	7595 PE	After BOI Before Adjust BOI After BOI Before	F 183 F 183 F TC F TC	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(954,000) 0 0 954,000	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0	(546,000) 0 0 5,159, 0 0 546,000 546,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 7 727,562 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(1,524,000)	0 (6.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0	0 4,000,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000
AK LPHIA 17 1,178 ST O/ AK LPHIA 17 1,178	7595 PE	After BOI Before Adjust BOI After BOI Before Adjust BOI Before Adjust BOI	F 183 F 183 F TC F TC	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	954,000 0 954,000 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 0 5,159, 0 0 546,000 546,000 0 0 0	0 0 0 0 0 1,290,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 7 727,562 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(1,524,000)	0 (6.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0	0 4,000,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000
178 178 179 1778 1778 1778 1778 1778 177	7595 PE	After BOI Before Adjust BOI After BOI Before Adjust BOI Before Adjust BOI	F 183 F 183 F TC F TC	0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	954,000 0 954,000 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 5,159, 0 546,000 546,000 0 0 0	0 0 0 0 0 1,290,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 3,745,68 0 0 0	0 0 0 0 7 727,562 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	(1,524,000)	0 (6.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0	0 4,000,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000
17 178 1778 1778 1778 1778 1778 1778 17	7595 PE	After BOI Adjust BOI After BOI After BOI Before Adjust BOI Before Before	F 183 F 183 F TC F TC F 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	(954,000) 0 0 954,000 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 5,159, 0 546,000 546,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(1,524,000)	0 (6.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0	0 4,000,000 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000
17 AK LPHIA 17 AK LPHIA 17 AK LPHIA 17 AK LPHIA 17 AK LPHIA 17 LPHIA 17 LPHIA 17 LPHIA 17 AK LPHIA 17	7595 PE 7595 FD	After BOI Adjust BOI After BOI Adjust BOI After BOI Adjust BOI Adjust BOI After BOI After BOI Before Adjust BOI Before BOI BOI BEFORE BOI BEFORE BOI BEFORE BOI BEFORE BOI BEFORE BOI BEFORE BOI BEFORE BOI BEFORE BOI	F 183 F 183 F TC F TC F 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	(954,000) 0 0 954,000 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 5,159, 0 546,000 0 546,000 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 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(1,524,000)	0 (6.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0 0	0 4,000,000 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 0
1778 1778 1778 1778 1778 1778 1778 1778	7595 PE	After BOI Adjust BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI	F 183 F 183 F TC F TC F TC F 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	(954,000) 0 0 954,000 0 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 0 5,159, 0 0 546,000 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 3,745,68 0 0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4,813,000 3,00 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(1,524,000)	0 (6.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(13,847,000) 1,336,000 0 0 0	0 4,000,000 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 3,000,000
AK LPHIA 17 .178 .178 .178 .178 .178 .178 .178 .1	7595 PE 7595 FD	After BOI Before Adjust BOI After BOI Adjust BOI After BOI After BOI Before Adjust BOI Before Adjust BOI Before Adjust BOI Before	F 183 F 183 F 183 F TC F TC F TC F TC F TC F TC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(954,000) 0 954,000 954,000 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 5,159, 0 546,000 0 546,000 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 3,745,68 0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4.813.000 3.00 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(1,524,000)	0 (6.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	(13,847,000) 1,336,000 0 0 0 0 0 0 0 0 0	0 4,000,000 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0		(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 3,000,000
AK LPHIA 17 ST O/ AK LPHIA 17 178 ST O/ AK LPHIA 17 178 ST O/ AK LPHIA 17 178 LPHIA 17	7595 PE 7595 FD 7595 CON	After BOI Adjust BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Adjust BOI	F 183 F 183 F TC F TC F TC F TC F TC F TC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(954,000) 0 0 954,000 0 954,000 0 0 0 0 0 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 0 5,159, 0 0 546,000 546,000 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 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4.813.000 3.00 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	(1,524,000)	0 (6,1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	(13,847,000) 1,336,000 0 0 0 0 0 0 0 0 13,847,000	0 4,000,000 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0		(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 0 17,250,000
ST O/ AAK 1778 1778 1778 1778 1778 1778 1778 177	7595 PE 7595 FD 7595 CON	After BOI Adjust BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Before BOI Adjust BOI	F 183 F 183 F 183 F TC F TC F TC F TC F TC F TC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(954,000) 0 954,000 954,000 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0 0 5,159, 0 0 546,000 546,000 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 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4.813.000 3.00 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(1,524,000)	0 (6,1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	(13,847,000) 1,336,000 0 0 0 0 0 0 0 0 0	0 4,000,000 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0		(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 3,000,000
ST O/ AAK AAK ST O/ AAK AAK ST O/ AAK AAK ST O/ AAK AAK ST O/ AAK AAK ST O/ AAK AAK ST O/ AAK AAK AAK ST O/ AAK AAK AAK AAK AAK AAK AAK AA	7595 PE 7595 FD 7595 UTL	After BOI Adjust BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI Before Adjust BOI After BOI Before BOI After BOI After BOI After BOI After BOI After BOI After BOI Before	F 183 F 183 F 183 F TC F TC F TC F TC F TC F TC F TC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(954,000) 0 954,000 954,000 0 0 0 0 0 0 0 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 4.813.000 3.00 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(1,524,000)	0 (6,1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(13,847,000) 1,336,000 0 0 0 0 0 0 0 0 13,847,000	0 4,000,000 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 0 17,250,000
91,178 ST O/ RAK 17 91,178 ST O/ RAK 17 17,178 ST O/ RAK 17 17 17 17 17 17 17 17 17	7595 PE 7595 FD 7595 UTL	After BOI Before Adjust BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI After BOI Before Adjust BOI After BOI Before Adjust BOI Before	F 183 F 183 F 183 F TC F TC F TC F TC F TC F TC F 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	(954,000) 0 0 954,000 0 954,000 0 0 0 0 0 0 22,753,956 0	0 0 0 102,000 760,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(546,000) (546,000) 546,000 0 0 0 0 0 0 0 0 13,905,000 47,845	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3,745,68 0 0 3,745,68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4,813,000 3,00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		(1,524,000) (1,524,000) (0,0	0 (6,1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29,000) O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0 0 0 0	(13,847,000) 1,336,000 0 0 0 0 0 0 0 13,847,000	0 4,000,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0		(23,000,000) 24,933,249 0 1,500,000 1,500,000 0 1,250,000 0 3,000,000 0 17,250,000 17,250,000

Administrative Action (M. Interstate (D 6-0)		3)		Fund	Туре	I	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			Before	NHPP		5,350,000			7,288,124			848,040						
/	75891	CON	Adjust	NHPP		(300,000)												Line item used to maintain fiscal constraint.
Central Office			After	NHPP		5,050,000			7,288,124			848,040						
I-95: Allegheny&Castor Ave Int. Connection			Before	NHPP		11,000,000												
95/AFR	115687	ROW	Adjust	NHPP		300,000												Increase to cover partially cover AC.
Philadelphia			After	NHPP		11,300,000												
Befor	e Totals					\$16,350,000	\$0	\$0	\$7,288,124	\$0	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality
Adjustm	nent Tota	ıls		-		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
After	r Totals					\$16,350,000	\$0	\$0	\$7,288,124	\$0	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	

Administrative Action Statewide & DVRF		3483)		Fund	Туре	FF	2025		FFY	Y 2026		FF	Y 2027		FF	Y 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			Before	PRTCT		23,760,023			44,026,359			62,139,000			62,639,000			
/	118322	CON	Adjust	PRTCT		(980,000)												Statewide Reserve used as source of funds to maintain fiscal constraint.
Central Office			After	PRTCT		22,780,023			44,026,359			62,139,000			62,639,000			
US 30 Sinkhole Remediation 2024			Before	PRTCT		5,000,000												
30/SK2	104807	CON	Adjust	PRTCT		980,000												Increase to current estimate.
Chester			After	PRTCT		5,980,000												
Befo	Before Totals							\$0	\$44,026,359	\$0	\$0	\$62,139,000	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality
Adjusti	Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
Afte	r Totals					\$28,760,023	\$0	\$0	\$44,026,359	\$0	\$0	\$62,139,000	\$0	\$0	\$62,639,000	\$0	\$0	

Administrative Action (M/D6-0 DVRPC & Statewick)		2)		Fund	Туре		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			Before		411		69,655,346			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as
/	102893	CON	Adjust		411		(1,463,300)											source of funds to maintain fiscal
Central Office			After		411		68,192,046			84,462,886			87,948,000			89,867,000		constraint.
SR 73 and SR 2016 Improvements R10			Before															
73/MT2	81892	CON	Adjust		411		1,463,300	450,000										Add CON phase as per MTF agreement.
Montgomery			After		411		1,463,300	450,000										-g
Before T	otals					\$0	\$69,655,346	\$0	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality
Adjustmen	t Totals					\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
After To	otals					\$0	\$69,655,346	\$450,000	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	

Administrative Action (MA ID: D6-0 Statewide & DVRPC T				Fun	d 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			Before		411		66,117,792			83,637,886			87,948,000			89,867,000		
/	102893	CON	Adjust		411		(3,000,000)											Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
Central Office			After		411		63,117,792			83,637,886			87,948,000			89,867,000		source of runde to mannain need concilianni
Fairhill Neighborhood Slow Zone Phase 2 R9			Before															Increase CON phase as per MTF
/MTF	120282	CON	Adjust		411		3,000,000	900,000										agreement. Local funds include contributions to construction + inspection
Philadelphia			After		411		3,000,000	900,000										and are additional to the TIP.
Before Tota	ls					\$0	\$66,117,792	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	
Adjustment To	tals					\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Totals	5					\$0	\$66,117,792	\$900,000	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	

Administrative Action (MA II D6-0 Interstate TIP							FFY 2025			FFY 2026		FI	FY 2027	7	F	FY 202	28	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			Before	NHPP		6,350,000	5,884,513		2,288,124	11,003,883		848,040						
/	75891	CON	Adjust	NHPP		(1,000,000)												Line item used to maintain fiscal constraint.
Central Office			After	NHPP		5,350,000	5,884,513		2,288,124	11,003,883		848,040						0011011111111
I-95: Allegheny&Castor Ave Int. Connection			Before	NHPP		10,000,000												
95/AFR	115687	ROW	Adjust	NHPP		1,000,000												Increase to cover partially cover AC.
Philadelphia			After	NHPP		11,000,000												
Before To	tals					\$16,350,000	\$5,884,513	\$0	\$2,288,124	\$11,003,883	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality
Adjustment	Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
After Tot	als					\$16,350,000	\$5,884,513	\$0	\$2,288,124	\$11,003,883	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	contentity.

Administrative D6-0 DVRPC				Fund	Туре	FI	FY 2025	j	F	FY 2026	5	FI	FY 2027	7	F	FY 2028	3	Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
RRX Reserve			Before	RRX		303,127			799,790			346,891			146,300			
/	98255	CON	Adjust	RRX		(44,304)												RRX Reserve used as source of funds to maintain fiscal constraint.
Central Office			After	RRX		258,823			799,790			346,891			146,300			to mantan nood constraint.
Reese St RR WD			Before															
/289	115875	CON	Adjust	RRX		21,122												Increase CON phase
Chester			After	RRX		21,122												
Center St RR WD			Before															
/288	115876	CON	Adjust	RRX		23,182												Increase CON phase
Chester			After	RRX		23,182												
	Before	e Totals				\$303,127	\$0	\$0	\$799,790	\$0	\$0	\$346,891	\$0	\$0	\$146,300	\$0	\$0	Actions do not offect air quality
	Adjustment Totals		ls			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
	After	Totals				\$303,127	\$0	\$0	\$799,790	\$0	\$0	\$346,891	\$0	\$0	\$146,300	\$0	\$0	

Administrative Action D6-0 Statewide & I				Fun	d 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			Before		411		67,562,363			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as
/	102893	CON	Adjust		411		(900,000)											source of funds to maintain fiscal
Central Office			After		411		66,662,363			84,462,886			87,948,000			89,867,000		constraint.
Bridge and Starr Streets R10			Before															Add CON phase as per MTF
29/MT3	81887	CON	Adjust		411		900,000	1,716,729										agreement. Local funds sourced from Chester county CRP, DCED MTF, and
Chester			After		411		900,000	1,716,729										BORO funds.
Bef	ore Total	s				\$0	\$67,562,363	\$0	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality
	tment To					\$0		\$1,716,729		\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
Aft	er Totals	•	,	,	·	\$0	\$67,562,363	\$1,716,729	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	oomoniky.

NJDOT Fiscal Constraint Charts (March 2025)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	5		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(6.173)	19.732	143.928	157.487
			PR	OJECT MOI	DIFICATIONS				
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 30, Gibbsboro Road			BEFORE		0.000	1.200	0.000	0.000	1.200
(CR 686)	16319	DES	STBGP-FLEX	Camden	0.000	1.300	0.000	0.000	1.300
			AFTER		0.000	2.500	0.000	0.000	2.500
Route 73, Granite Avenue			BEFORE		0.000	1.600	0.000	0.000	1.600
to Route 41	18383	PE	HSIP-VRUS	Burlington	0.000	0.900	0.000	0.000	0.900
			AFTER		0.000	2.500	0.000	0.000	2.500
Total					0.000	2.200	0.000	0.000	2.200
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(8.373)	19.732	143.928	155.287

... 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 Local Fiscal Constraint Charts (March 2025)

DVRPC FY2024 TIP for New Jersey (FY24-FY27)

Fiscal Constraint Chart #26

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	formational and Formal TIP Actions				First	t Four Yea	ars of the	TIP (FY2	4–27)	Out Years (FY28–33)				10-Yr	5			
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	Total	Remarks
			Before	STBGP-PHILA	7.149	2 765	-3.475	-2.476	4.963	0.000	0.000	0.177	4 612	11 006	12.174	27 969	32 932	
DVRPC, Future Projects Local			Adjust	STBGP-PHILA	0.000				0.152	0.000	0.000	0.000	0.000	0.000	0.000	0.000		Informational action to modify the TIP by adding \$0.002 M STBGP- PHILA to the FY25 ERC Phase, and add \$0.15 M STBGP-PHILA to the
Various	D026	ERC	After	STBGP-PHILA	7.149	3.767	-3.325	-2.476	5.115	0.000	0.000	0.177	4.612	11.006	12.174	27.969	33.084	FY26 ERC Phase. A total of \$0.152 M STBGP-PHILA will be added, from \$32.932 M STBGP-PHILA to \$33.084 M STBGP-PHILA.
New or Upgraded Traffic Signal Systems at Intersections, Phase 1			Before	STBGP-PHILA	0.010	0.252	0.000	0.000	0.262							0.000	0.262	
Local Camden			Adjust	STBGP-PHILA	0.000	-0.252			-0.252	0.000	0.000	0.000				0.000		Administrative action to modify the TIP by removing a \$0.252 M STBGP-PHILA funded PE Phase in FY25 from \$0.252 M STBGP-PHILA
	D2020	PE	After	STBGP-PHILA	0.010	0.000	0.000	0.000	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.010	to \$0.0 M STBGP-PHILA.
New or Upgraded Traffic Signal Systems at Intersections, Phase 1			Before	STBGP-PHILA	0.000	0.000	0.150	0.000	0.150	0.000	0.000	0.000	0.000			0.000	0.150	
Local			Adjust	STBGP-PHILA	0.000	0.150	-0.150	0.000	0.000	0.000	0.000	0.000	0.000			0.000	0.000	
Camden	D2020	DES	After	STBGP-PHILA	0.000	0.150	0.000	0.000	0.150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.150	Administrative action to modify the TIP by advancing \$0.15 M STBGP-PHILA funded DES Phase from FY26 to FY25.
CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)			Before	STBGP-PHILA	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	
Local			Adjust	STBGP-PHILA	0.000	0.100	0.000	0.000	0.100	0.000	0.000	0.000				0.000	0.100	Informational action to modify the TIP by increasing the FY25 DES
Gloucester	D2017	DES	After	STBGP-PHILA	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	Phase by \$0.1 M STBGP-PHILA from \$0.4 M STBGP-PHILA to \$0.5 M STBGP-PHILA.
	Total Before			Total Before	7.159	4.417	-3.325	-2.476	5.775	0.000	0.000	0.177	4.612	11.006	12.174	27.969	33.744	
	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	Fiscal Constraint is maintained.
				Total After	7.159	4.417	-3.325	-2.476	5.775	0.000	0.000	0.177	4.612	11.006	12.174	27.969	33.744	

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

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

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

Index of Transportation Acronyms, Codes, and Terminology

PROJEC	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.				
ОР	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.				

No asterisk means acronym applies to both PA and NJ TIPs. *Acronym applies to the Pennsylvania (PA) TIP only.

S – Denotes State FundingL – Denotes Local Funding

PROJECT PHASES O	F WORK	(Continued)
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I KOJLCI	CT FRASES 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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S – Denotes State Funding

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L - Denotes Local Funding

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

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L - Denotes Local Funding

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

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

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

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

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

**Acronym applies to the New Jersey (NJ) TIP only.

TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY		
Acronym	Definition	
Advance Construction	Allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project	
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.	
AQ Code	Air Quality Code	
ARRA	American Recovery and Reinvestment Act of 2009	
AUC	Accrued Unbilled Costs - Costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid	
СМР	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



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.