



# TIP ACTIONS

BOARD | OCTOBER 2025



190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Connect With Us!     

DELAWARE VALLEY  
 **dvrpc**  
REGIONAL  
PLANNING COMMISSION

## **TIP Actions for October 2025**

The following projects require formal TIP modifications or amendments this month for the FFY2025 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) **PA25-066: Delaware County Electric Vehicle Charging Program (MPMS #82042), Delaware County – Add New Project to the TIP**
- b) **PA25-067: Route 1 Improvements Frontage Corridor (Section RC3) (MPMS #93446), Bucks County – Update Project Scope**

\*\*\*\*\*

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, SEPTA, 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: October 7, 2025

**COMMISSIONER'S SUMMARY SHEET**

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**OCTOBER 23, 2025**

**Agenda Item:**

**5a. PA25-066: Delaware County Electric Vehicle Charging Program (MPMS #82042), Delaware County – Add New Project to the TIP**

**Background/Analysis/Issues:**

Delaware County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Delaware County Electric Vehicle Charging Program (MPMS #82042) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU/Toll Credit for the FFY26 PE Phase; \$190,000 CRPU/Toll Credit for the FFY26 FD Phase; and \$1,600,000 CRPU/Toll Credit for the FFY26 CON Phase).

Delaware County intends to advance the design and construction of 18 electric vehicle charging stations. The County intends to expand its electric vehicle charging infrastructure to several park facilities, libraries, county buildings, and trail parking lots. Each site will support at least four total charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. Delaware County intends to advance these funds in FFY26. The electric vehicle charging stations in Delaware County are proposed for the following locations:

- 1) Rose Tree Park – 1671 N. Providence Road, Upper Providence Township, PA 19063
- 2) Smedley Park – 20 Papermill Road, Springfield, PA 19064
- 3) Upland Park and Redwood Center – 280 6<sup>th</sup> Street, Brookhaven, PA 19015
- 4) Community Center – 767 Beech Avenue, Glenolden, PA 19036
- 5) Clayton Golf Course – 50 Conchester Highway, Garnet Valley, PA 19060
- 6) Clayton Park – 3173 Garnet Mine Road, Garnet Valley, PA 19060
- 7) Kent Dog Park – 3900 Bridge Street, Upper Darby, PA 19026
- 8) New County Park (Little Flower) – Springfield Road, Darby, PA 19023
- 9) Catania Park – 768 Ketcham Avenue, Ridley Park, PA 19078
- 10) Chester Creek Trail, Knowlton Road Trailhead – 249 Knowlton Road,

Middletown Township, PA 19063

11) Fair Acres Campus – 340 North Middletown Road, Lima, PA 19037

12) DCIU – 200 Yale Avenue, Morton, PA 19070

13) Delaware County Community College – 901 Media Line Road, Marple Township, PA 19063

14) Health and Human Services – Drexeline Shopping Center, 5100 State Road, Drexel Hill, PA 19026

15) Rachel Kohl Community Library – 687 Smithbridge Road, Glen Mills, PA 19342

16) J. Lewis Crozer Library – 620 Engle Street, Chester, PA 19013

17) Upper Darby Library, Sellers Library Primos Branch – 409 Ashland Avenue, Secane, PA 19018

18) Sellers Library, Main Branch – 76 South State Road, Upper Darby, PA 19082

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

#### 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:

\$2,000,000 CRPU/Toll Credit

#### Date Action Required:

October 23, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-066, Delaware County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Delaware County Electric Vehicle Charging Program (MPMS #82042) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU/Toll Credit for the FFY26 PE Phase; \$190,000 CRPU/Toll Credit for the FFY26 FD Phase; and \$1,600,000 CRPU/Toll Credit for the FFY26 CON Phase).

Attachments:

1. PennDOT FCC #085
2. Request Letter

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-066

### Delaware

MPMS# 82042 *Delaware County Electric Vehicle Charging Program*

AQ Code NRS

LIMITS:

Latitude:

MUNICIPALITIES Various

Longitude:

Other

PROJ MANG: J. Banks

Delaware County intends to advance the design and construction of 18 electric vehicle charging stations. The County intends to expand its electric vehicle charging infrastructure to several park facilities, libraries, county buildings, and trail parking lots. Each site will support at least four total charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. Delaware County intends to advance these funds in FFY26. The electric vehicle charging stations in Delaware County are proposed for the following locations:

- 1) Rose Tree Park – 1671 N. Providence Road, Upper Providence Township, PA 19063
- 2) Smedley Park – 20 Papermill Road, Springfield, PA 19064
- 3) Upland Park and Redwood Center – 280 6th Street, Brookhaven, PA 19015
- 4) Community Center – 767 Beech Avenue, Glenolden, PA 19036
- 5) Clayton Golf Course – 50 Conchester Highway, Garnet Valley, PA 19060
- 6) Clayton Park – 3173 Garnet Mine Road, Garnet Valley, PA 19060
- 7) Kent Dog Park – 3900 Bridge Street, Upper Darby, PA 19026
- 8) New County Park (Little Flower) – Springfield Road, Darby, PA 19023
- 9) Catania Park – 768 Ketcham Avenue, Ridley Park, PA 19078
- 10) Chester Creek Trail, Knowlton Road Trailhead – 249 Knowlton Road, Middletown Township, PA 19063
- 11) Fair Acres Campus – 340 North Middletown Road, Lima, PA 19037
- 12) DCIU – 200 Yale Avenue, Morton, PA 19070
- 13) Delaware County Community College – 901 Media Line Road, Marple Township, PA 19063
- 14) Health and Human Services – Drexeline Shopping Center, 5100 State Road, Drexel Hill, PA 19026
- 15) Rachel Kohl Community Library – 687 Smithbridge Road, Glen Mills, PA 19342
- 16) J. Lewis Crozer Library – 620 Engle Street, Chester, PA 19013
- 17) Upper Darby Library, Sellers Library Primos Branch – 409 Ashland Avenue, Secane, PA 19018
- 18) Sellers Library, Main Branch – 76 South State Road, Upper Darby, PA 19082

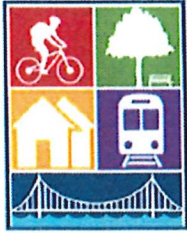
#### Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Delaware County Electric Vehicle Charging Program (MPMS #82042) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU/Toll Credit for the FFY26 PE Phase; \$190,000 CRPU/Toll Credit for the FFY26 FD Phase; and \$1,600,000 CRPU/Toll Credit for the FFY26 CON Phase).

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

#### After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRPU		210										
PE	TOLL												
FD	CRPU		190										
FD	TOLL												
CON	CRPU		1,600										
CON	TOLL												
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,000		Total FY2029-2032		0		Total FY2033-2036		0	



## DELAWARE COUNTY PLANNING DEPARTMENT

2 W. Baltimore Avenue – Suite 202

Media, PA 19063

Phone: (610) 891-5200

Email: [planning\\_department@co.delaware.pa.us](mailto:planning_department@co.delaware.pa.us)

September 12, 2025

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

**RE: Delaware County Electric Vehicle Charging Program, Carbon Reduction Funds TIP Amendment Request**

Dear Mr. Buerk,

Delaware County is requesting a TIP amendment for action at the October 2025 Regional Technical Committee and DVRPC Board meetings to advance the design and construction of 18 electric vehicle charging stations. The County intends to expand its electric vehicle charging infrastructure to several park facilities, libraries, county buildings, and trail parking lots. Each site will support at least four total charging ports with capacity to extend service to county employees, county fleet vehicles and the general public. We intend to advance these funds in FY 2026.

The locations of the proposed charging sites are identified as follows:

Rose Tree Park -1671 N. Providence Road, Media, PA 19063

Smedley Park - 20 Papermill Road, Springfield, PA 19064

Upland Park & Redwood Center - 280 6th Street, Brookhaven, PA 19015

Community Center at 767 Beech Avenue, Glenolden, PA 19036

Clayton Golf Course -50 Conchester Highway, Garnet Valley, PA 19060

Clayton Park - 3173 Garnet Mine Road, Garnet Valley, PA 19060

Kent Dog Park - 3900 Bridge Street, Upper Darby, PA 19026

New County Park (Little Flower) - Springfield Road, Darby, PA 19023

Catania Park – 768 Ketcham Ave, Ridley Park, PA 19078

Chester Creek Trail – Knowlton Road Trailhead

Fair Acres Campus - 340 N Middletown Road, Lima, PA 19037

DCIU - 200 Yale Avenue, Morton, PA 19070

Delaware County Community College, 901 Media line Road, Media, PA 19063

Health and Human Services - Drexeline Shopping Center, 5100 State Rd, Drexel Hill, PA 19026

Rachel Kohl Community Library - 687 Smithbridge Road, Glen Mills, PA 19342

J. Lewis Crozer Library - 620 Engle Street, Chester, PA 19013

Upper Darby Library, Sellers Library Primos Branch - 409 Ashland Avenue, Secane, PA 19018

Sellers Library - Main Branch - 76 South State Road, Upper Darby, PA 19082

Our request for funding allocation is as follows:

Preliminary Engineering (FY 2026): \$210,000

Final Design (FY 2026): \$190,000

Construction (FY 2027): \$1,600,000

TOTAL: \$2,000,000

These funds have been allocated to Delaware County through the Carbon Reduction Funding Program. If you have any questions, please contact me at 610-891-5200.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina Burritt". The signature is fluid and cursive, with the first name "Gina" and last name "Burritt" clearly distinguishable.

Gina Burritt  
Director



**COMMISSIONER'S SUMMARY SHEET****DELAWARE VALLEY REGIONAL PLANNING COMMISSION****OCTOBER 23, 2025****Agenda Item:****5b. PA25-067: Route 1 Improvements Frontage Corridor (Section RC3) (MPMS #93446), Bucks County – Update Project Scope****Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by updating the Route 1 Improvements Frontage Corridor (Section RC3) (MPMS #93446) project scope. This scope update will change the Air Quality code from Exempt to Non-Exempt.

The updated project scope includes approximately 2.6 miles of roadway reconstruction and widening from just north of the Lincoln Highway (SR 0001) bridge over Business Route 1 (SR 2037) and CSX and SEPTA railways to approximately 0.2 miles north of the Corn Crib Lane (SR 2197) bridge over Lincoln Highway. This section includes the 2-mile segment of the existing northbound and southbound service (frontage) roads. The proposed project also includes the construction of two new Lincoln Highway mainline interchanges:

- The first Lincoln Highway interchange will be in the area of the bridge carrying Lincoln Highway over Highland Avenue (SR 2008) near the southern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Old Lincoln Highway (SR 2045) west of Lincoln Highway, and Lincoln Highway with Highland Avenue east of Lincoln Highway.
- The second Lincoln Highway interchange will be in the area of the Pine Street (SR 0413) bridge over Lincoln Highway near the northern end of the project. This interchange will connect Lincoln Highway with Pine Street. Gillam Avenue and Woods Drive will be realigned to tie into the interchange ramp locations with Pine Street.

Due to the new interchanges, access between the northbound and southbound frontage roads and Lincoln Highway will be removed. After construction, the northbound and southbound frontage roads will only provide access to the local road network for adjacent properties along the frontage roads in certain areas. In the other areas, sections of the frontage roads will be removed and side roads will be terminated with cul-de-sacs or hammerhead turnarounds.

Additionally, the project includes improvements at three intersections within the project corridor where roundabouts will be constructed. The roundabout intersection locations include:

- Northbound Lincoln Highway ramps (to be constructed) and Highland Avenue;
- Pine Street, Bellevue Avenue (SR 2049), and West Highland Avenue; and
- Bellevue Avenue and Gillam Avenue.

The following two intersections will be signalized:

- Northbound Lincoln Highway ramps (to be constructed) and Pine Street; and
- Southbound Lincoln Highway ramps (to be constructed) and Pine Street.

The following existing signalized intersection will have minor realignments to the approaches:

- Highland Avenue, Old Lincoln Highway, and Fairhill Avenue.

Traffic calming improvements are being evaluated at the following locations:

- Pine Street between Flowers Avenue and Maple Avenue (SR 0213). Improvements under evaluation include curb bulb-outs, median islands/refuges, and rectangular rapid flashing beacons;
- Gillam Avenue between Bellevue Avenue and Pine Street. Improvements under evaluation include a mini-roundabout, curb bulb-outs, median islands/refuges, rectangular rapid flashing beacons, and raised crosswalks/speed tables.

Stormwater management facilities will also be constructed for the project.

The updated project scope will change the Air Quality (AQ) Conformity status for this project, moving from Exempt to an AQ significant status of 2040M. The updated project scope was included in the Conformity Determination that was adopted by the DVRPC Board in September 2025. The Environmental Assessment (EA) is anticipated to go out for public comment in November 2025 and the subsequent public hearing is anticipated to take place in December 2025. This project scope update will align with the EA.

#### Financial Constraint:

Financial constraint will be maintained as no funding will change.

#### Conformity Finding:

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

Cost and Source of Funds:

N/A

Date Action Required:

October 23, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-067, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by updating the Route 1 Improvements Frontage Corridor (Section RC3) (MPMS #93446) project scope. This scope update will change the Air Quality code from Exempt to Non-Exempt.

Attachments:

1. Project Location Map

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-067

### Bucks

**MPMS# 93446**      **Route 1 Improvements Frontage Corridor (Section RC3)**

**AQ Code** S10      **LIMITS:** Route 1 - Frontage Road Corridor, Bucks County

**Latitude:** 40.161909      **MUNICIPALITIES** Bensalem Township; Langhorne Manor Borough; Middletown T

**Longitude:** -74.9371      Roadway New Capacity      **PROJ MANG:** Plans/S. Hasan

The S.R. 0001 Group 03S Section RC3 project extends from the northern end of the S.R. 0001 bridge over the CSX railroad to approximately 700 feet north of the S.R. 0413 (PA 413/Pine Street) bridge over S.R. 0001, a distance of 2.5 miles. This project includes the 2.0 mile +/- segment of frontage (service) road corridor.

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of 1 bridge (West Interchange Road over S.R. 0001), and the rehabilitation of 1 bridge (S.R. 0001 over S.R. 2008). The primary proposed improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width from 4' to 10' to meet current design criteria.
- Replacement of 12,100 ft. of existing double-face guide rail median barrier and 985 ft. of existing concrete median barrier with concrete glare screen.
- Removal of existing raised concrete islands separating the mainline S.R. 0001 travel lanes from the frontage road to be replaced with 12'-0" paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
- Closing the existing intermediate crossovers between the mainline S.R. 0001 travel lanes and the frontage roads.
- Updating the overhead guide signage for the project corridor due to the revised frontage road access and for coordination with the S.R. 0001 Sec. RC1, RC2 and LHB projects.
- Relocating the existing ITS infrastructure, including conduit throughout the corridor and ITS CCTV camera assembly, communications cabinets and VD sensor assemblies that are supported by the affected overhead guide signs.
- Lengthening of the acceleration lanes from the frontage roads onto S.R. 0001 in the northbound and southbound directions to meet current design criteria.
- Relocating the existing roadway inlets along the existing double face median guide rail and existing raised concrete traffic islands to along the proposed concrete glare screen and proposed concrete median barrier.
- Structure improvements include the replacement of one existing functionally obsolete bridge (West Interchange Road over S.R. 0001) along the existing horizontal alignment and the rehabilitation of one bridge (S.R. 0001 over S.R. 2008) including superstructure replacement.

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

### Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by updating the Route 1 Improvements Frontage Corridor (Section RC3) (MPMS #93446) project scope to include approximately 2.6 miles of roadway reconstruction and widening, the construction of two new Lincoln Highway (SR 0001) mainline interchanges, improvements at three intersections within the project corridor where roundabouts will be constructed, signalizing two intersections, minor realignments to the approaches of one signalized intersection, evaluating traffic calming improvements, and constructing stormwater management facilities.

### Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP	3,713											
ROW	581	928											
ROW	NHPP		3,713										
ROW	581		928										
ROW	NHPP			3,713									
ROW	581			928									
ROW	NHPP				3,713								
ROW	581				928								

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-067

Bucks													
UTL	TOLL												
UTL	NHPP			4,052									
CON	STU			8,962									
CON	581			2,241									
CON	NHPP				14,587								
CON	STU				2,755								
CON	581				4,336								
CON	NHPP					10,962							
CON	STU					7,231							
CON	581					4,548							
CON	STP						4,020						
CON	STU						4,172						
CON	581						2,043						
CON	STU							4,239					
CON	STP							703					
CON	581							1,236					
CON	NHPP								16,207				
CON	STU								3,000				
CON	581								4,802				
CON	STU									14,711			
CON	581									3,678			
CON	NHPP										16,207		
CON	STU										1,000		
CON	581										4,302		
CON	NHPP											22,207	
CON	STU											1,000	
CON	581											5,802	
CON	NHPP												23,107
CON	STU												8,000
CON	581												7,777
		4,641	4,641	19,896	26,319	22,741	10,235	6,178	24,009	18,389	21,509	29,009	38,884
		Total FY2025-2028		55,497		Total FY2029-2032		63,163		Total FY2033-2036		107,791	

### After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP	3,713											
ROW	581	928											
ROW	NHPP		3,713										
ROW	581		928										
ROW	NHPP			3,713									
ROW	581			928									
ROW	NHPP				3,713								
ROW	581				928								
UTL	NHPP			4,052									
UTL	TOLL												
CON	STU			8,962									
CON	581			2,241									
CON	NHPP				14,587								
CON	STU				2,755								
CON	581				4,336								

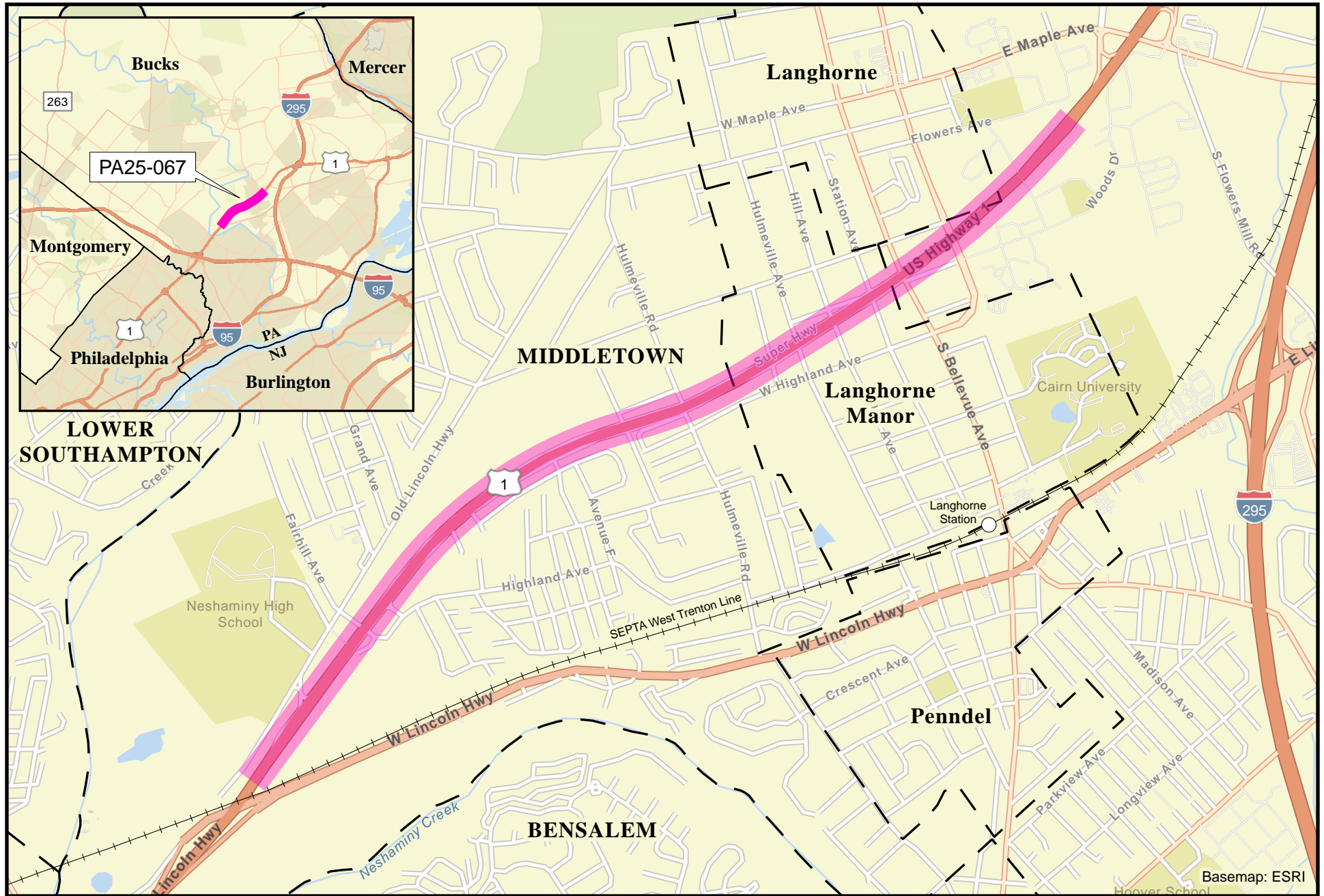
9/29/2025

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

Action: PA25-067

Bucks												
CON	NHPP					10,962						
CON	STU					7,231						
CON	581					4,548						
CON	STU						4,172					
CON	STP						4,020					
CON	581						2,043					
CON	STU							4,239				
CON	STP							703				
CON	581							1,236				
CON	NHPP								16,207			
CON	STU								3,000			
CON	581								4,802			
CON	NHPP									61,521		
CON	STU									10,311		
CON	581									17,959		
		4,641	4,641	19,896	26,319	22,741	10,235	6,178	24,009	89,791	0	0
		Total FY2025-2028		55,497		Total FY2029-2032		63,163		Total FY2033-2036		89,791

# PA25-067: Route 1 Improvements Frontage Corridor (Section RC3)



# ***PennDOT Fiscal Constraint Charts (October 2025)***

---



Chart: 080

TIP MODIFICATIONS FOR AUGUST 2025  
Chart #80

* 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			
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		212,349	0	277,000	80,000	0	0	2,312,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000		0	5,000,000	0	0	10,000,000	0	0	36,252,349	LINE ITEM	
Adjust			CAQ		0	0	0	135,490	0	0	1,848,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,983,490			
After			CAQ		212,349	0	277,000	215,490	0	0	4,160,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	38,235,839			
RIDGE/GERMANTOWN INTRSREREALIGN(C)	102273	CON	Before	CAQ	TC	6,826,000	0	0	7,832,000	0	0	5,693,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,351,000	AVAILABLE FUNDS NOT NEEDED FOR AC CONVERSION.		
Adjust			CAQ	TC	0	0	0	0	0	0	(1,848,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,848,000)			
After			CAQ	TC	6,826,000	0	0	7,832,000	0	0	3,845,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		18,503,000	
SR,4031,PH1																																			
ROOSEVELT BLVD CROOSOVER LANES(C)	114173	CON	Before	CAQ	TC	3,300,000	0	0	2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,800,000	SAVINGS BASED ON RECENT LOW BID PLUS INSPECTION.		
Adjust			CAQ	TC	0	0	0	(135,490)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(135,490)			
After			CAQ	TC	3,300,000	0	0	2,364,510	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5,664,510	
PHILADELPHIA																																			
SR,0001,XBA																																			
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		212,349	0	277,000	215,490	0	0	4,160,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000		0	5,000,000	0	0	10,000,000	0	0	38,235,839	LINE ITEM	
Adjust			CAQ		800,000	0	0	0	0	0	(800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After			CAQ		1,012,349	0	277,000	215,490	0	0	3,360,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	38,235,839			
PA TDM 2022-23	117929	PRA	Before	CAQ	TC	800,000	0	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000	CASH FLOWING BASED ON WHEN FUNDS NEEDED.		
Adjust			CAQ	TC	(800,000)	0	0	0	0	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After			CAQ	TC	0	0	0	800,000	0	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,600,000	
SR,----,---																																			
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		1,012,349	0	277,000	215,490	0	0	3,360,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000		0	5,000,000	0	0	10,000,000	0	0	38,235,839	LINE ITEM	
Adjust			CAQ		(1,012,349)	0	0	(102,651)	0	0	(2,000,000)	0	0	(3,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,115,000)			
After			CAQ		0	0	277,000	112,839	0	0	1,360,000	0	0	1,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	32,120,839			
SIGNAL UPGRADE LINE ITEM MONTGOMERY	102665	CON	Before	CAQ		1,000,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	LINE ITEM		
Adjust			CAQ		(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)			
After			CAQ		0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000			
RIDGE/GERMANTOWN INTRSREREALIGN(C)	102273	UTL	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS ADVANCE CONSTRUCT		
Adjust			CAQ	TC	615,000	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	615,000			
After			CAQ	TC	615,000	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	615,000			
SR,4031,PH1																																			
CHURCH RD: GREENWD-RICE(S(C)	16334	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS ADVANCE CONSTRUCT.		
Adjust			CAQ	TC	1,397,349	0	0	102,651	0	0	2,000,000	0	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,500,000			
After			CAQ	TC	1,397,349	0	0	102,651	0	0	2,000,000	0	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6,500,000	
SR,0073,04N																																			
Before FFY Totals						13,363,047	0	831,000	12,642,980	0	0	15,525,000	0	0	12,885,000	0	0	0	0	0	20,202,000	0	0	22,026,000	0	0	15,000,000	0	0	30,000,000	0	0	142,475,027		
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		
After FFY Totals						13,363,047	0	831,000	12,642,980	0	0	15,525,000	0	0	12,885,000	0	0	0	0	0	20,202,000	0	0	22,026,000	0	0	15,000,000	0	0	30,000,000	0	0	142,475,027		

MA IDs: 141966, 141967, 141969, 141972, 141975

Chart: 081

\* 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		
SIGNAL UPGRADE LINE ITEM  MONTGOMERY	102665	CON	Before	CAQ		0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	LINE ITEM		
			Adjust	CAQ		0	0	0	(111,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(111,000)			
			After	CAQ		0	0	0	889,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	889,000			
NAAMANS CR RD & SR 202(C )  DELAWARE  SR,0202,DCT	114167	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS FOR FINAL AC CONVERSION.		
			Adjust	CAQ	TC	0	0	0	111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111,000			
			After	CAQ	TC	0	0	0	111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111,000			
US1: OLD LINCOLN - PA 413  BUCKS  SR,0001,03S	13549	FD	Before	NHPP	581	3,395,000	849,000	0	3,395,000	849,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,488,000	DESIGN PARENT, REMOVING FUNDS AND ADDING TO BREAKOUT PROJECT.			
			Adjust	NHPP	581	(2,000,000)	(500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,500,000)				
			After	NHPP	581	1,395,000	349,000	0	3,395,000	849,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,988,000				
ROCKHILL DR & NESHAMINY BLVD INTERSECTION IMP  BUCKS  SR,2044,RC3	116061	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	BREAKOUT PROJECT, ADDING FUNDS FOR OBLIGATION TO START THE FD PHASE.		
			Adjust	NHPP	581	2,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000				
			After	NHPP	581	2,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000				
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	55,889,976	LINE ITEM
			Adjust	BOF	185	0	1,748,000	583,000	0	0	0	0	(1,748,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	583,000			
			After	BOF	185	0	3,104,129	1,600,500	30,956	8,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	56,472,976	
RIDGE PIKE: SCHOOL-BELVOIR  MONTGOMERY  SR,7046,MG4	110444	CON	Before	BRIP	183	5,081,853	1,748,000	583,000	3,900,147	1,620,000	540,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,473,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.			
			Adjust	BRIP	183	(5,081,853)	(1,748,000)	(583,000)	0	0	0	9,324,853	1,748,000	583,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,243,000				
			After	BRIP	183	0	0	0	3,900,147	1,620,000	540,000	9,324,853	1,748,000	583,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		17,716,000		
RIDGE PIKE: SCHOOL-BELVOIR  MONTGOMERY  SR,7046,MG4	110444	CON	Before	STU		4,243,000	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,982,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.		
			Adjust	STU		(4,243,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,243,000)			
			After	STU		0	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,739,000			
RIDGE PIKE: SCHOOL-BELVOIR  MONTGOMERY  SR,7046,MG4	110444	CON	Before		TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust		TPK	0	0	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		TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000			
WANAMAKER AVE O/ DARBY CR(C )  DELAWARE  SR,0420,DWD	92323	CON	Before	BRIP	TC	2,045,000	0	0	5,544,000	0	0	9,486,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,075,000	ADVANCING FUNDS FOR AC CONVERSION.		
			Adjust	BRIP	TC	5,081,853	0	0	0	0	0	(9,324,853)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,243,000)			
			After	BRIP	TC	7,126,853	0	0	5,544,000	0	0	161,147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,832,000			

**Chart: 081**

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

WANAMAKER AVE O/ DARBY CR(C )						92323	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
----------------------------------	--	--	--	--	--	-------	-----	--------	--	--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

MA IDs: 142052, 142053, 142054, 142055, 142056, 142057, 142058, 142059, 142060, 142061

**Chart: 082**

\* Positive number denotes a surplus/negative denotes a deficit

P:\TIP\TIP Actions & Maintenance\Amend 2025 PAV\AmendAttached\_Oct2025\FCC\IDVRPC 2025 Program Chart 082 - Various increases - Admin.xlsx

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

~~DATED: June 8, 2016; Subject: Amended 2015 DPA; Attached: 0-2015 FCC DWRDC 2015 Program Chart 092 - Various Increases - Administration~~

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

P:\TIP\TIP Actions & Maintenance\Amend 2025 PAV\AmendAttached\_Oct2025\FCC\IDVRPC 2025 Program Chart 082 - Various increases - Admin.xlsx

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

P:\TIP\TIP Actions & Maintenance\Amend 2025 PAV\AmendAttached\_Oct2025\FCC\IDVRPC 2025 Program Chart 082 - Various increases - Admin.xlsx

MA IDs: 142150

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

TIP MODIFICATIONS FOR SEPTEMBER 2025  
Chart #83

Chart: 083

\* 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 FFY 2033			3RD 4 YRS FFY 2034			3RD 4 YRS FFY 2035			3RD 4 YRS FFY 2036			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	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581		825,000	0	0	1,338,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,815,000	LINE ITEM		
			Adjust	NHPP	581		(825,000)	0	0	(24,791)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(849,791)			
			After	NHPP	581		0	0	0	1,313,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	12,965,209
STU LINE ITEM BUCKS	79980	CON	Before	STU	581		78,209	22,788	0	5,135,235	697,000	0	117,000	4,000	0	0	582,000	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	18,746,832	LINE ITEM
			Adjust	STU	581		(78,209)	90,000	0	0	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101,791		
			After	STU	581		0	112,788	0	5,135,235	787,000	0	117,000	4,000	0	0	582,000	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	18,848,623	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	FD	Before	STP	TC		2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
			Adjust	STP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STP	TC		2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	FD	Before	NHPP	TC		1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000	ADDING FUNDS TO MATCH CURRENT SUPPLEMENT AMOUNT.	
			Adjust	NHPP	TC		150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000			
			After	NHPP	TC		1,650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,650,000		
PA 452 @ I-95 INTERCHANGE DELAWARE SR,0452,I95	119435	FD	Before	NHPP	581		361,000	90,000	0	361,000	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	902,000	TOLL CREDITING PHASE AND ADDING FUNDS TO MATCH CURRENT \$1.5M PHASE ESTIMATE.
			Adjust	NHPP	581		675,000	(90,000)	0	24,791	(90,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519,791		
			After	NHPP	TC		1,036,000	0	0	385,791	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,421,791	
PA 452 @ I-95 INTERCHANGE DELAWARE SR,0452,I95	119435	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	0	0	0	0	0	0	0	0	TOLL CREDITING PHASE AND ADDING FUNDS TO MATCH CURRENT \$1.5M PHASE ESTIMATE.
			Adjust	STU	TC		78,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,209		
			After	STU	TC		78,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,209	
Before FFY Totals							5,264,209	112,788	0	6,834,235	787,000	0	117,000	4,000	0	0	582,000	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	37,463,832	
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals							5,264,209	112,788	0	6,834,235	787,000	0	117,000	4,000	0	0	582,000	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	37,463,832	



Chart: 084

TIP MODIFICATIONS FOR SEPTEMBER 2025  
Chart #84

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			
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	112,788	0	5,135,235	787,000	0	117,000	4,000	0	0	582,000	0	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	18,848,623	LINE ITEM
			Adjust	STU	581	0	0	0	0	537,171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	537,171		
			After	STU	581	0	112,788	0	5,135,235	1,324,171	0	117,000	4,000	0	0	582,000	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	19,385,794		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	286,129	1,450,500	30,956	398,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	53,894,976	LINE ITEM
			Adjust	BOF	185	0	(286,129)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(286,129)			
			After	BOF	185	0	0	1,450,500	30,956	398,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	53,608,847	
COUNTY/CITY BRDG RESERV BUCKS SR,-----	95447	CON	Before		183	0	251,042	1,237,760	0	944,000	121,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	37,438,553	LINE ITEM	
			Adjust		183	0	(251,042)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(251,042)			
			After		183	0	0	1,237,760	0	944,000	121,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	37,187,511		
STATE RD O/ DARBY CR DELAWARE SR,0001,DSB	93105	CON	Before		185	0	1,528,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,528,000	SWAPING SATE 581 FUNDS FOR STATE 185 BRIDGE FUNDS TO BETTER MATCH THE SCOPE OF THE PROJECT.		
			Adjust		185	0	537,171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	537,171			
			After		185	0	2,065,171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,065,171			
STATE RD O/ DARBY CR DELAWARE SR,0001,DSB	93105	CON	Before		581	0	0	0	0	2,041,000	0	0	3,271,000	0	0	2,280,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,592,000	SWAPING SATE 581 FUNDS FOR STATE 185 BRIDGE FUNDS TO BETTER MATCH THE SCOPE OF THE PROJECT.		
			Adjust		581	0	0	0	0	(537,171)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(537,171)			
			After		581	0	0	0	0	1,503,829	0	0	3,271,000	0	0	2,280,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,054,829			
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	112,788	0	5,135,235	1,324,171	0	117,000	4,000	0	0	582,000	0	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	19,385,794	LINE ITEM
			Adjust	STU	581	0	(112,788)	0	0	(328,212)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(441,000)			
			After	STU	581	0	0	0	5,135,235	995,959	0	117,000	4,000	0	0	582,000	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	18,944,794		
STUDY LINE ITEM MONTGOMERY SR,-----	102275	PE	Before		581	0	500,000	0	0	500,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000	LINE ITEM		
			Adjust		581	0	(500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(500,000)			
			After		581	0	0	0	0	500,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000			
PA 313: FERRY RD- OLD DUBLIN ST BUCKS SR,0313,B02	57619	PE	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	PROJECT HAS BEEN TOTALLY RESCOPED AND DESIGN IS STARTING OVER. ADDING PE BACK TO THE TIP.		
			Adjust		581	0	382,788	0	0	328,212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	711,000			
			After		581	0	382,788	0	0	328,212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	711,000			
MAIN ST, 6TH ST & CSX CROSSING IMPROVEMENT DELAWARE SR,2005,383	103217	FD	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	PREVIOUSLY ENCUMBERED, ADDING FUNDS TO FINISH THE PHASE.		
			Adjust		581	0	230,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230,000			
			After		581	0	230,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230,000			
Before FFY Totals						0	2,790,747	2,688,260	10,301,426	5,994,510	207,000	234,000	6,683,338	831,000	407,000	6,583,000	896,000	400,000	3,651,000	896,000	11,696,000	3,809,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	11,947,200	57,531,714	3,896,000	140,187,946		
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		
After FFY Totals						0	2,790,747	2,688,260	10,301,426	5,994,510	207,000	234,000	6,683,338	831,000	407,000	6,583,000	896,000	400,000	3,651,000	896,000	11,696,000	3,809,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	11,947,200	57,531,714	3,896,000	140,187,946		

MA IDs:

Chart: 085

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

TIP MODIFICATIONS FOR OCTOBER 2025  
Chart #85

AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM	
MONTGOMERY			Adjust	CRP		0	0	0	0	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	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000		
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU		0	0	0	4,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	9,271,000	LINE ITEM	
MONTGOMERY			Adjust	CRPU		0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	
			After	CRPU		0	0	0	2,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	7,271,000		
DELAWARE COUNTY EV CHARGING PROGRAM	82042	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	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION OF EV CHARGING STATIONS.
DELAWARE			Adjust	CRPU	TC	0	0	0	210,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,000		
SR,---,DEV			After	CRPU	TC	0	0	0	210,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,000		
DELAWARE COUNTY EV CHARGING PROGRAM	82042	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	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION OF EV CHARGING STATIONS.
DELAWARE			Adjust	CRPU	TC	0	0	0	190,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
SR,---,DEV			After	CRPU	TC	0	0	0	190,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
DELAWARE COUNTY EV CHARGING PROGRAM	82042	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	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION OF EV CHARGING STATIONS.
DELAWARE			Adjust	CRPU	TC	0	0	0	1,600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000		
SR,---,DEV			After	CRPU	TC	0	0	0	1,600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000		
Before FFY Totals						0	0	0	4,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	12,591,000			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	0	4,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	12,591,000			

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141832, tech correction:141848) District 6-0 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	581	7,131,805			3,742,559	2,083,798		24,844,517	2,100,246		43,939,941	13,757,144		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint. Tech correction to MA ID: 141848 Flipping Federal to State in FFY 2028.
			Adjust	NHPP	581										1,500,000	(1,500,000)		
			After	NHPP	581	7,131,805			3,742,559	2,083,798		24,844,517	2,100,246		45,439,941	12,257,144		
I-476 Travel Management 476/HSR Delaware	104821	FD	Before		581		5,500,000											cashflow
			Adjust		581										(1,500,000)	1,500,000		
			After		581		5,500,000								(1,500,000)	1,500,000		
I-476 Travel Management 476/HSR Delaware	104821	PE	Before															Increase for PE supplement.
			Adjust		NHPP	900,000												
			After		NHPP	900,000												
Before Totals						\$7,131,805	\$5,500,000	\$0	\$3,742,559	\$2,083,798	\$0	\$24,844,517	\$2,100,246	\$0	\$43,939,941	\$13,757,144	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$8,031,805	\$5,500,000	\$0	\$3,742,559	\$2,083,798	\$0	\$24,844,517	\$2,100,246	\$0	\$43,939,941	\$13,757,144	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Amendment 204 (2-14-1905)			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks	
Project Title	MP&S	Phase	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
Interstate Contingency	75891	CON	Before	NHPP		7,131,805			12,557,288			24,844,517			25,439,941			13,377,400			20,000,000			23,685,271			5,000,000			141,930,201	Line item used as funding source to maintain fiscal constraint.			
			Adjust	NHPP																														
			After	NHPP		7,131,805			12,557,288			24,844,517			45,439,941			13,377,400			20,000,000			23,685,271			20,000,000			106,930,201				
I-95 (NB) Raze - Shackamaxon 95/GRS Philadelphia	73828	CON	Before	NHPP										40,000,000			40,000,000			40,000,000			30,000,000			5,069,000			5,069,000	Cashflow to maintain funding on interstate program. EST Let Date 6/29/2028				
			Adjust	NHPP											(20,000,000)										(15,000,000)			35,000,000						
			After	NHPP											20,000,000			40,000,000			40,000,000			30,000,000			40,701,000							
			Before Totals						\$7,131,805	\$0	\$0	\$12,557,288	\$0	\$0	\$24,844,517	\$0	\$0	\$65,439,941	\$0	\$0	\$53,377,400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0		\$60,701,000			
			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
			After Totals						\$7,131,805	\$0	\$0	\$12,557,288	\$0	\$0	\$24,844,517	\$0	\$0	\$65,439,941	\$0	\$0	\$53,377,400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0		\$60,701,000			

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142225) District 6-0 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	581	10,212,030	4,091,382		26,138,204	6,607,374		32,355,900	5,704,571		22,471,909	8,857,144		Interstate Contingency LI utilized as balancing source of funds to maintain fiscal constraint.
			Adjust	NHPP	581	(8,700,000)												
			After	NHPP	581	1,512,030	4,091,382		26,138,204	6,607,374		32,355,900	5,704,571		22,471,909	8,857,144		
I-95: Allegheny&Castor Ave Int. Connection 95/AFR Philadelphia	115687	ROW	Before	NHPP		11,300,000												Increase phase for uncarried AC conversion.
			Adjust	NHPP		8,700,000												
			After	NHPP		20,000,000												
Before Totals						\$87,414,620	\$20,284,028	\$0	\$94,697,816	\$25,334,496	\$0	\$129,423,600	\$22,818,284	\$0	\$89,887,636	\$35,428,576	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$87,414,620	\$20,284,028	\$0	\$94,697,816	\$25,334,496	\$0	\$129,423,600	\$22,818,284	\$0	\$89,887,636	\$35,428,576	\$0	

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:142186) Interstate 626				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH				
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581		32,295,864	6,786,382		14,483,204	5,312,374		26,727,066	5,504,571		20,071,909	8,257,144		2,352,825	1,007,695		9,824,575	10,553,471		3,685,271	13,072,399		5,000,000	23,293,115		28,740,308	20,386,044		Line item used as funding source to maintain fiscal constraint.
			Adjust	NHPP	581	(5,600,000)	(1,400,000)					800,000	200,000		2,400,000	600,000		2,400,000	600,000															
			After	NHPP	581	26,695,864	5,386,382		14,483,204	5,312,374		27,527,066	5,704,571		22,471,909	8,857,144		4,752,825	1,607,695		9,824,575	10,553,471		3,685,271	13,072,399		5,000,000	23,293,115		28,740,308	20,386,044			
I-95: Shackamaxon - Ann 95/GIR Philadelphia	17821	PE	Before	NHPP	581		1,200,000	300,000					800,000	200,000																		Advancing funds to cover AC.		
			Adjust	NHPP	581	800,000	200,000					(800,000)	(200,000)																					
			After	NHPP	581	2,000,000	500,000																											
I-95: Shackamaxon - Ann 95/GIR Philadelphia	17821	FD	Before	NHPP	581		14,400,000	3,600,000					2,400,000	600,000		2,400,000	600,000														Advancing funds to cover AC.			
			Adjust	NHPP	581	4,800,000	1,200,000							(2,400,000)	(600,000)		(2,400,000)	(600,000)																
			After	NHPP	581	19,200,000	4,800,000																											
Before Totals					\$47,895,864	\$10,686,382	\$0	\$14,483,204	\$5,312,374	\$0	\$27,527,066	\$5,704,571	\$0	\$22,471,909	\$8,857,144	\$0	\$4,752,825	\$1,607,695	\$0	\$9,824,575	\$10,553,471	\$0	\$3,685,271	\$13,072,399	\$0	\$5,000,000	\$23,293,115	\$0	\$28,740,308	\$20,386,044	\$0	Actions do not affect air quality conformity.		
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					
After Totals					\$47,895,864	\$10,686,382	\$0	\$14,483,204	\$5,312,374	\$0	\$27,527,066	\$5,704,571	\$0	\$22,471,909	\$8,857,144	\$0	\$4,752,825	\$1,607,695	\$0	\$9,824,575	\$10,553,471	\$0	\$3,685,271	\$13,072,399	\$0	\$5,000,000	\$23,293,115	\$0	\$28,740,308	\$20,386,044	\$0			

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141655) SVTS and STWD Items 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	
PA 718: Bank Pl - River Rd 718/05M Mercer	109750	PE	Before Adjust After	sHVRU sHVRU sHVRU		20,000 (20,000)												Remove HVRU funds - work not performed.
PA 718: Bank Pl - River Rd 718/05M Mercer	109750	CON	Before Adjust After	sHVRU sHVRU sHVRU	581 581 581	304,885 (304,885)	1,338,855			1,663,958								Remove HVRU funds - work not performed.
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust After	sHSIP sHSIP sHSIP		2,306,275 324,885			12,372,290			40,838,800			39,994,355			Return funds to HSIP Set Aside Reserve line item.
Administrative Action (MA ID: 141668, TC: 141670) LVTS and STWD Items 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	
LVTS High Friction Surface - 2025 412/HFS Northampton	120949	CON	Before Adjust After	sHSIP sHSIP sHSIP		200,000 (26,160)												Reduce phase to obligated amount - LB+I.
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust After	sHSIP sHSIP sHSIP		2,631,160 26,160			12,372,290			40,838,800			39,994,355			Return funds to HSIP Set Aside Reserve line item.
Administrative Action (MA ID: 141672) NEPA and STWD Items 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	
NEPA High Friction Surface - 2025 209/HFS Monroe	120977	CON	Before Adjust After	sHSIP sHSIP sHSIP		200,000 (35,055)												Reduce phase to obligated amount - LB+I.
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust After	sHSIP sHSIP sHSIP		2,657,320 35,055			12,372,290			40,838,800			39,994,355			Return funds to HSIP Set Aside Reserve line item.
Administrative Action (MA ID: 141673) RATS and STWD Items 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	
High Friction Surface Treatments (Berks 2025) 61/HFS Berks	120983	CON	Before Adjust After	sHSIP sHSIP sHSIP		300,000 (11,705)												Reduce phase to obligated amount - LB+I.
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust After	sHSIP sHSIP sHSIP		2,692,375 11,705			12,372,290			40,838,800			39,994,355			Return funds to HSIP Set Aside Reserve line item.
Administrative Action (MA ID: 141681) DVRPC and STWD Items 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	
Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	114948	FD	Before Adjust After	sHSIP sHSIP sHSIP		90,000 (90,000)					90,000							Cashflow funds to FFY 2026
Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	114948	ROW	Before Adjust After	sHSIP sHSIP sHSIP		100,000 (100,000)					100,000							Cashflow funds to FFY 2026
Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	114948	UTL	Before Adjust After	sHSIP sHSIP sHSIP		50,000 (50,000)					50,000							Cashflow funds to FFY 2026
Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery	110971	ROW	Before Adjust After	sHSIP sHSIP sHSIP		68,198 (68,198)					68,198							Cashflow funds to FFY 2026
Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery	110971	UTL	Before Adjust After	sHSIP sHSIP sHSIP		34,099 (34,099)					34,099							Cashflow funds to FFY 2026
Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery	110971	CON	Before Adjust After	sHSIP sHSIP sHSIP					4,773,832 (4,773,832)						4,773,832			Cashflow funds to FFY 2028 - estimated let date 12/9/2027

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		2,704,080			12,372,290			40,838,800			39,994,355			HSIP Set Aside Reserve line item balancing source of funds.
			Adjust	sHSIP		342,297			4,431,535						(4,773,832)			
			After	sHSIP		3,046,377			16,803,825			40,838,800			35,220,523			
<b>Administrative Action</b> (MA ID:141700) SPC (District 11-0) and STWD Items TIPs				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</b>			<b>Remarks</b>
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	
SR 4012 (Highland) @ SR 4014 (Gass) Roundabout	118444	CON	Before	sHSIP					1,211,100									Cashflow funds to FFY 2027 - estimated let date 7/15/2027
4012/A14			Before	sHSIP														
			Adjust	sHSIP					(1,211,100)			1,211,100						
			Adjust	sHSIP														
Allegheny			After	sHSIP								1,211,100						
			After	sHSIP														
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	119187	PE	Before	sHSIP		650,000												Increase phase to new estimated amount.
4011/A23			Before	sHSIP														
			Adjust	sHSIP		250,000												
			Adjust	sHSIP														
Allegheny			After	sHSIP		900,000												
			After	sHSIP														
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	119187	ROW	Before	sHSIP		200,000												Cashflow funds to FFY 2026
4011/A23			Before	sHSIP														
			Adjust	sHSIP		(200,000)			200,000									
			Adjust	sHSIP														
Allegheny			After	sHSIP					200,000									
			After	sHSIP														
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	119187	CON	Before	sHSIP					1,650,000									Cashflow funds to FFY 2027 - estimated let date 7/15/2027
4011/A23			Before	sHSIP														
			Adjust	sHSIP					(1,650,000)			1,650,000						
			Adjust	sHSIP														
Allegheny			After	sHSIP								1,650,000						
			After	sHSIP														
SR 51 @ SR 151 Roundabout	118443	CON	Before	sHSIP					2,242,600									Cashflow funds to FFY 2028 - estimated let date 11/4/2027
51/B55			Before	sHSIP														
			Adjust	sHSIP					(2,242,600)						2,242,600			
			Adjust	sHSIP														
Beaver			After	sHSIP											2,242,600			
			After	sHSIP														
SR 3010 @ Patterson Road Roundabout	119945	PE	Before	sHSIP		300,000			350,000									Advance funds for AC conversion to cover estimated cost.
3010/A03			Before	sHSIP														
			Adjust	sHSIP		213,591			(213,591)									
			Adjust	sHSIP														
Allegheny			After	sHSIP		513,591			136,409									
			After	sHSIP														
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		3,046,377			16,803,825			40,838,800			35,220,523			HSIP Set Aside Reserve line item balancing source of funds.
			Before	sHSIP														
			Adjust	sHSIP		(263,591)			5,117,291			(2,861,100)			(2,242,600)			
			Adjust	sHSIP														
			After	sHSIP		2,782,786			21,921,116			37,977,700			32,977,923			
			After	sHSIP														
<b>Administrative Action</b> (MA ID: ) SPC (District 12-0) and STWD Items TIPs				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</b>			<b>Remarks</b>
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	
Systemic Curve Improvements	120603	CON	Before	sHSIP		200,000												Reduce phase to obligated amount.
166/SCI			Before	sHSIP														
			Adjust	sHSIP		(17,736)												
			Adjust	sHSIP														
Fayette			After	sHSIP		182,264												
			After	sHSIP														



FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

SR 1010 Flashing Beacon	120605	FD	Before	sHSIP		300,000													Remove phase - let 5/22/2025
1010/01B			Before																
			Adjust	sHSIP		(300,000)													
			Adjust																
Washington			After	sHSIP															
	After																		
PA 66 HSIP Signs and Signals	122155	FD	Before	sHVRU		300,000													Cashflow funds to FFY 2026
			Before																
66/SIG			Adjust	sHVRU		(300,000)			300,000										
			Adjust																
Westmoreland			After	sHVRU					300,000										
	After																		
PA 66 HSIP Signs and Signals	122155	CON	Before	sHSIP		150,000													Cashflow funds to FFY 2026
			Before	sHVRU		300,000													
66/SIG			Adjust	sHSIP		(150,000)			150,000										
			Adjust	sHVRU		(300,000)			300,000										
Westmoreland			After	sHSIP					150,000										
	After	sHVRU					300,000												
SR 4006 Flashing Beacon	120639	PE	Before	sHSIP					300,000										Remove phase - let 5/22/2025
			Before																
4006/01B			Adjust	sHSIP					(300,000)										
			Adjust																
Westmoreland			After	sHSIP															
	After																		
SR 4006 Flashing Beacon	120639	CON	Before	sHSIP					150,000										Advance funds for AC conversion to cover estimated cost.
			Before																
4006/01B			Adjust	sHSIP		150,000			(150,000)										
			Adjust																
Westmoreland			After	sHSIP		150,000													
	After																		
HSIP Set Aside Reserve	101969	CON	Before	sHSIP		2,782,786			21,921,116			37,977,700			32,977,923				HSIP Set Aside Reserve line item balancing source of funds.
			Before																
/			Adjust	sHSIP		917,736			(300,000)										
			Adjust																
Central Office			After	sHSIP		3,700,522				21,621,116			37,977,700			32,977,923			
	After																		
Administrative Action (MA ID: ) STWD Items 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	
PennDOT Highway Safety Network Screening 2025	121174	PRA	Before	sHSIP		1,000,000				1,000,000									Cashflow funds to FFY 2026
			Before																
			Adjust	sHSIP		(1,000,000)					1,000,000								
			Adjust																
Central Office			After	sHSIP							2,000,000								
	After																		
HSIP Set Aside Reserve	101969	CON	Before	sHSIP		3,700,522			21,621,116			37,977,700			32,977,923				HSIP Set Aside Reserve line item balancing source of funds.
			Before																
/			Adjust	sHSIP		1,000,000			(1,000,000)										
			Adjust																
Central Office			After	sHSIP				4,700,522			20,621,116			37,977,700			32,977,923		
	After																		
Before Totals							\$27,288,077	\$1,338,855	\$0	\$133,885,039	\$1,663,958	\$0	\$320,988,200	\$0	\$0	\$301,148,144	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals							\$27,288,077	\$1,338,855	\$0	\$133,885,039	\$1,663,958	\$0	\$320,988,200	\$0	\$0	\$301,148,144	\$0	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141935) DVRPC 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	
US 1 BAT Lanes: Hellerman/Bustleton - Bucks 6001/BAT Philadelphia		118074	FD	Before															Add phase for Automated Speed Enforcement (ASE) project. These state funds are additional to the TIP and STIP.
				Adjust		244		400,000											
				After		244		400,000											
US 1 BAT Lanes: Hellerman/Bustleton - Bucks 6001/BAT Philadelphia		118074	CON	Before															Add phase for Automated Speed Enforcement (ASE) project. These state and local funds are additional to the TIP and STIP.
				Adjust		244					515,000	2,585,000							
				After		244					515,000	2,585,000							
Before Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals							\$0	\$400,000	\$0	\$0	\$515,000	\$2,585,000	\$0	\$0	\$0	\$0	\$0		
After Totals							\$0	\$400,000	\$0	\$0	\$515,000	\$2,585,000	\$0	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:142149) 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	
Lake Road West RR Xing /290 Chester	118183	CON	Before	RRX					300,000									Increase to cover new agreement/estimate amount
			Adjust	RRX			34,010											
			After	RRX			34,010			300,000								
Lake Road East RR Xing /291 Chester	118184	CON	Before	RRX					300,000									Increase to cover new agreement/estimate amount
			Adjust	RRX			63,532											
			After	RRX			63,532			300,000								
RRX Reserve / Central Office	98255	CON	Before	RRX			175,500								321,000			STWD RRX Reserve used as source of funds to maintain fiscal constraint.
			Adjust	RRX			(97,542)											
			After	RRX			77,958								321,000			
Before Totals						\$175,500	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$321,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$175,500	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$321,000	\$0	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MAD-14187)			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Interstate 66			Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth							
Project Title  Interstate Contingency  /  Central Office  I-95: Tioga St to Wheatstheaf Ln 95/AF3 Philadelphia  I-95: Tioga St to Wheatstheaf Ln 95/AF3 Philadelphia	MPMS	Phase	Amts	Before	NHPP	581	13,928,028	5,741,930		30,057,288	83,798		24,844,517	100,246		30,439,941	12,257,144		13,377,400	1,007,695		20,000,000	15,553,471		23,685,271	13,072,399		20,000,000	23,293,115		106,930,201	20,386,044			
			Before	BRIP	185	3,586,010	6,028,013			2,931,000	1,861,000				14,079,830			7,593,024					765,170			999,349			1,462,385			133,385		1,457,304	43,614,529
			Adjust	NHPP	581																														
			Adjust	BRIP	185																														
			After	NHPP	581	13,928,028	5,741,930		28,057,288	83,798		24,844,517	100,246		30,439,941	12,257,144		13,377,400	1,007,695		20,000,000	15,553,471		3,685,271	13,072,399		5,000,000	23,293,115		28,740,308	20,386,044				
			After	BRIP	185	3,586,010	6,028,013		2,931,000	1,861,000					14,079,830			7,593,024					765,170			999,349			1,462,385			133,385		1,457,304	43,614,529
			103557	UTL-TOLL	Before	NHPP																													
			Adjust	NHPP																															
			After	NHPP																															
			Adjust	NHPP																															
Before Totals					\$17,514,038	\$11,769,943	\$0	\$81,803,017	\$1,944,798	\$0	\$68,224,164	\$14,180,076	\$0	\$66,810,483	\$19,850,168	\$0	\$55,369,044	\$1,772,865	\$0	\$65,443,438	\$16,552,820	\$0	\$43,500,000	\$14,534,784	\$0	\$20,000,000	\$23,426,500	\$0	\$108,387,505	\$64,000,573	\$0	Actions do not affect air quality conformity.			
Adjustment Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals					\$17,514,038	\$11,769,943	\$0	\$81,803,017	\$1,944,798	\$0	\$68,224,164	\$14,180,076	\$0	\$66,810,483	\$19,850,168	\$0	\$55,369,044	\$1,772,865	\$0	\$65,443,438	\$16,552,820	\$0	\$43,500,000	\$14,534,784	\$0	\$20,000,000	\$23,426,500	\$0	\$108,387,505	\$64,000,573	\$0				

NOTES  
State match provided via toll credits.

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:1419910) Interstate & D6				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		33,456,799			17,407,288			36,904,151			439,941			Line Item used as funding source to maintain fiscal constraint.
			Adjust	NHPP		(33,456,799)					12,000,000			21,456,799				
			After	NHPP					17,407,288			48,904,151			21,896,740			
I-95: Betsy Ross Mainln NB(C) 95/BR3 Philadelphia	79905	CON	Before	NHPP		22,104,811			10,000,000			30,000,000			30,000,000			Advancing Funds to FFY 2025 to cover AC.
			Adjust	NHPP		33,456,799					(12,000,000)			(21,456,799)				
			After	NHPP		55,561,610			10,000,000			18,000,000			8,543,201			
Before Totals						\$55,561,610	\$0	\$0	\$27,407,288	\$0	\$0	\$66,904,151	\$0	\$0	\$30,439,941	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$55,561,610	\$0	\$0	\$27,407,288	\$0	\$0	\$66,904,151	\$0	\$0	\$30,439,941	\$0	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:142001) Interstate & D6				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 Adjust After	NHPP NHPP NHPP	581 581 581	31,900,000 16,000,000 47,900,000	241,930  241,930	  16,000,000	36,832,204 (16,000,000) 20,832,204	2,083,798  2,083,798	  16,000,000	24,844,517  24,844,517	2,100,246  2,100,246	  16,000,000	45,439,941  45,439,941	13,757,144  13,757,144	  16,000,000	Line Item used as funding source to maintain fiscal constraint.
I-76 Flex Lane WB: US 1-Belmont Ave 76/FL3 Montgomery	116839	FD	Before Adjust After	NHPP NHPP NHPP	 581  	11,000,000 (11,000,000)  	   	   	 11,000,000  	   	   	   	   	   	   	   	   	Cashflow due to funds not obligating in FFY 2025.
I-76 Flex Lane WB: US 1-Belmont Ave 76/FL3 Montgomery	116839	UTL	Before Adjust After	NHPP NHPP NHPP	 581  	5,000,000 (5,000,000)  	   	   	 5,000,000  	   	   	   	   	   	   	   	   	Cashflow due to funds not obligating in FFY 2025.
Before Totals						\$47,900,000	\$241,930	\$0	\$36,832,204	\$2,083,798	\$0	\$24,844,517	\$2,100,246	\$0	\$45,439,941	\$13,757,144	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$47,900,000	\$241,930	\$0	\$36,832,204	\$2,083,798	\$0	\$24,844,517	\$2,100,246	\$0	\$45,439,941	\$13,757,144	\$0	

NOTES

# ***NJDOT Fiscal Constraint Charts***

## ***(October 2025)***

---

... 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)



FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(58.219)	19.732	143.928	105.441
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 30, Cooper Street to Grove Street	15375	BEFORE		Camden	0.000	28.050	0.000	0.000	28.050
		CON	NHPP		0.000	5.000	0.000	0.000	5.000
		AFTER			0.000	33.050	0.000	0.000	33.050
Total					0.000	5.000	0.000	0.000	5.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(63.219)	19.732	143.928	100.441
... 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)									

... 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)

... 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)

... 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)

... 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)

... 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)

# ***SEPTA Fiscal Constraint Charts*** ***(October 2025)***

---

Project Title	MPMS	Phase	Fund Type			FFY 2025			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	11,200	39,545	1,318	15,621	49,858	1,662	Administrative action to add prior year funding
			Before	5337	1514	36,893	0	0	39,017	0	0	
			Before	OTH	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5307	1514	(11,200)	0	0	11,200	0	0	
			Adjust	5337	1514	(33,693)	0	0	33,693	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(44,893)	0	0	44,893	0	0	
			After	5307	1514	0	39,545	1,318	26,821	49,858	1,662	
			After	5337	1514	3,200	0	0	72,710	0	0	
			After	OTH	1514	0	0	0	0	0	0	
			After	n/a	1514	0	0	0	0	0	0	
Capital Asset Lease	59966	CAL	Before	5337	1514	58,281	11,681	389	30,793	12,434	414	Administrative action to add prior year funding
			Before	5307	1514	0	0	0	0	0	0	
			Before	CRRSAA	1514	0	0	0	0	0	0	
			Before	State	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(30,000)	0	0	60,000	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	CRRSAA	1514	0	0	0	0	0	0	
			Adjust	State	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(30,000)	0	0	60,000	0	0	
			After	5337	1514	28,281	11,681	389	90,793	12,434	414	
			After	5307	1514	0	0	0	0	0	0	
			After	CRRSAA	1514	0	0	0	0	0	0	
			After	State	1514	0	0	0	0	0	0	
After	n/a	1514	0	0	0	0	0	0				



Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	7,354	0	0	32,000	39,109	2,996	Administrative action to add prior year funding
			Before	5337	1514	16,000	41,113	1,370	9,651			
			Before	5339B	1514	0	0	0				
			Before	FLEX	1514	0	0	0				
			Before	ASAP	1514	56,050	0	0				
			Before	FRA ICR	1514	0	0	0				
			Before	SMART	1514	634	0	0				
			Before	OTH	1514	7,845	0	0				
			Before	DISFUND	1514	0	0	0	17,680			
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5307	1514	(7,354)	0	0	7,354	0	0	
			Adjust	5337	1514	(16,000)	0	0	16,000	0	0	
			Adjust	5339B	1514	0	0	0	0	0	0	
			Adjust	FLEX	1514	0	0	0	6,500	0	0	
			Adjust	ASAP	1514	(44,400)	0	0	44,400	0	0	
			Adjust	FRA ICR	1514	0	0	0	0	0	0	
			Adjust	SMART	1514	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	DISFUND	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(67,754)	0	0	74,254	0	0	
			After	5307	1514	0	0	0	39,354	39,109	2,996	
			After	5337	1514	0	41,113	1,370	25,651	0	0	
			After	5339B	1514	0	0	0	0	0	0	
			After	FLEX	1514	0	0	0	6,500	0	0	
After	ASAP	1514	11,650	0	0	44,400	0	0				
After	FRA ICR	1514	0	0	0	0	0	0				
After	SMART	1514	634	0	0	0	0	0				
After	OTH	1514	7,845	0	0	0	0	0				
After	DISFUND	1514	0	0	0	17,680	0	0				
After	n/a	1514	0	0	0	0	0	0				

SEPTA Key	60611	ERC	Before	5337	1514		0	0		0	0	Administrative action to add prior year funding
			Before	5307	1514	22,763	5,507	184	12,000	2,903	97	
			Before	n/a	1514							
			Adjust	5337	1514	(22,763)	0	0	22,763	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(22,763)	0	0	22,763	0	0	
			After	5337	1514	(22,763)	0	0	22,763	0	0	
			After	5307	1514	22,763	5,507	184	12,000	2,903	97	
Bus Purchase Program	90512	PUR	After	n/a	1514	0	0	0	0	0	0	Administrative action to add prior year funding
			Before	5339	1514	17,476	24,864	829	7,222	24,863	829	
			Before	5307	1514	0	0	0	0	0	0	
			Before	OTH	1514	0	0	0	0	0	0	
			Before	5339C	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5339	1514	(8,914)	0	0	12,479	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	5339C	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(8,914)	0	0	12,479	0	0	
			After	5339	1514	8,562	24,864	829	19,701	24,863	829	
			After	5307	1514	0	0	0	0	0	0	
			After	OTH	1514	0	0	0	0	0	0	
After	5339C	1514	0	0	0	0	0	0				
After	n/a	1514	0	0	0	0	0	0				



Vehicle Overhaul Program	60582	CAP	Before	5337	1514	23,076	9,305	310	23,728	9,568	318	Administrative action to add prior year funding
			Before	5307	1514	15,384			15,819			
			Before	n/a	1514							
			Adjust	5337	1514	0	0	0	12,000	0	0	
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			0	0	0	12,000	0	0	
			After	5337	1514	23,076	9,305	310	35,728	9,568	318	
			After	5307	1514	15,384	0	0	15,819	0	0	
			After	n/a	1514	0	0	0	0	0	0	
Safe, Clean, and Secure	121367	ERC	Before	5307	1514	8,500	26,250	875	16,643	33,059	1,102	Administrative action to add prior year funding
			Before	STBU	1514	2,000	0	0				
			Before	n/a	1514		0		0	0	0	
			Adjust	5307	1514	(8,500)	0	0	8,500	0	0	
			Adjust	STBU	1514	(2,000)	0	0	2,000			
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(10,500)	0	0	10,500	0	0	
			After	5307	1514	0	26,250	875	25,143	33,059	1,102	
			After	STBU	1514	0	0	0				
			After	n/a	1514		0		0	0	0	
Track Improvement Program	102565	CAP	Before	5337	1514	2,800	5,389	180	2,824	8,838	295	Administrative action to add prior year funding
			Before	OTH	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(2,800)	0	0	2,800	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(2,800)	0	0	2,800	0	0	
			After	5337	1514	0	5,389	180	5,624	8,838	295	
			After	OTH	1514	0	0	0	0	0	0	
			After	n/a	1514	0	0	0	0	0	0	



Resiliency and Sustainability Program	121366	ERC	Before	5307	1514	4,478	5,305	177	4,800	2,354	78	Administrative action to add prior year funding
			Before	OTH	1514	0	0	0	0	0	0	
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5307	1514	(4,478)	0	0	4,478	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			0	0	0	0	0	0	
			After	5307	1514	0	5,305	177	9,278	2,354	78	
			After	OTH	1514	0	0	0	0	0	0	
			After	n/a	1514	0	0	0	0	0	0	
Maintenance & Transportation Facilities	102569	ERC	Before	5307	1514	2,400	51,809	1,727	2,400	16,913	1,558	Administrative action to add prior year funding.
			Before	5337	1514	0	0	0	0	0	0	
			Before	5339C	1514	50,000	0	0	47,720	0	0	
			Before	OTH	1514	0	0	0	0	0	0	
			Before	DISFUND	1514	0	0	0	36,241			
			Before	n/a	1514	0	0	0	0	0	0	
			Adjust	5307	1514	(2,400)	0	0	2,400	0	0	
			Adjust	5337	1514	0	0	0	0	0	0	
			Adjust	5339C	1514	(26,640)	0	0	32,280	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	DISFUND	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
			Total Adjust			(29,040)	0	0	34,680	0	0	
			After	5307	1514	0	51,809	1,727	4,800	16,913	1,558	
			After	5337	1514	0	0	0	0	0	0	
			After	5339C	1514	23,360	0	0	80,000	0	0	
			After	OTH	1514	0	0	0	0	0	0	
			After	DISFUND	1514	0	0	0	36,241	0	0	
After	n/a	1514	0	0	0	0	0	0				
Summary of Changes			Before			956,535	416,220	54,817	692,621	424,101	16,913	
			Adjust			(291,290)	0	0	333,430	0	0	
			After			660,767	350,573	54,817	1,028,529	424,101	16,913	

***DVRPC Local  
Fiscal Constraint Charts  
(October 2025)***

---

**DVRPC FY2024 TIP for New Jersey (FY24-FY27)**  
**Fiscal Constraint Chart #35**  
**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-TRENTON	2.450	0.358	0.000	0.000	2.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.808	Administrative action to modify the TIP by decreasing the FFY25 ERC Phase by \$0.195 M STBGP-TRENTON from \$0.358 M STBGP-TRENTON to \$0.163 M STBGP-TRENTON.
			Adjust	STBGP-TRENTON	0.000	-0.195		0.000	-0.195	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-TRENTON	2.450	0.163	0.000	0.000	2.613	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.613	
CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave Local Mercer	D2014	PE	Before	STBGP-TRENTON	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Administrative action action to modify the TIP by adding the PE Phase back into the TIP in FFY25 in the amount of \$0.195 M STBGP-TRENTON.
			Adjust	STBGP-TRENTON	0.000	0.195		0.000	0.195	0.000	0.000				0.000	0.195		
			After	STBGP-TRENTON	0.000	0.195	0.000	0.000	0.195	0.000	0.000	0.000	0.000	0.000	0.000	0.195		
Total Before					2.450	0.358	0.000	0.000	2.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.808	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					2.450	0.358	0.000	0.000	2.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.808	

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](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.

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

**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)

	<b>Acronym</b>	<b>Definition</b>	<b>Description</b>
<b>F</b>	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.
<b>F</b>	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.
<b>F</b>	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21 <sup>st</sup> Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
<b>F</b>	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
<b>F</b>	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.
<b>S</b>	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
<b>F</b>	*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.
<b>F</b>	*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.
<b>F</b>	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)			
	Acronym	Definition	Description
F	**NEVFP	National Electric Vehicle Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
F	**PFP	PROTECT Formula Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) was established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
F	STBGPP (formerly STP)	Surface Transportation Block Grant Program (formerly Surface Transportation Program)	Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals became eligible under MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21. New eligible project categories added, while existing eligibilities are maintained under the FAST Act.
F	**STBGP-OS-BRDG	Surface Transportation Block Grant Program Off System Bridges	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.
F	STP-STU	Surface Transportation Program-Urban Allocation	Urban allocation of flexible federal funding that may be used by states and localities for projects on any Federal Aid highway, including the NHS and bridge projects on any road. Funds are typically used on highway projects, but can be used for transit capital projects and intracity and intercity bus terminals and facilities.
F	STP-TE	Surface Transportation Program-Transportation Enhancement Program	Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

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

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

## OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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

## OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://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](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).*