

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) 592-1800, or email public_affairs@dvrpc.org.

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 Williams, 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**Voting Members**

NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Governor's Appointee
NJ Office for Planning Advocacy
PA Department of Community and Economic Development
PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Appointee
PA Governor's Policy Office
Bucks County
Burlington County
Camden County
Chester County
Delaware County
Gloucester County
Mercer County
Montgomery County
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia - OTIS
City of Camden
City of Chester

Representative

Farzana Ahmed
(not represented)
(not represented)
Jay Weisbond
(not represented)
Isabella Fiume
(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
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

Lisa Serieyssol
Darlene Callands
Megan Massey
Rohan Hepkins
Kellie Bellina
Craig Way
William Matulewicz

Non-Voting Members

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

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)
(not represented)
(not represented)

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

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

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

DVRPC Staff

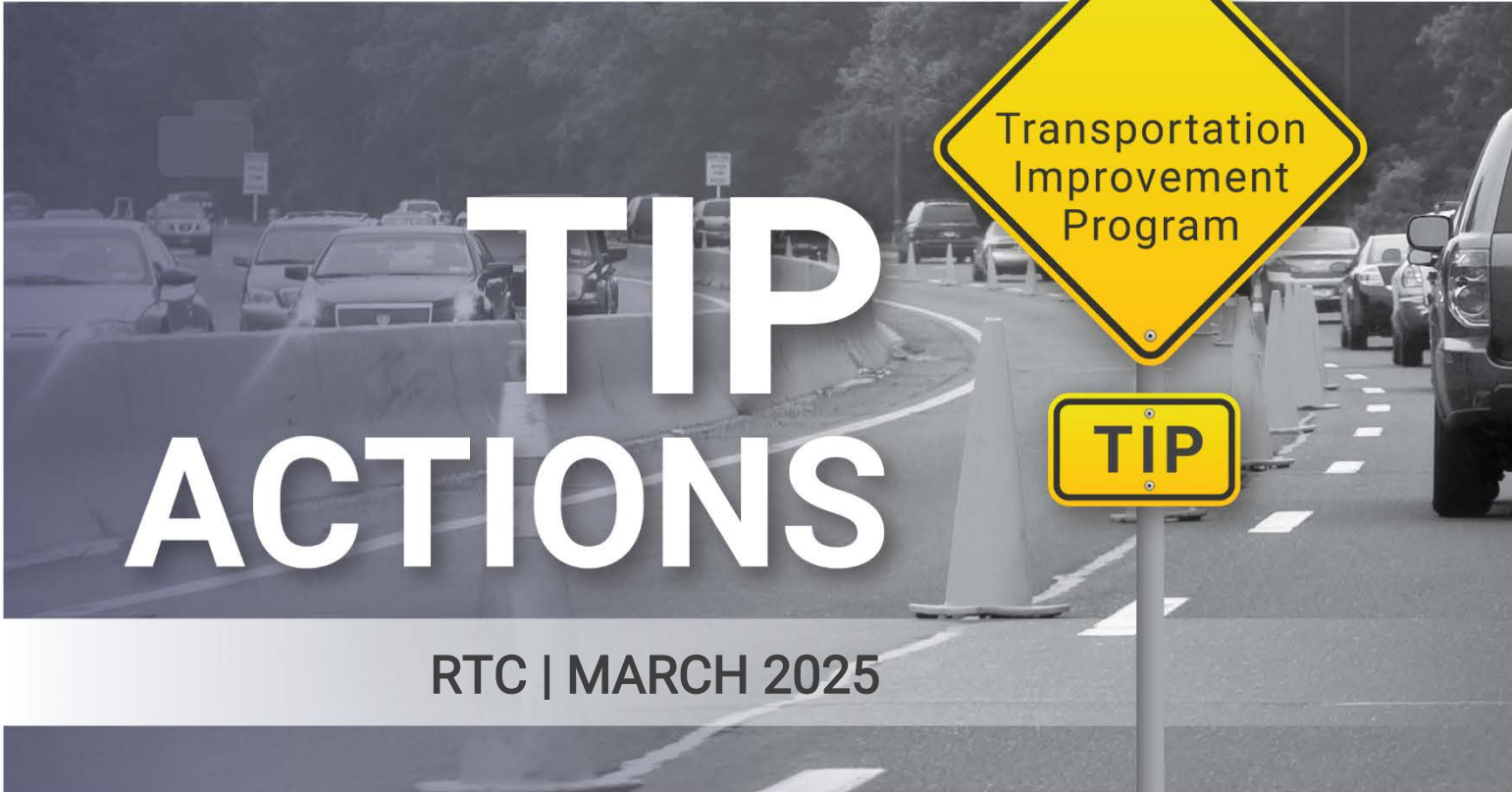
Alison Hastings
Alyson Dressman
Alyssa Driscoll
Ariella Maron
Brad Lane
Brett Fusco
Chris King
Christopher Mulroy
Darwin Mlachila
Elise Turner
Ethan Fogg
Gina Myers
Glenn McNichol
Greg Krykewycz
Hanna Jacobs
Jackie Davis
Jesse Buerk
Karin Morris
Katie LaCava
Matt Gates

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

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

DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.



TIP ACTIONS

RTC | MARCH 2025

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

Connect With Us!     



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.

ACTION ITEM

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

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

Action: PA25-040

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

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).

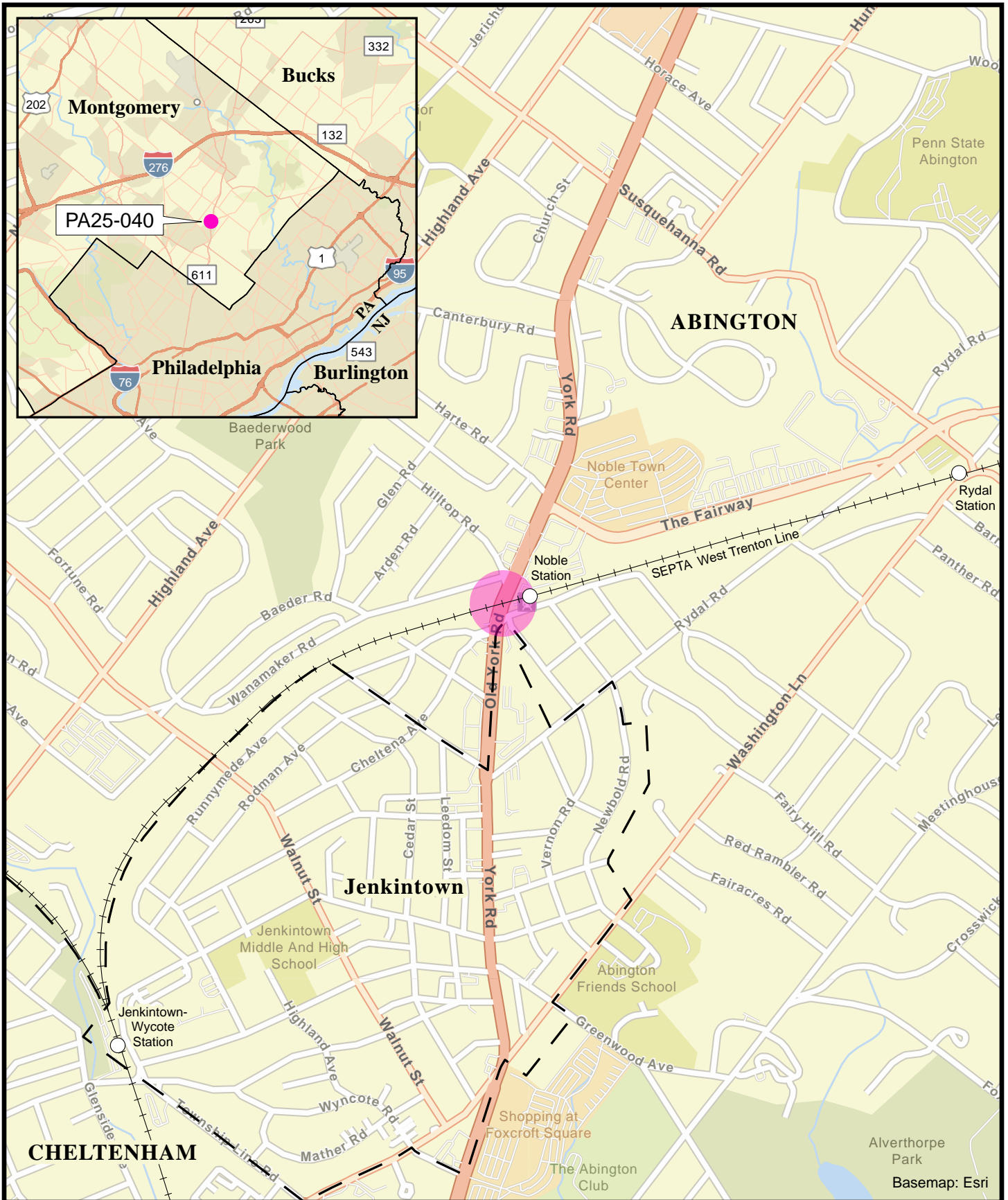
Before Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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 FY2025-2028			6,190	Total FY2029-2032				2,000	Total FY2033-2036				0

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	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 FY2025-2028			16,390	Total FY2029-2032				0	Total FY2033-2036				0

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



ACTION ITEM

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. PA25-041: North Valley Road over Amtrak (MPMS #47979). Chester County – 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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-041

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.

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 Program Years (\$ 000)											
Phase	Fund	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 FY2025-2028			16,560	Total FY2029-2032			7,500	Total FY2033-2036			8,020

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	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			

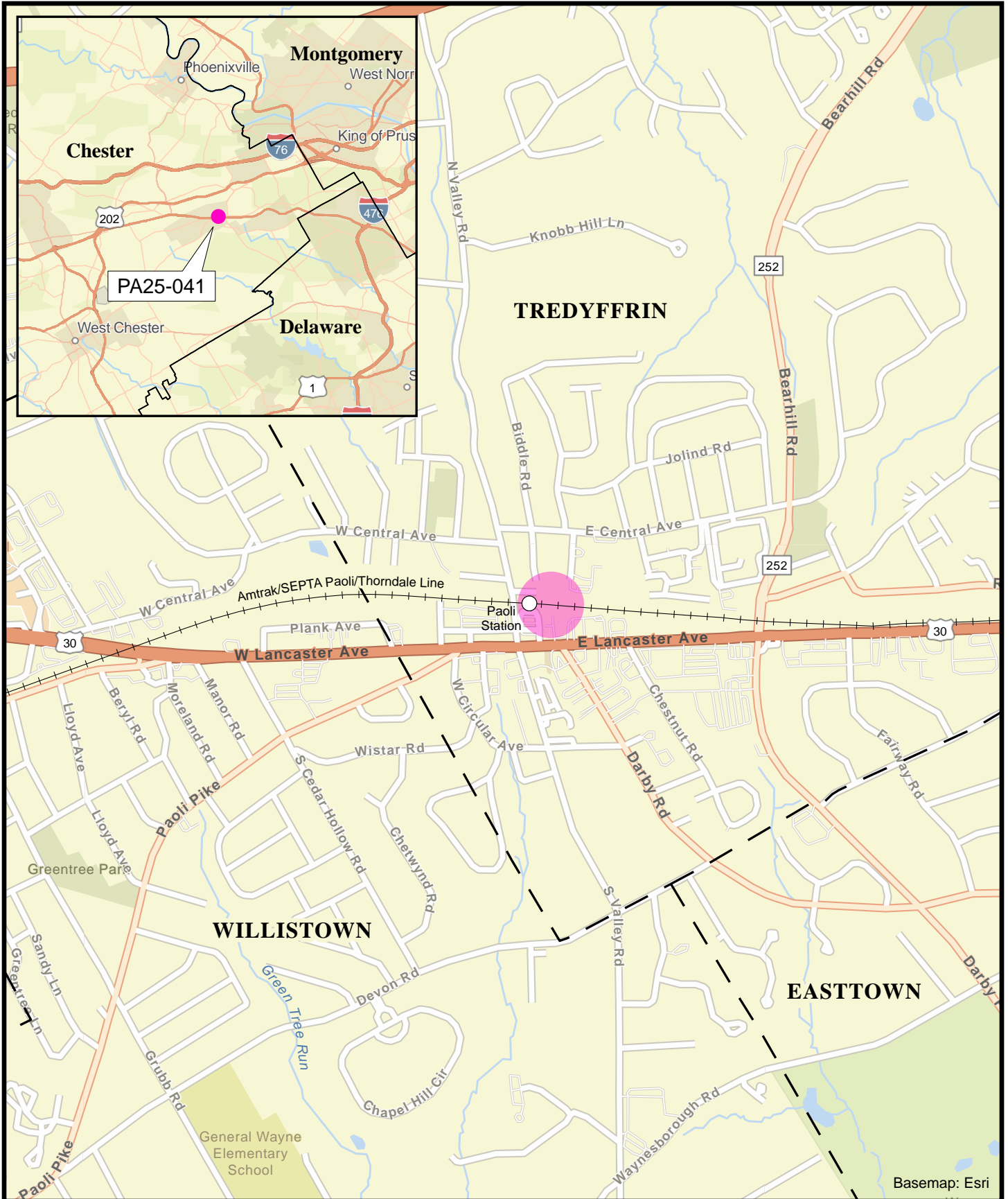
DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-041

Chester												
	0	0	3,020	5,520	7,500	0	0	0	16,784	0	0	0
	Total FY2025-2028			8,540	Total FY2029-2032			7,500	Total FY2033-2036			16,784

PA25-041: North Valley Road over Amtrak



ACTION ITEM

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. PA25-042: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2025 TIP for Pennsylvania. 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 region:

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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 FY2025-2028			391	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

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).

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	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 FY2025-2028		3,250		Total FY2029-2032				0			
						Total FY2033-2036				0			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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	0		
		Total FY2025-2028			491	Total FY2029-2032				0	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

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.

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

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	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 FY2025-2028			1,576	Total FY2029-2032				0	Total FY2033-2036			0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

Philadelphia

MPMS# 120282 *Fairhill Neighborhood Slow Zone Phase 2*

AQ Code S6 **LIMITS:** Between 5th Street, Glenwood 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.

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

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	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 FY2025-2028			3,900	Total FY2029-2032				0	Total FY2033-2036			0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-042

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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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

PA25-042: Statewide Multimodal Transportation Fund Projects



ACTION ITEM

Date Prepared: February 28, 2025

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

Agenda Item:

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

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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.

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

After Proposed Action

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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.

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

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	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 FY2025-2028		227			Total FY2029-2032				325		Total FY2033-2036			940

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

Chester

MPMS# 82018 *Harmony 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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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 FY2025-2028			400	Total FY2029-2032				290	Total FY2033-2036				1,300

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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 Coventryville Road Over French Creek.

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

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	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 FY2025-2028				Total FY2029-2032				Total FY2033-2036			
		367				575				1,610			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	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 FY2025-2028			1,200	Total FY2029-2032				1,330	Total FY2033-2036				6,270

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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.

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

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	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 FY2025-2028			350	Total FY2029-2032				9,050	Total FY2033-2036				0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-043

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.

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:

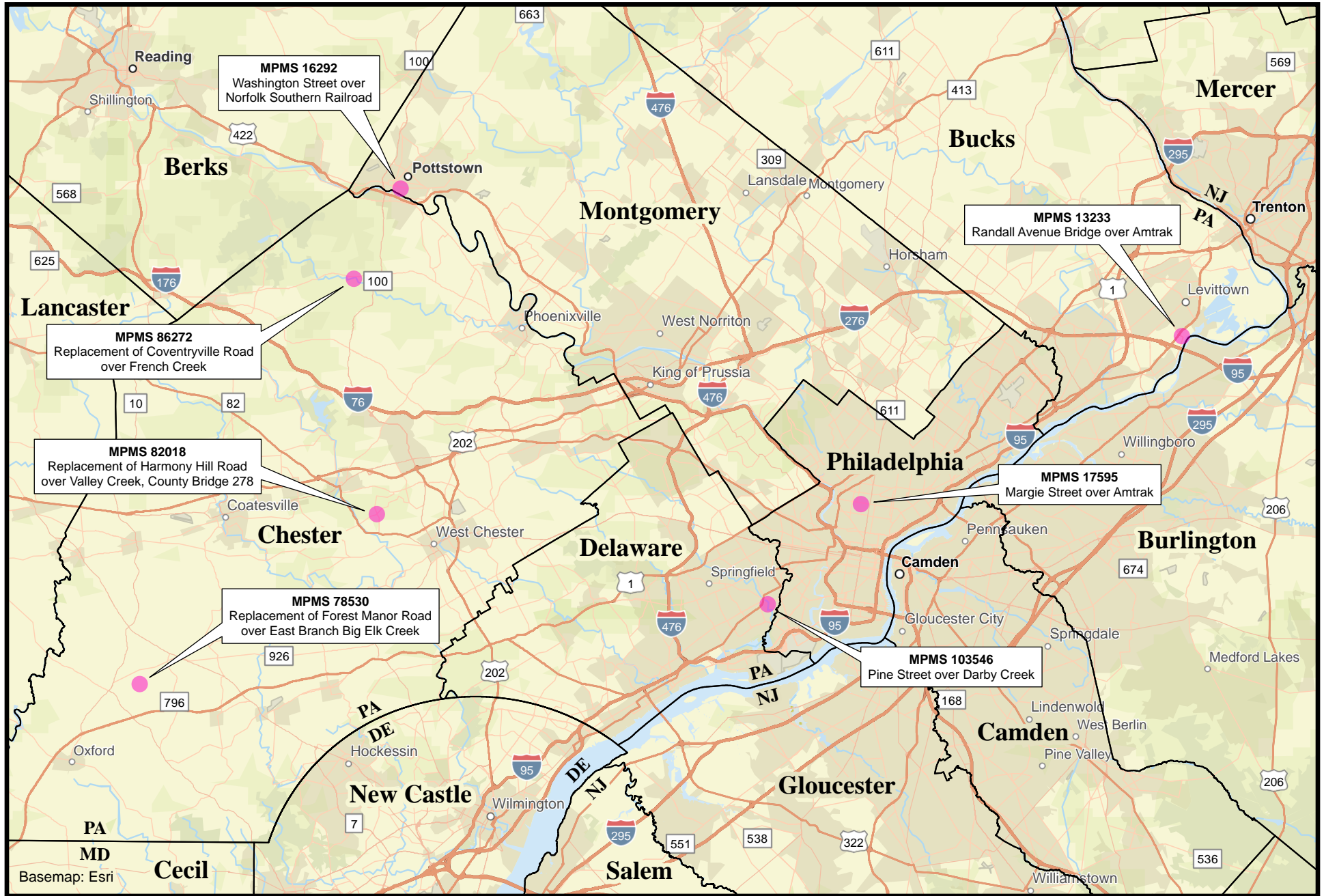
Action to amend the FY25 TIP for Pennsylvania by adding a new project to the TIP, the Margie Street over Amtrak project, in the amount of \$23,000,000 BOF/Toll Credit programmed as follows: \$954,000 for Preliminary Engineering (PE) Phase in FY26, \$546,000 for the PE Phase in FY27, \$1,250,000 for Final 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

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	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 FY2025-2028			1,500	Total FY2029-2032				4,250	Total FY2033-2036			13,847

PA25-043: Bridge Off System Projects



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

Chart: 035

* Positive number denotes a surplus/Negative denotes a deficit

Project Name	County	Type	Phase	Fiscal Year	Funds																				Total	Notes						
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20								
CHAPMAN ROAD O/ PINE RUN BUCKS SR,7205,CPR	111565	CON	Before	BOF		634,000	0	0	634,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,268,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	BOF		0	0	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	BOF		634,000	0	0	634,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,268,000
CHAPMAN ROAD O/ PINE RUN BUCKS SR,7205,CPR	111565	CON	Before	BRIP		0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	ADDING FUNDS TO MATCH CURRENT CONSTRUCTION ESTIMATE.		
			Adjust	BRIP		560,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		560,000	
			After	BRIP		560,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,060,000	
NEW RD O/ CHESTER CR(C) DELAWARE SR,7023,007	47992	CON	Before	BOF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO PAY FOR ADDITIONAL CONSTRUCTION INSPECTION, CONTRACTOR OVERHEAD, AND DELAYS ASSOCIATED WITH UTILITIES.		
			Adjust	BOF		625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		625,000	
			After	BOF		625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		625,000	
W BRIDGE ST O/ AMTRAK CHESTER SR,7410,BRG	14134	FD	Before	BOF	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDITIONAL FUNDS ARE NEEDED AS THE PROJECT SCOPE IS BEING EXPANDED TO INCLUDE THE REMOVAL OF EAST BRIDGE STREET O/ AMTRAK.	
			Adjust	BOF	183	416,000	78,000	26,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	520,000		
			After	BOF	183	416,000	78,000	26,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		520,000
FRUITVILLE RD O/ PERKIOMEN CR MONTGOMERY SR,7046,232	16408	PE	Before	BOF	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED TO COVER THE COST OF THE ENGINEERING AGREEMENT.	
			Adjust	BRIP	183	40,000	7,500	2,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000		
			After	BRIP	183	40,000	7,500	2,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		50,000
Before FFY Totals					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	414,000	0	0	0	0	0	0	126,738,224	239,302,056	120,000	477,847,740
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230,000	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.	
After FFY Totals					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	461,000	0	0	0	0	0	0	126,738,224	239,302,056		303,000

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 #36

Chart: 036

* Positive number denotes a surplus; Negative denotes a deficit

Administrative Action			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks				
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC						
BRIDGE RESERVE LINE ITEM BUCKS	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	0	0	0	0	0	0	0	0	0	0	1,724,000	59,371,514	0	71,132,776	LINE ITEM		
			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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1,724,000	59,371,514	0	68,932,776
WAVERLY RD O/ TACONY CR MONTGOMERY SR,7046,275	103372	CON	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	0	1,300,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	sSTP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	sSTP	TC	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	0	0	0	1,300,000		
WAVERLY RD O/ TACONY CR MONTGOMERY SR,7046,275	103372	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDDING FUNDS TO MATCH CURRENT CONSTRUCTION ESTIMATE.	
			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	0	0	0	2,200,000		
			After	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	0	0	0	2,200,000		
Before FFY Totals						1,596,956	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	0	0	0	0	0	0	0	0	0	0	0	1,724,000	59,371,514	0	72,432,776		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						1,596,956	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	0	0	0	0	0	0	0	0	0	0	0	0	1,724,000	59,371,514	0	72,432,776	

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2025
 Chart #37

Chart: 037

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP			887,853	0	0	51,000	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	LINE ITEM		
			Adjust	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	0	(7,011,200)	0	(595,200)	
			After	BRIP			887,853	0	0	6,467,000	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		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	1,386,129	201,500	14,956	2,724,339	0	0	2,382,338	0	0	0	0	0	189,000	0	0	0	0	0	0	1,724,000	59,371,514	0	68,812,776	LINE ITEM			
			Adjust	BOF	185		0	0	0	0	1,604,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,752,800)	0	(148,800)		
			After	BOF	185		0	1,386,129	201,500	14,956	4,328,339	0	0	2,382,338	0	0	819,000	0	0	0	189,000	0	0	0	0	0	0	1,724,000	57,618,714	0	68,663,976			
N. VALLEY RD O/ AMTRAK CHESTER SR,1005,PTC	47979	CON	Before	BRIP	185		0	0	0	6,416,000	1,604,000	0	2,416,000	604,000	0	4,416,000	1,104,000	0	6,000,000	1,500,000	0	0	0	0	0	0	0	2,616,000	1,604,000	0	28,280,000	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.		
			Adjust	BRIP	185		0	0	0	(6,416,000)	(1,604,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,011,200	1,752,800	0	744,000		
			After	BRIP	185		0	0	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	9,627,200	3,356,800	0	29,024,000			
N. VALLEY RD O/ AMTRAK CHESTER SR,1005,PTC	47979	CON	Before	STU			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	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	STU			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STU			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			
Administrative Action																																		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP			887,853	0	0	6,467,000	0	0	0	0	0	2,849,000	0	0	1,274,000	0	0	0	0	0	0	0	20,527,856	0	0	32,005,709	LINE ITEM			
			Adjust	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	(2,884,000)	0	(396,000)			
			After	BRIP			887,853	0	0	8,955,000	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		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	1,386,129	201,500	14,956	4,328,339	0	0	2,382,338	0	0	0	0	0	189,000	0	0	0	0	0	0	1,724,000	57,618,714	0	68,663,976	LINE ITEM			
			Adjust	BOF	185		0	0	0	0	622,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(721,000)	0	(99,000)			
			After	BOF	185		0	1,386,129	201,500	14,956	4,950,339	0	0	2,382,338	0	0	819,000	0	0	0	189,000	0	0	0	0	0	0	1,724,000	56,897,714	0	68,564,976			
DUBLIN PIKE O/ MORGAN CREEK BUCKS SR,0313,BMC	92641	CON	Before	BRIP	185		0	0	0	2,488,000	622,000	0	1,500,000	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,985,000	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.			
			Adjust	BRIP	185		0	0	0	(2,488,000)	(622,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,884,000	721,000	0	495,000			
			After	BRIP	185		0	0	0	0	0	0	1,500,000	375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,884,000	721,000	0	5,480,000			
Administrative Action																																		
PA313: FERRY ROAD - OLD DUBLIN ST BUCKS SR,0313,B02	57619	CON	Before	NHPP	TC		4,502,000	0	0	4,502,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,004,000	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.			
			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	(5,501,000)			
			After	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	3,503,000			
PA313: FERRY ROAD - OLD DUBLIN ST BUCKS			Before	STU	TC		0	0	0	720,000	0	0	3,782,000	0	0	2,502,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	9,004,000	CASH FLOWING FUNDS BASED ON CURRENT ANTICIPATED LET DATE.			
			Adjust	STU	TC		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	5,501,000			

Chart: 039

* Positive number denotes a surplus; Negative denotes a deficit

AMENDMENT																																								
MUNICIPAL BRDG LINE ITEM	102105	CON																													LINE ITEM									
			Before	BOF	183	0	0	0	2,271,000	102,000	760,000	1,146,000	5,159,000	1,290,000	0	3,745,687	727,562	0	4,813,000	3,000,000	0	0	0	3,524,000	0	0	15,084,000	0	0	23,063,000		4,000,000	0	0	0	0	0	0	68,685,249	
			Adjust	BOF	183	0	0	0	(367,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(500,000)	0	0	(75,000)	0	0		(1,610,000)	0	0	0	0	0	0	0	(2,552,000)
			After	BOF	183	0	0	0	1,904,000	102,000	760,000	1,146,000	5,159,000	1,290,000	0	3,745,687	727,562	0	4,813,000	3,000,000	0	0	0	3,024,000	0	0	15,009,000	0	0	21,453,000		4,000,000	0	0	0	0	0	0	66,133,249	
COVENTRYVILLE RD O/ FRENCH CR CHESTER SR,7015,198	86272	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
			Adjust	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	367,000			
			After	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	367,000			
COVENTRYVILLE RD O/ FRENCH CR CHESTER SR,7015,198	86272	FD	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				
			Adjust	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	500,000			
			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	500,000			
COVENTRYVILLE RD O/ FRENCH CR CHESTER SR,7015,198	86272	UTL	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				
			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	25,000				
			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	25,000				
COVENTRYVILLE RD O/ FRENCH CR CHESTER SR,7015,198	86272	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
			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	50,000				
			After	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	50,000				
COVENTRYVILLE RD O/ FRENCH CR CHESTER SR,7015,198	86272	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
			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	1,610,000	0	0	0	0	0	0	0	1,610,000				
			After	BOF	TC	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	1,610,000				
AMENDMENT																																								
MUNICIPAL BRDG LINE ITEM	102105	CON																															LINE ITEM							
			Before	BOF	183	0	0	0	1,904,000	102,000	760,000	1,146,000	5,159,000	1,290,000	0	3,745,687	727,562	0	4,813,000	3,000,000	0	0	0	3,024,000	0	0	15,009,000	0	0	21,453,000	4,000,000	0		0	0	0	66,133,249			
			Adjust	BOF	183	0	0	0	(600,000)	0	0	(600,000)	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)	0	0	(330,000)	0	0	(6,270,000)	0		0	0	0	(8,600,000)			
			After	BOF	183	0	0	0	1,304,000	102,000	760,000	546,000	5,159,000	1,290,000	0	3,745,687	727,562	0	4,813,000	3,000,000	0	0	0	2,024,000	0	0	14,679,000	0	0	15,183,000	4,000,000	0		0	0	0	57,333,249			
PINE ST O/ DARBY CR DELAWARE SR,7023,145	103546	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
			Adjust	BOF	TC	0	0	0	600,000	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000				
			After	BOF	TC	0	0	0	600,000	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000				
PINE ST O/ DARBY CR DELAWARE SR,7023,145	103546	FD	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				
			Adjust	BOF	TC	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	0	0	0	0	0	0	0	1,000,000				
			After	BOF	TC	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	0	0	0	0	0	0	0	1,000,000				
PINE ST O/ DARBY CR DELAWARE SR,7023,145	103546	UTL	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				
			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	175,000	0	0	0	0	0	0	0	175,000				
			After	BOF	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,000	0	0	0	0	0	0	0	0	175,000				
PINE ST O/ DARBY CR DELAWARE SR,7023,145	103546	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
			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	155,000	0	0	0	0	0	0	0	155,000				
			After	BOF	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,000	0	0	0	0	0	0	0	0	155,000				
PINE ST O/ DARBY CR DELAWARE SR,7023,145	103546	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
			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	6,270,000	0	0	0	0	0	0	6,270,000				
			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	6,270,000	0	0	0	0	0	0	0	6,270,000				

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138673) <i>Interstate (D 6-0)</i>				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	NHPP		5,350,000			7,288,124			848,040						Line item used to maintain fiscal constraint.	
			Adjust	NHPP		(300,000)													
			After	NHPP		5,050,000			7,288,124				848,040						
I-95: Allegheny&Castor Ave Int. Connection 95/AFR Philadelphia	115687	ROW	Before	NHPP		11,000,000												Increase to cover partially cover AC.	
			Adjust	NHPP		300,000													
			After	NHPP		11,300,000													
Before Totals						\$16,350,000	\$0	\$0	\$7,288,124	\$0	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$16,350,000	\$0	\$0	\$7,288,124	\$0	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138483) Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		23,760,023			44,026,359			62,139,000			62,639,000			Statewide Reserve used as source of funds to maintain fiscal constraint.
			Adjust	PRTCT		(980,000)												
			After	PRTCT		22,780,023			44,026,359			62,139,000			62,639,000			
US 30 Sinkhole Remediation 2024 30/SK2 Chester	104807	CON	Before	PRTCT		5,000,000												Increase to current estimate.
			Adjust	PRTCT		980,000												
			After	PRTCT		5,980,000												
Before Totals						\$28,760,023	\$0	\$0	\$44,026,359	\$0	\$0	\$62,139,000	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$28,760,023	\$0	\$0	\$44,026,359	\$0	\$0	\$62,139,000	\$0	\$0	\$62,639,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138602) D6-0 DVRPC & Statewide TIPS				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Multimodal Reserve / Central Office	102893	CON	Before		411		69,655,346			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.	
			Adjust		411		(1,463,300)												
			After		411		68,192,046			84,462,886			87,948,000			89,867,000			
SR 73 and SR 2016 Improvements R10 73/MT2 Montgomery	81892	CON	Before															Add CON phase as per MTF agreement.	
			Adjust		411		1,463,300	450,000											
			After		411		1,463,300	450,000											
Before Totals						\$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 conformity.	
Adjustment Totals						\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$69,655,346	\$450,000	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138916) D6-0 Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Multimodal Reserve / Central Office	102893	CON	Before		411		66,117,792			83,637,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.	
			Adjust		411		(3,000,000)												
			After		411		63,117,792			83,637,886			87,948,000			89,867,000			
Fairhill Neighborhood Slow Zone Phase 2 R9 /MTF Philadelphia	120282	CON	Before															Increase CON phase as per MTF agreement. Local funds include contributions to construction + inspection and are additional to the TIP.	
			Adjust		411		3,000,000	900,000											
			After		411		3,000,000	900,000											
Before Totals						\$0	\$66,117,792	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		
Adjustment Totals						\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Totals						\$0	\$66,117,792	\$900,000	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138671) D6-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP		6,350,000	5,884,513		2,288,124	11,003,883		848,040						Line item used to maintain fiscal constraint.
			Adjust	NHPP		(1,000,000)												
			After	NHPP		5,350,000	5,884,513		2,288,124	11,003,883		848,040						
I-95: Allegheny&Castor Ave Int. Connection 95/AFR Philadelphia	115687	ROW	Before	NHPP		10,000,000												Increase to cover partially cover AC.
			Adjust	NHPP		1,000,000												
			After	NHPP		11,000,000												
Before Totals						\$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 conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$16,350,000	\$5,884,513	\$0	\$2,288,124	\$11,003,883	\$0	\$848,040	\$0	\$0	\$0	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138706) D6-0 DVRPC & Statewide TIPs				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
RRX Reserve / Central Office	98255	CON	Before	RRX		303,127			799,790			346,891			146,300			RRX Reserve used as source of funds to maintain fiscal constraint.	
			Adjust	RRX		(44,304)													
			After	RRX		258,823			799,790			346,891			146,300				
Reese St RR WD /289 Chester	115875	CON	Before															Increase CON phase	
			Adjust	RRX		21,122													
			After	RRX		21,122													
Center St RR WD /288 Chester	115876	CON	Before															Increase CON phase	
			Adjust	RRX		23,182													
			After	RRX		23,182													
Before Totals						\$303,127	\$0	\$0	\$799,790	\$0	\$0	\$346,891	\$0	\$0	\$146,300	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$303,127	\$0	\$0	\$799,790	\$0	\$0	\$346,891	\$0	\$0	\$146,300	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138786) D6-0 Statewide & DVRPC TIPS				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		67,562,363			84,462,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust		411		(900,000)											
			After		411		66,662,363			84,462,886			87,948,000			89,867,000		
Bridge and Starr Streets R10 29/MT3 Chester	81887	CON	Before															Add CON phase as per MTF agreement. Local funds sourced from Chester county CRP, DCED MTF, and BORO funds.
			Adjust		411		900,000	1,716,729										
			After		411		900,000	1,716,729										
Before Totals						\$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 conformity.
Adjustment Totals						\$0	\$0	\$1,716,729	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$67,562,363	\$1,716,729	\$0	\$84,462,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	

NOTES

***NJDOT Fiscal Constraint
Charts
(March 2025)***

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	(6.173)	19.732	143.928	157.487	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Route 30, Gibbsboro Road (CR 686)	16319	BEFORE		Camden	0.000	1.200	0.000	0.000	1.200	
		DES	STBGP-FLEX		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 to Route 41	18383	BEFORE		Burlington	0.000	1.600	0.000	0.000	1.600	
		PE	HSIP-VRUS		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 CONSTRAINT BANK AFTER MODIFICATIONS										
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	(8.373)	19.732	143.928	155.287	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										

***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					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks	
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total			
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	7.149	3.765	-3.475	-2.476	4.963	0.000	0.000	0.177	4.612	11.006	12.174	27.969	32.932	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 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.	
			Adjust	STBGP-PHILA	0.000	0.002	0.150	0.000	0.152	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.152
			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		
New or Upgraded Traffic Signal Systems at Intersections, Phase 1 Local Camden	D2020	PE	Before	STBGP-PHILA	0.010	0.252	0.000	0.000	0.262							0.000	0.262	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 to \$0.0 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	0.000	-0.252	0.000	0.000	-0.252	0.000	0.000	0.000				0.000	(0.252)		
			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		
New or Upgraded Traffic Signal Systems at Intersections, Phase 1 Local Camden	D2020	DES	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	Administrative action to modify the TIP by advancing \$0.15 M STBGP-PHILA funded DES Phase from FY26 to FY25.	
			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		
			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		
CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) Local Gloucester	D2017	DES	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	Informational action to modify the TIP by increasing the FY25 DES Phase by \$0.1 M STBGP-PHILA from \$0.4 M STBGP-PHILA to \$0.5 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	0.000	0.100	0.000	0.000	0.100	0.000	0.000	0.000				0.000	0.100		
			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		
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	Fiscal Constraint is maintained.	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Total After					7.159	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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

No asterisk means acronym applies to both PA and NJ TIPs.

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

No asterisk means acronym applies to both PA and NJ TIPs.

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

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

PROJECT PHASES OF WORK (Continued)

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

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

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

HIGHWAY PROJECT FUNDING SOURCES

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

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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

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

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

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

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

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

TRANSIT PROJECT FUNDING SOURCES

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

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

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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

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

TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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





OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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

Connect With Us!     

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.