







TIP Actions

Major TIP Amendments FY2015 PA TIP | January 2016



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Major Amendment to the DVRPC FY2015 TIP for Pennsylvania

<u>TIP Action PA15-71: I-95 & Aramingo Ave., Adams Ave. Connector, (MPMS #17782), City of Philadelphia</u>

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18.

The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU, MAP-21, and the FAST Act). The TIP must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Also included are all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, ITS, and freight related projects, as well as the more traditional highway and public transit projects. Changes to the costs and schedules of projects in the TIP are referred to as "TIP Actions" and certain TIP changes require broader public review, as documented in the DVRPC Memorandum of Understanding

(http://www.dvrpc.org/TIP/pafinal/2015/PaTIPMOU-102314-plusPennDOT-FHWA.pdf)

This I-95 and Aramingo Avenue, Adams Avenue Connector Project will extend Adams Avenue, which is located east of Tacony Sreet and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the I-95 Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

PennDOT is seeking to advance the I-95 and Aramingo Avenue, Adams Avenue Connector project's construction phase from the second four years of the current FY2015 TIP to the first four years (FY16, FY17, and FY18) of the current TIP, in order to combine with I-95 Section BS4 (MPMS #103562) as a package for advertising and advance the letting to October 2016. The I-95 and Aramingo Avenue, Adams Avenue Connector and I-95 Section BS4 projects are located adjacent to each other. Access to the I-95 BS4 construction site can only be had through either the ongoing I-95 Section BR0 construction site or through the I-95 and Aramingo Avenue, Adams Avenue Connector limits. To avoid delays the I-95 Section BS4 and I-95 and Aramingo Avenue, Adams Avenue Connector projects then must be let together as a package.

Financial Constraint:

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

This is a non-exempt air quality project and a new Conformity Determination for 2020 has been run with results released for a 30 day public comment period held concurrently with this TIP amendment.

Cost and Source of Funds:

\$19,300,000 State 581

Recommendations:

Staff — Recommends approval.

Regional Technical Committee — Will make recommendations at the February 9, 2016 RTC meeting.

Board Action — The DVRPC Board will take action at the February 25, 2016 Board Meeting.

Action Proposed:

This TIP Action, PA15-71, processes PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18.

This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18. The description will also be updated.

Attachments:

- 1) Before/After Sheet
- 2) PennDOT's Fiscal Constraint Chart

Pennsylvania - Highway and Transit Program

Philadelphia

MPMS# 17782 I-95 & Aramingo Ave., Adams Ave. Connector SR:1007

AQ Code 2025M LIMITS: Betsy Ross Bridge to Torresdale Ave.

Latitude: 39.9963 MUNICIPALITIES Near Northeast Philadelphia

Longitude: -75.083 Intersection/Interchange Improvements

This is the current description. The description will be updated upon DVRPC Board approval of TIP Action PA15-72 in February 2016.

Action: PA15-71

PROJ MANG: AECOM/P. Shulte

This project will extend Adams Avenue (SR 1026), which is located east of Tacony St. and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes, etc. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

Summary of Action:

Action to amend the TIP by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18. The description will also be updated.

Before Proposed Action

					,	TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	300											
FD	STU	127											
FD	581	32											
ROW	581	2,122											
UTL	STU			1,801									
UTL	581			450									
CON	STU					7,642							
CON	581					1,910							
CON	STU						7,642						
CON	581						1,910						
		2,581	0	2,251	0	9,552	9,552	0	0	0	0	0	0
		Total FY2	015-2018	4,8	332	Total FY2	2019-2022	19,	104	Total FY	2023-2026		0

After Proposed Action

					TIP Progr	am Yea	rs (\$ 00	0)				
<u>Phase</u>	<u>Fund</u>	FY2015 FY201	6 FY2017	FY2018	<u>FY2019</u>	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	300										
FD	STU	127										
FD	581	32										
ROW	581	2,122										
UTL	STU		1,801									
UTL	581		450									

Action: PA15-71

Pennsylvania - Highway and Transit Program

Philac	delphia												
CON	581		4,500										
CON	581			13,268									
CON	581				1,532								
		2,581	4,500	15,519	1,532	0	0	0	0	0	0	0	0
		Total FY	2015-2018	24,13	32	Total FY20	19-2022	0		Total FY20	23-2026	0	

Major Amendment to the DVRPC FY2015 TIP for Pennsylvania

<u>TIP Action PA15-72: Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements, (MPMS #57851), Montgomery County</u>

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY20 to \$5,024,000(\$4,019,000 CAQ/\$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/\$1,495,000 State 581) in FY17.

The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU, MAP-21, and the FAST Act). The TIP must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Also included are all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, ITS, and freight related projects, as well as the more traditional highway and public transit projects. Changes to the costs and schedules of projects in the TIP are referred to as "TIP Actions" and certain TIP changes require broader public review, as documented in the DVRPC Memorandum of Understanding

(http://www.dvrpc.org/TIP/pafinal/2015/PaTIPMOU-102314-plusPennDOT-FHWA.pdf)

This project contains five elements to make the Plank Road/Otts Road/Meyers Road/Seitz Road Intersections function better:

The first element is the realignment of Meyers and Seitz Roads at Township Line Road. Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with Township Line Road. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and Township Line Road. The Seitz Road intersection with Township Line Road is currently two-way stop controlled. A new signal will be installed at the intersection of Township Line Road and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled "T" intersection.

The second element is the realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection. There are two curves in this area that do not meet current geometric design criteria for 40 MPH Design Speed. The proposed realignment will meet these criteria.

The third element is the vertical and horizontal realignment of Otts Road. This road has a series of curves east of the Miller/Bauman Road intersection that do not meet current geometric design criteria for 40 MPH Design Speed. The topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.

The fourth element is the Otts Road approach to the intersection with Plank Road and PA 29. The Otts Road and Plank Road approaches to PA 29 are offset by approximately 100 feet. Both "T" intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite Plank Road which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

The last element to this project is the Plank Road approach to the intersection with PA 73. Plank Road ends at Skippack Pike (PA 73) as a "T" intersection. Plank Road and PA 73 will be widened to accommodate left turn lanes on both Plank Road and Skippack Pike but will not be realigned. A new signal will replace the existing one for this intersection and a left turn lane will be added both to Plank Road and Skippack Pike (PA 73). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

Financial Constraint:

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

This is a non-exempt air quality project and a new Conformity Determination for 2020 has been run with results released for a 30 day public comment period held concurrently with this TIP amendment.

Cost and Source of Funds:

\$12,500,000 (\$10,000,000 CAQ/\$2,500,000 State 581)

Recommendations:

Staff — Recommends approval.

Regional Technical Committee — Will make recommendations at the February 9, 2016 RTC meeting.

Board Action — The DVRPC Board will take action at the February 25, 2016 Board Meeting.

Action Proposed:

This TIP Action, PA15-72, processes PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY20 to \$5,024,000(\$4,019,000 CAQ/\$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/\$1,495,000 State 581) in FY17. The description will also be updated.

Attachments:

- 1) Before/After Sheet
- 2) PennDOT's Fiscal Constraint Chart

Pennsylvania - Highway and Transit Program

Montgomery

MPMS# 57851 Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044

AQ Code 2025M LIMITS: PA 73 to Township Line Road

Latitude: 40.242655 MUNICIPALITIES Perkiomen Township; Skippack Township PROJ MANG: AECOM/C. Carmi

Action: PA15-72

Longitude: -75.462 Intersection/Interchange Improvements

This is the current description. The description will be updated upon DVRPC Board approval of TIP Action PA15-72 in February 2016.

Corridor/intersection improvements; realign off-set intersection:

- 1) Realignment of Meyers and Seitz Roads at SR 4014 Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.
- 2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.
- 3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.
- 4) Otts Road Approach to the Intersection with SRs 4044 and 0029 The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.
- 5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

Summary of Action:

Action to amend the TIP by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY16 and \$7,476,000

(\$5,981,000 CAQ/\$1,495,000 State 581) in FY17. The description will also be updated.

Before Proposed Action

						TIP Progr	am Yea	rs (\$ 00	0)					
<u>Phase</u>	<u>Fund</u>	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	ו
FD	581	100												
ROW	TOLL													П
ROW	CAQ	441												
UTL	TOLL													П
UTL	CAQ	141												
CON	NHPP					6,686								П
CON	581					1,672								
CON	NHPP						6,686							
CON	581						1,672							П

Action: PA15-72

0

0

0

Pennsylvania - Highway and Transit Program

5,981

1,495

7,476

13,182

0

682 5,024

Total FY2015-2018

Montgomery **After Proposed Action** TIP Program Years (\$ 000) FY2015 FY2016 FY2017 FY2018 FY2019 FY2020 FY2021 FY2022 FY2023 FY2024 FY2025 FY2026 Phase Fund 581 ROW **TOLL** ROW CAQ 441 UTL TOLL UTL CAQ 141 CON CAQ 4,019 CON 581 1,005

Total FY2019-2022

0

0

0

Total FY2023-2026

CON

CON

CAQ

581

DVRPC FFY 2015 - 2018 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS

TIP MODIFICATIONS FOR JANUARY 2016 (DVRPC Chart #152)

District 6-0 Chart #152

* Positive number deno				deficit Fund Type	FFV	2015			FFY	2016			FFY 20	17		FY 2018		2ND 4	YRS FFY	2019	2ND 4	YRS FF	(2020 2ND	YRS FF	Y 2021	2ND 4	YRS FFY 2022	3RD 4 \	RS FFY 20	23 3RD	VRS FFV	2024 3RD 4	YRS FEV	2025	3RD 4 VP	S FFY 2026	
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CMAQ RESERVE LINE																																					LINE ITEM
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N H P P RESERVE		P.o	efore N	NHPP 581	309,746	415,663	1,722,000		0	0	0		0 13	.630 0	50,000	254,125	0	10,302,000		0	18,007,125		0 10,302,0	10	0 0			0	0	0	0 0	0	0	0 0	0	0 (LINE ITEM
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PLANK/OTTS/MEYERS /SEITZ		Ве	efore		0	0	0		0	0	0		0	0 0	0	0	0	C	0	0	0	0	0	0	0 0	C	0	0	0 0	0	0 0	0	0 1	0 0	0	0 0)
MONTOGMERY	57851	CON	djust (CAQ 581	0	0	0	4,019,	,000 1,0	004,750	0	5,981,00	00 1,495	,250 0	0	0	0	C	0	0	0	0	0	0	0 0	C	0	0	0 0	0	0 0	0	0	0 0	0	0 ()
SR,4044,MG1		_		CAQ 581	0	0	0	4,019,	,000 1,0	004,750	0	5,981,00	00 1,495	,250 0	0	0	0	C	0	0	0	0	0	0	0 0	C	0	0	0 0	0	0 0	0	0 /	0 0	0	0 ()
N H P P RESERVE		Be	efore N	NHPP 581	309,746	415,663	1,722,000		0	0	0		0 12	,630 0	50,000	254,125	0	16,988,000	1,672,000	0	24,693,125	1,672,000	0 10,302,0	00	0 0	0	0	0	0 0	0	0 0	0	0	0 0	0	0 1	LINE ITEM
LINE ITEM	82216	CON	tions N	IUDD 501	,			-					0	0 0			-		, , , , , ,		,		0	0	0 0			0	0 0	0	0 0	0		0 0	0		
DISTRICT WIDE				NHPP 581	309.746	415,663	1,722,000	ļ	0	0	0		0 41	.630 0	50.000	254,125	0	16.988.000	(1,672,000)	0	24,693,125	(828,000) 844,000	0 10.302.0	0	0 0		0	0	0 0	0	0 0	0	0	0 0	0	0 0	'
		Att	ter N	viirP 301	309,746	415,003	1,722,000	 	U	0	0		_		50,000		0	16,988,000		0	24,693,125	844,000	0 10,302,0	10	0		, 0	0	0	U	0	U	-	U	U	0 0	<u> </u>
JS1:OLD LINC - PA 413		Be	efore	581	0	0	0		0 5,	781,320	0		0 9,595	,870 0	0	2,041,000	0	0	4,746,940	0	0	0	0	0	0 0	0	0	0	0	0	0 0	0	0 (0 0	0	0 0)
BUCKS	13549	ROW	ljust	581	0	0	0		0 (1,0	004,750)	0		0 (1,495	,250) 0	0	0	0		1,672,000	0	0	828,000	0	0	0 0	0	0	0	0 0	0	0 0	0	0 (0 0	0	0 0	
SR,0001,03S		Aft	ter	581	0	0	0		0 4,	776,570	0		0 8,100	,620 0	0	2,041,000	0	C	6,418,940	0	0	828,000	0	0	0 0	С	0	0	0 0	0	0 0	0	0 1	0 0	0	0 0	
			Before I	FFY Totals	1,634,643	831,326	3,444,000	4,019,	.000 5.7	781,320	0	11,021,00	00 9,621	.130 0	22,745,000	2,549,250	0	64,402,000	8,090,940	0	80,168,250	3,344,000	0 46,441,0	00	0 0	30,904,000	0	0	0 0	0	0 0	0	0	0 0	0	0 (
				nent Totals	0	0	0		0	0	0		0	0 0	0	0	0	(0	0	0	0	0	0	0 0	C	0	0	0 0	0	0 0	0	0	0 0	0	0 ()
			After I	FFY Totals	1,634,643	831,326	3,444,000	4,019,	,000 5,7	781,320	0	11,021,00	00 9,621	,130 0	22,745,000	2,549,250	0	64,402,000	8,090,940	0	80,168,250	3,344,000	0 46,441,0	00	0 0	30,904,000	0	0	0 0	0	0 0	0	0	0 0	0	0 (

DVRPC FFY 2015 - 2018 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR JANUARY 2016

Chart #154

* Positive number deno FORMAL AM	ENDME	NTS	Fund T	ре		Y 2015				2016			FY 2017		FY 2018			S FFY 2019		YRS FFY 2		2ND 4 YRS				RS FFY			RS FFY 2023									
Project Title	MPMS	Phs Amts.	Fed.	Sta. Fe	d. (\$)	State (\$)	LOC	Fed. (5) St	tate (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	state (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$) S	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) L	DC Fee	d. (\$) State	(\$) LO	C Fed. (\$) State) (\$) LOC	Fed. (\$)	State (\$) LO	0
ADAMS/ARAMINGO		Before			0	0	()	0	0	0	0	0 0	0	(0	7,642,000	1,910,000	7,642,000	1,910,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	ADVANCING PROJECT 0 INTO 1ST 4 YRS OF 15 MOVING FUNDING TO
PHILADELPHIA	17782	CON Adjust	STU	581	0	0	()	0	0	0	0	0 0	0	(0 0	(7,642,000)	1,910,000)	(7,642,000)	(1,910,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 STU LINE ITEM RESERV
SR,1026,H04		After	STU	581	0	0	()	0	0	0	0	0 0	0	(0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
S1:OLD LINC - PA 413		Before		581	0	0	()	0 4,	776,570	0	0	8,100,620 0	0	2,041,000	0 0	0	6,418,940	0	828,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 THE DRAFT '17 TIP
BUCKS	13549	ROW Adjust		581	0	0	()	0 (4,	(000,000	0	0	(4,000,000) 0	0	(0 0	0	0	0	4,000,000	0	0 4	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
SR,0001,03S		After		581	0	0	()	0	776,570	0	0	4,100,620 0	0	2,041,000	0 0	0	6,418,940	0	4,828,000	0	0 4	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
T U RESERVE LINE		Before	STU	581	0	232,845	(141	,081	704,169	0	0	693,404 0	413,000	102,500	0 0	0	0	0	0	0	0	0	0	0	0	0	54,516,000	0	0	0	0	0	0	0 0	0	0	0 LINE ITEM
BUCKS	79980	CON Adjust	STU	581	0	0	()	0	0	0	0	0 0	0	(0 0	7,642,000	1,910,000	7,642,000	1,910,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		After	STU	581	0	232,845	(141	,081	704,169	0	0	693,404 0	413,000	102,500	0 0	7,642,000	1,910,000	7,642,000	1,910,000	0	0	0	0	0	0	0	54,516,000	0	0	0	0	0	0	0 0	0	0	0
ADAMS/ARAMINGO		Before		581	0	0	()	0	0	0	0	0 0	0	(0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	PHASE MUST ADVANCE TO BE LET WITH I-95,BS MPMS3 103562
PHILADELPHIA	17782	CON Adjust		581	0	0	()	0 4,	500,000	0	0	13,268,000 0	0	1,532,000	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
SR,1026,H04		After		581	0	0	()	0 4,	500,000	0	0	13,268,000 0	0	1,532,000	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
T U RESERVE LINE		Before	STU	581	0	232,845	(141	,081	704,169	0	0	693,404 0	413,000	102,500	0 0	7,642,000	1,910,000	7,642,000	1,910,000	0	0	0	0	0	0	0	54,516,000	0	0	0	0	0	0	0 0	0	0	0 LINE ITEM
BUCKS	79980	CON Adjust	STU	581	0	0	()	0 ((500,000)	0	0	(500,000) 0	0	(0 0	0	(1,910,000)	0	(1,910,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		After	STU	581	0	232,845	(141	,081	204,169	0	0	193,404 0	413,000	102,500	0 0	7,642,000	0	7,642,000	0	0	0	0	0	0	0	0	54,516,000	0	0	0	0	0	0	0 0	0	0	0
HWY ESTORATION/REHAB		Before	STP	581	0	0	()	0	0	0	0	0 0	0	(0	0	0	0	10,378,000	0 2	2,881,000	9,320,000	0 1	2,000,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0 LINE ITEM
DELAWARE	17876	CON Adjust	STP	581	0	0	()	0	0	0	0	0 0	0	C	0 0	0	0	0	(5,745,875)	0	0 (4	1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		After	STP	581	0	0	()	0	0	0	0	0 0	0	C	0 0	0	0	0	4,632,125	0 2	2,881,000 5	5,320,000	0 1	2,000,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0
HWY ESTORATION/REHAB		Before	STU	581	0	0	()	0	0	0	0	0 0	0	(0	0	0	0	0	0	0	0	0	7,841,000	9,319,000	0	13,278,000	16,164,000	0	0	0	0	0	0 0	0	0	0 LINE ITEM
DELAWARE	17876	Adjust	STU	581	0	0	()	0	0	0	0	0 0	0	(0 0	0	0 (0	0	0	0	0	0	0	0	0	0	(12,483,940)	0	0	0	0	0	0 0	0	0	0
WOODBOURNE		After	STU	581	0	0	()	0	0	0	0	0 0	0	(0 0	0	0	0	0	0	0	0	0	7,841,000	9,319,000	0	13,278,000	3,680,060	0	0	0	0	0	0 0	0	0	0
/LANGHORNE YARDLEY		Before		581	0	0	()	0	0	0	0	3,385,000 0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	PHASE IS FUNDED ON THE DRAFT '17 TIP
BUCKS	5/624	CON Adjust		581	0	0	()	0	0	0	0	(2,000,000) 0	0	254,125		0	0		1,745,875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
SR,2033,01L		After		581	0	0	()	0	0	0	0	1,385,000 0	0	254,125	5 0	0	0 /	0	1,745,875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	PHASE IS FUNDED ON
MARKET ST BRIDGE		Before		581	0	0	()	0	0	0	0	6,768,000 0	0	14,094,000	0 0	0	1,009,060	0	0	0	0	0	0	0	0	0	0	7,545,810	0	0	0	0	0	0 0	0	0	0 THE DRAFT TIP
PHILADELPHIA	69828	CON Adjust		581	0	0	()	0	0	0	0	(6,768,000) 0	0	(1,532,000	0) 0	0	1,910,000	0	1,910,000	0	0	0	0	0	0	0	0	12,483,940	0	0	0	0	0	0 0	0	0	0
SR,3010,MSB		After		581	0	0	()	0	0	0	0	0 0	0	12,562,000	0 0	0	2,919,060	0	1,910,000	0	0	0	0	0	0	0	0	20,029,750	0	0	0	0	0	0 0	0	0	0
N H P P RESERVE LINE ITEM		Before			309,746	415,663	1,722,000)	0	0	0	0	12,630 0	50,000	254,125	5 0	16,988,000	0	24,693,125	844,000	0 10	0,302,000	0	0	0	0	0	74,685,000	0	0	0	0	0	0	0 0	0	0	0 LINE ITEM
DISTRICT WIDE	82216	CON Adjust	NHPP	581	0	0	()	0	0	0	0	0 0	0	(254,125	5) 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		After	NHPP	581	309,746	415,663	1,722,000)	0	0	0	0	12,630 0	50,000	C	0 0	16,988,000	0	24,693,125	844,000	0 10	0,302,000	0	0	0	0	0	74,685,000	0	0	0	0	0	0	0 0	0	0	0
		Before			0	0	()	0	0	0	0	0 0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		Adjust			0	0	()	0	0	0	0	0 0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		After			0	0	()	0	0	0	0	0 0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		Bet	ore FFY T	otals	309,746	881,353	1,722,000	282	,162 6,	184,908	0	0	19,653,058 0	876,000	16,594,125	5 0	32,272,000	1,248,000	39,977,125	15,870,000	0 13	3,183,000 9	9,320,000	0 1	9,841,000	9,319,000	0	196,995,000	23,709,810	0	0	0	0	0	0 0	0	0	0
		FFY Adj	ustment T	otals	0	0	()	0	0	0	0	0 0	0	(0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
		А	fter FFY T	otals :	809,746	881,353	1,722,000	282	,162 6,	184,908	0	0	19,653,058 0	876,000	16,594,125	5 0	32,272,000	1,248,000	39,977,125	15,870,000	0 13	3,183,000	9,320,000	0 1	9,841,000	9,319,000	0	196,995,000	23,709,810	0	0	0	0	0	0 0	0	0	0