



















190 N Independence Mall West, 8th Floor Philadelphia, PA 19106-1520 215.592.1800

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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.

Date Prepared: October 7, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 23, 2025

Agenda Item:

5a. <u>PA25-066: Delaware County Electric Vehicle Charging Program (MPMS</u> #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:

- 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

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

Pennsylvania - Highway and Transit Program

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:

Action: PA25-066

- 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
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- 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 Progi	am Yea	rs (\$ 000	0)					
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	7
PE	CRPU		210											
PE	TOLL													
FD	CRPU		190											
FD	TOLL													
CON	CRPU		1,600											
CON	TOLL													
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		Total FY2	2025-2028	2,0	000	Total FY	2029-2032		0	Total FY	2033-2036	i	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

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,

Gina Burritt Director

Dire Blentt

Date Prepared: October 7, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OCTOBER 23, 2025

Agenda Item:

5b. <u>PA25-067: Route 1 Improvements Frontage Corridor (Section RC3) (MPMS</u> #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

Pennsylvania - Highway and Transit Program

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.

Action: PA25-067

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, evalutating traffic calming improvements, and constructing stormwater management facilities.

Before Proposed Action

					TIP Progr	am Yea	rs (\$ 000	0)					
<u>Phase</u>	<u>Fund</u>	FY2025 FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	1
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ROW	NHPP	3,713											
ROW	581	928											ı
ROW	NHPP		3,713										
ROW	581		928										
ROW	NHPP			3,713									
ROW	581			928									

Pennsylvania - Highway and Transit Program

		Total FY	2025-2028	55,4	97	Total FY2	2029-2032	63,1	63	Total FY	2033-2036	107,7	91
		4,641	4,641	19,896	26,319	22,741	10,235	6,178	24,009	18,389	21,509	29,009	38,884
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CON	NHPP										7,002	22,207	
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CON	STP							703					
CON	STU							4,239					
CON	581						2,043						
CON	STU						4,172						
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CON	STU					7,231							
CON	NHPP					10,962							
CON	581				4,336								
CON	STU				2,755								
CON	NHPP				14,587								
CON	581			2,241									
CON	STU			8,962									
JTL	NHPP			4,052									
JTL	TOLL												

Action: PA25-067

After Proposed Action

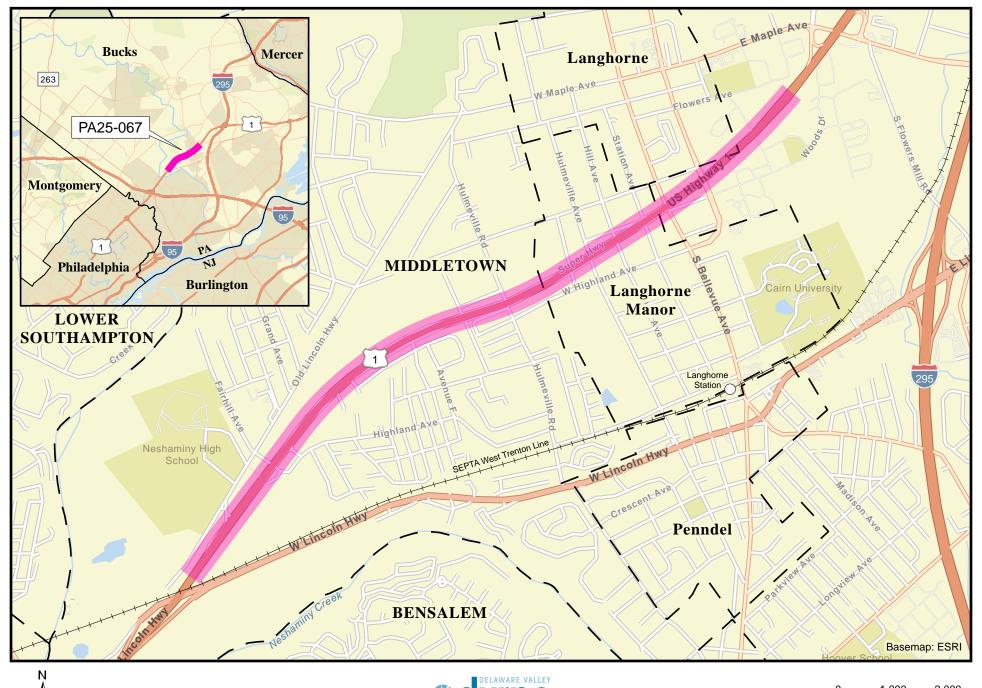
						ΤI	P Progr	am Yea	rs (\$ 000	0)					
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	Г	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	1
ROW	NHPP	3,713													
ROW	581	928													
ROW	NHPP		3,713												
ROW	581		928												
ROW	NHPP			3,713											
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Pennsylvania - Highway and Transit Program

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CON	STP 581					703 1,236			
CON	STU					4,239			
CON	581				2,043				
CON	STP				4,020				
CON	STU			4,040	4,172				
CON	STU 581			7,231 4,548					
CON	NHPP			10,962					

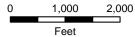
Action: PA25-067

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









PennDOT Fiscal Constraint Charts (October 2025)

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

MA IDs: 141889, 141895, 141896, 141897

Chart: 080

TIP MODIFICATIONS FOR AUGUST 2025 Chart #80

* Positive number denotes a : Administrative A			Fund Type	FFY 2025			FFY 2026			FFY 2027		FFY 2028	2ND	4 YRS FFY 2	029	2ND 4 YRS FFY 2	2030	2ND 4 YRS FFY	2031	2ND 4 YRS	6 FFY 2032		3RD 4 YRS		TOTAL	
		Phs Amts.		Fed. (\$) State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)		Fed. (\$) State (\$)	_	Fed. (\$) State (\$)		Fed. (\$) St			State (\$)	LOC		Remarks
DVRPC CMAQ																										LINE ITEM
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PA TDM 2022-23		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	0	1,600,000	BASED ON WHEN FUNDS NEEDED.
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30,,		Aitei	CAQ IC			800,000		0	800,000													0		Ü	1,000,000	
																										LINE ITEM
DVRPC CMAQ PROGRAM		Before	CAQ	1,012,349 0	277,000	215,490	C	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	10,000,000	0	0	38,235,839	
DELAWARE 4820	201	Adjust	CAQ	(1,012,349) 0	0	(102,651)	C	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	(6,115,000)	
		After	CAQ	0 0	277,000	112,839	C	0 0	1,360,000	0 0	1,295,000	0 (0	0	0	6,734,000 0	0	7,342,000 0	0	5,000,000	0	10,000,000	0	0	32,120,839	
SIGNAL UPGRADE LINE		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	2,000,000	LINE ITEM
ITEM 10266	665	CON				,																				
MONTGOMERY		Adjust After	CAQ	(1,000,000) 0 0 0	0	1,000,000	0	-	0	0 0	0		0	0	0	0 0	0	0 0	0	0	0	0 0	0	0	1,000,000	
		Arter	CAQ	0 0	0	1,000,000		0	0	0 0	1		0	0	0	0 0	0	0 0	0	0	0	0	0	0		PREVIOUSLY
RIDGE/GERMANTOW N INTRS RE-ALIGN(C		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	OBLIGATED, ADDING FUNDS TO ADDRESS ADVANCE
)																										ADVANCE CONSTRUCT
MONTGOMERY 1022	273	UTL Adjust	CAQ TC	615,000 0	0	0	C	0 0	0	0 0	0	0 (0	0	0	0 0	0	0 0	0	0	0	0	0	0	615,000	
CD 4024 DU4		After	C40 TO	615.000 0	0	0		0 0	0	0 0			0	0		0 0		0 0	0	0	0			0	615,000	
SR,4031,PH1		Arter	CAQ TC	615,000 0	0	U		0	0		0		0	0	0		0		0	0	0	0	0	0	615,000	
																										PREVIOUSLY OBLIGATED, ADDING
CHURCH RD: GREENWD-RICE'S(C)		Before	CAQ TC	0 0	0	0	C	0 0	0	0 0	0	0 0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	FUNDS TO ADDRESS ADVANCE
																										CONSTRUCT.
MONTGOMERY 1633	334	CON Adjust	CAQ TC	1,397,349 0	0	102,651	C	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	6,500,000	
SR,0073,04N		After	CAQ TC	1,397,349 0	0	102,651		0	2,000,000	0 0	3,000,000		0	0	0	0 0	0	0 0	0	0	0	0	0	0	6,500,000	
5.1,5070,0411		, 1101		.,557,540		102,001			_,000,000		3,000,000		0										J	Ü	0,000,000	
		ь	Sefore FFY Totals	13,363,047 0	831,000	12,642,980		0 0	15,525,000	0 0	12,885,000				_	20,202,000 0	_	22,026,000 0	_	15,000,000	0	30,000,000			142,475,027	
			djustment Totals	13,303,047 0	031,000	12,042,980		0	10,525,000	0 0	12,885,000		0	0	0	20,202,000 0	0	22,020,000 0	0	15,000,000	0 /	30,000,000	0	0	142,475,027	
			_,		1	0		-	0	"	-		0	0	0	0	0	0	"	U	0	0	J	U	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	20,202,000 0	0	22,026,000 0	0	15,000,000	0	30,000,000	0	0	142,475,027	
							ļ				ļ															

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

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

Chart: 081

TIP MODIFICATIONS FOR AUGUST 2025 Chart #81

Administrati	ive Actic		nd Type	FFY 2025			FFY 2026			FFY 2027		FFY 2028			4 YRS FFY 2		2ND 4 YRS FFY 2030		2ND 4 YRS FF			YRS FF			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 Fe	ed. (\$) State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		LINETEM
SIGNAL UPGRADE LINE ITEM		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	0	1,000,000	LINETTEM
MONTGOMERY	102665	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	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	0	0	889,000	ADDING FUNDS FOR
NAAMANS CR RD & SR 202(C)		Before CAQ	TC	0	0 0	0	0	0	0	0 0	0	0	0	C	0	0	0 0	0	0	0	0	0	0	0	0	0	C	FINAL AC CONVERSION.
DELAWARE 1	114167	CON 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	0	111,000	,
																												1
SR,0202,DCT		After CAQ	TC	0	0 0	111,000	0	0	0	0 0	0	0	0	C	0	0	0 0	0	0	0	0	0	0	0	0	0	111,000	
																												DESIGN PARENT, REMOVING FUNDS
US1: OLD LINCOLN - PA 413		Before NHPF	581	3,395,000 849,00	0 0	3,395,000	849,000	0	0	0 0	0	0	0	d	0	0	0 0	0	0	0	0	0	0	0	0	0	8,488,000	AND ADDING TO BREAKOUT PROJECT.
BUCKS	13549	FD Adjust NHPF	581	(2,000,000) (500,00	0) 0	0	0	0	0	0 0	0	0	0	O	0	0	0 0	0	0 () 0	0	0	0	0	0	0	(2,500,000	5
SR,0001,03S		After NHPF	581	1,395,000 349,00	0	3,395,000	849,000	0	,		0		0									0	0	0	0		5,988,000	
311,0001,000		741.01	301	1,000,000		0,000,000	0.10,000	ŭ	Ů									Ů				J	J				0,000,000	
ROCKHILL DR & NESHAMINY BLVD		Before		0	0 0	0	0	0	0	0 0	0	0	0	d	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.
INTERSECTION IMP					_																							
BUCKS 1	116061	FD Adjust NHPF	581	2,000,000 500,00	0 0	0	0	0	0	0 0	0	0	0	C	0	0	0 0	0	0 0) 0	0	0	0	0	0	0	2,500,000	A
SR,2044,RC3		After NHPF	581	2,000,000 500,00	0 0	0	0	0	0	0 0	0	0	0	d	0	0	0 0	0	0	0	0	0	0	0	0	0	2,500,000	4
									 																			LINE ITEM
BRIDGE RESERVE LINE ITEM		Before BOF	185	0 1,356,12	9 1,017,500	30,956	8,339	86,000	0	1,789,338	407,000	1,933,000	0	400,000	51,000	0	0 189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	55,889,976	
BUCKS	79929	CON Adjust BOF	185	0 1,748,00	0 583,000	0	0	0	0	(1,748,000)	0	0	0	O	0	0	0 0	0	0 () 0	0	0	0	0	0	0	583,000	,
		After BOF	185	0 3,104,12	9 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	1
RIDGE PIKE:		Before BRIP	400	5,081,853 1,748,00	2 500,000	0.000.447	4.000.000	540.000			0																13,473,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.
SCHOOL-BELVOIR		beiole BRIP	183	5,081,853 1,748,00	0 583,000	3,900,147	1,620,000	540,000	0	0 0	0	0	U		0		, 0	Ů,	0	0	, ,	0	0	0	0	Ů	13,473,000	
MONTGOMERY 1	110444	CON Adjust BRIP	183	(5,081,853) (1,748,00	0) (583,000)	0	0	0	9,324,853	1,748,000 583,000	0	0	0	C	0	0	0 0	0	0 0	0	0	0	0	0	0	0	4,243,000	A
SR,7046,MG4		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	d	0	0	0 0	0	0	0	0	0	0	0	0	0	17,716,000	4
																												CASH FLOWING
RIDGE PIKE: SCHOOL-BELVOIR		Before STU		4,243,000	0 0	4,739,000	0	0	0	0 0	0	0	0	d	0	0	0 0	0	0	0	0	0	0	0	0	0	8,982,000	BASED ON CURRENT ESTIMATED LET DATE.
MONTGOMERY 1	110444	CON Adjust STU		(4,243,000)	0 0	0	0	0	0	0 0	0	0	0	O	0	0	0 0	0	0 () 0	0	0	0	0	0	0	(4,243,000	n)
SR,7046,MG4		After STU		0	0 0	4,739,000	0	0	0	0 0	0	0	0	0	0		0 0) 0	0		0	0		4,739,000	
3K,7046,MG4		Altei 310		0	0	4,739,000	0	U	0		0	0	0					Ů				· ·	U	0	0		4,735,000	
RIDGE PIKE:		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	0	0	33.677.00	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
SCHOOL-BELVOIR																												COST.
MONTGOMERY 1	110444	CON Adjust	TPK	0	0 0	0	0	0	0	0 0	0	0	0	C	0	0	0 0	0	0 (0	0	0	0	0	0	0	0	A
SR,7046,MG4		After	TPK	О	0 33,677,000	0	0	0	0	0 0	0	0	0	O	0	0	0 0	0	0	0	0	0	0	0	0	0	33,677,000	
																					1							ADVANCING FUNDS FOR AC CONVERSION.
WANAMAKER AVE O/ DARBY CR(C)		Before BRIP	тс	2,045,000	0 0	5,544,000	0	0	9,486,000	0 0	0	0	0	O	0	0	0 0	0	0	0	0	0	0	0	0	0	17,075,000	
DELAWARE	92323	CON 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	0	(4,243,000	ō
SR,0420,DWD		After BRIP	TC	7 126 952	0 0	5,544,000	0	0	161,147	0 0	0	0	_				0 0	0				_					12,832,000	
3N,0420,DVVD		After BRIP	10	7,126,853	٦	5,544,000		"	101,147		"	"	"									0	0	0	0	0	12,032,000	4

Chart: 081

Before FFY Totals

After FFY Totals

29,134,706

29,134,706

3,953,129

3,953,129

35,277,500

35,277,500

24,590,956

24,590,956

2,477,339

2,477,339

626,000

626,000

11,913,003

11,913,003

1,789,338

1,789,338

583,000

583,000

407,000

407,000

1,933,000

1,933,000

WANAMAKER AVE O/ DARBY CR(C) 4,243,000 DELAWARE 4,243,000 92323 CON Adjust STU TC 0 SR,0420,DWD STU 4,243,000 4,243,000 RIDGE INVESTMENT ROGRAM(BRIP) LINE ITEM 437,853 2,265,856 2,703,709 117997 CON Adjust BRIP 222,853 161,147 MONTGOMERY 0 0 0 0 0 0 384,000 2,427,003 660,706 0 3,087,709 WANAMAKER AVE O/ Before BRIP TC 7,126,853 5,544,000 161,147 12,832,000 DARBY CR(C) 329,000 DELAWARE 92323 CON Adjust BRIP TC (222,853 (161,147) 0 (55,000) 5,321,147 SR,0420,DWD TC 7,455,853 12,777,000 NANAMAKER AVE O/ Before STU TC 4,243,000 4,243,000 DARBY CR(C) DELAWARE CON Adjust STU TC 0 0 0 0 0 0 0 0 SR,0420,DWD STU TC 4,243,000 4,243,000 FUNDS AVAILABLE BASED ON CURRENT OBLIGATION. SPRING CITY RD O/ STONY RUN 3,000,000 CHESTER 98224 CON Adjust BRIP (329,000) (329,000) SR,7015,205 BRIP TC 2,671,000 2,671,000

400,000

400,000

51,000

51,000

189,000

189,000

161,363,685

161,946,685

583,000

TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.

1,724,000

1,724,000

46,897,714

46,897,714

TIP MODIFICATIONS FOR AUGUST 2025 Chart #82

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

Chart: 082 • Positive number	er denotes a surp	lus/Negative denotes :	a deficit														Chart #82																	
Administr	trative Ac	rion	Fund Typ		FFY 2025			FFY 2026			FY 2027		FFY 2028			RS FFY 2029		YRS FFY 2		2ND 4 YRS			YRS FFY			YRS FFY 2033	3RD 4 YRS		3RD 4 YRS			S FFY 2036	TOTAL	Remarks
Project Title	MPMS	Phs Amts.	Fed. Si	ta. Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LO	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LO	Fed. (\$)	State (\$)	LOC	Fed. (\$) Sta	tate (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$) State	(\$) LOC	Fed. (\$) Sta	ite (\$) LOC	Fed. (\$) S	tate (\$) LOC		LINEITEM
BRIDGE RESERVE LINE ITEM		Before	BOF 18	85	3,104,1	29 1,600,5	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 0	0 0	0	0 0	0	0 0	56,472,976	1
BUCKS	79929	CON Adjust	BOF 18	85	(2,210,0	100)	0 0	200,000	0	0	0	0 (0 0	0	0	0	0 0	0	0	0	0 0	0 0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	(2,010,000)	i
			BOF 18		894,1		00 30,956			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 0	0 0	0	0 0	0	0 0	54,462,976	i
34TH ST O/																																		PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR
SCHUYLKILL RIVER PARK EXT(C)	-	Before	18	85)	0	0 (0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	-	OVERRUNS/ADJUSTM ENTS DUE TO UTILITY/TRAFFIC
PHILADELPHIA	75804	CON Adjust	18	35	1,900,0	100	0 (0	0	0	0	0 (0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	1,900,000	
SR,3003,UAR		After	18	35	1,900,0	100	0 0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	1,900,000	1
																												\perp						ADVANCING FUNDS
HOLLAND RD @ BUCK RD O/ MILL CR	2	Before	18	85)	0	0 (200,000	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	200.000	ADVANCING FUNDS TO WHEN THEY ARE NEEDED, AND ALSO ADDING ADDITONAL TO MATCH CURRENT
BUCKS	102272	FD Adjust	18	35	310,0	100	0 ((200,000	0	0	0	0 (0 0	0	0	0	0 0	0	0	0	0 0	0 0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	110,000	TO MATCH CURRENT PHASE ESTIMATE.
SR,0532,PH1		After	18	35	310,0	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	310,000	ı
		Defere	CAO		,	0 277,0	00 112 920		0	1,360,000	0	0 1,295,000		0	0		0 6 724 000			7.242.000		E 000 000		0	10,000,000	0	0 0	0 0	0	0 0	0	0 0	22 120 920	LINE ITEM
DVRPC CMAQ PROGRAM DELAWARE	M 48201	CON	CAQ		1	0 2//,0	00 112,839	0	0	(1,000,000)	0	0 1,295,000	2 2	0	0	0	0 6,734,000	0	0	7,342,000	0 0	5,000,000		0	10,000,000	0	0 0	0 0	0	0 0	0	0 0	32,120,839	,
DELAWARE			CAQ)	0 277,0	00 112,839	0	0	360,000	0	0 1,295,000	0 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 0	0 0	0	0 0	0	0 0	31,120,839	
MEDIA BYPASS ITS		Bofore	CAQ T	c)	0	0 '		0	0	0	0 '	,	0		0	0 0) ^		0		0	0	0		0	0		C	2019 CMAQ AWARDED PROJECT, PREVIOUSLY OBLIGATED, ADDING
							-			Ĭ		1 '		"				,	0				,	U	0									OBLIGATED, ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
DELAWARE	114112	FD Adjust	CAQ T	С)	0	0 (0	0	1,000,000	0	0 (0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	1,000,000	ESTIMATE.
SR,0001,ITS		After	CAQ T	С)	0	0 0	0	0	1,000,000	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	1,000,000	1
																																		LINETTEM
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Before	BRIP)	0	0 660,706	0	0	2,427,003	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	3,087,709	LINE ITEM
ITEM MONTGOMERY		CON Adjust	BDID)	0	0 (450,000) 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	(450,000)	1
MONTGOMENT						-					-					-			-				-	_					-		-			ı
		After	BRIP)	0	0 210,706	0	0	2,427,003	0	0 0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	2,637,709	EDDE WOULD V
VICTORY AVE O/ SEPTA		Before	BRIP T	С		0	0 (0	0	0	0	0	0 0	0	0	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 FOR CORE BORING CONTRACT
DELAWARE	84269	PE Adjust	PDID T	0)	0	0 450,000	0	0	0	0	0 (2 0	0	0					0	0 0	0 0	0	0	0	0	0 0	0 0	0	0 0	0	0 0		AND 3 ADDITIONAL TS&LS NEEDED FOR RETAINING WALLS.
DELAWARE	84269	PE Adjust	DRIF I	C	,	0	430,000	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	450,000	ı
SR,2041,DSB		After	BRIP T	С)	0	0 450,000	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	450,000	1
																																		LINE ITEM
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Before	BRIP			0	0 210,706	0	0	2,427,003	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	2,637,709	i
MONTGOMERY	117997	CON Adjust	BRIP)	0	0 (0	0	(1,900,000)	0	0 (0 0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	(1,900,000)	i
		After	BRIP)	0	0 210,706	0	0	527,003	0	0 (0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0	737,709	ı
S T U LINE ITEM			STU 58	81 1,755,38	1,174,7	188	0 4,375,235			117,000	4,000	0 4	582,000			0	0 5,848,000			0	0 0	0 0	0	0	5,111,600	1,151,000	0 0	0 0	0	0 0	0	0 0	20,816,003	LINE ITEM
BUCKS	79980	CON Adjust				0	0 4,375,235		0	0	0	0 (0 0	0	0	0	0 0	0	0	0	0 0	0 0		0	0,711,000	0	0 0	0 0	0	0 0	0	0 0	1,520,000	,
			STU 58			788	0 5,135,235		0	117,000	4,000	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 0	0 0	0	0 0	0	0 0	22,336,003	
BRIDGE RESERVE		Refere	BOF 18	85	804	29 1,600,5	00 30,956	208,339	86,000	0	41,338	0 407,000	1,933,000		400,000	51,000	0 0	189,000		0	0			0	1,724,000	46,897,714	0	0 0	0	0 0	0	0 0	54,462,976	LINE ITEM
LINE ITEM	79929	CON					30,300			Ĭ				"	-50,000	01,000		.55,000	0				,	U	1,724,000									,
BUCKS		Adjust	BOF 18		190,0		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 0	0	0 0	380,000	ı
		After	BOF 18	85	1,084,1	29 1,600,5	30,956	398,339	86,000	0	41,338	0 407,000	1,933,000	0	400,000	51,000	0	189,000	0	0	0 0	0	0	0	1,724,000	46,897,714	0 0	0 0	0	0 0	0	0 0	54,842,976	CASH FLOWING
CONESTOGA RD O/ BR PICKERING CR		Before	STU 18	760,00	190,0	100	0 760,000	190,000	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	1,900,000	BASED ON CURRENT ANTICIPATED LET DATE.
CHESTER	98042	CON Adjust	STU 18	35 (760,00	(190,0	100)	0 (760,000	(190,000)	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	(1,900,000)	
CD 0101 CD 1						0			_					-																				
SR,0401,CB4		After		'	'	U .		0	0	0	0	<u> </u>	<u> </u>		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0 0	0	<u>. </u>
CONESTOGA RD O/		Before)	0	0 0	0	n	0	0	0) n	n	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 0	0 0	0	0 0	0	0 0		CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.
BR PICKERING CR							1			ŭ	<u> </u>	-	1	"				,	3					,	3									
CHESTER	98042	CON Adjust	BRIP T	С)	0	0 (0	0	1,900,000	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	1,900,000	i
SR,0401,CB4		After	BRIP T	С)	0	0 0	0	0	1,900,000	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	1,900,000	

Chart: 082 * Positive numb	er denotes a surplus/Negative den	otes a deficit	_	1	1		1	ı		1																					TAK ITEN	
NHPP RESERVE LINI	82216 CON Be	fore NHPP 58	1 0	0	c	585,000	0	0	0	0	0 0	0	0	0 0	0	0	0	0 3,608,000	0	0	0	0	0 4,282,000	3,762,000	0	0 0 0	0	0 0	0	0 0	12,237,000	
DISTRICT WIDE	Ad	ljust NHPP 58			C	753,000	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	6,100,000	
DELAWARE AVE	Aft	ter NHPP 58	1 5,347,000	0	C	1,338,000	0	0	0	0	0 0	0	0	0 0	0	0	0	0 3,608,000	0	0	0	0	0 4,282,000	3,762,000	0	0 0 0	0	0 0	0	0 0	18,337,000 BASED ON C PHASE ESTIN	CURRENT
DELAWARE AVE EXT.: ORTHODOX ST MUNROE RD.	Be Be	fore NHPP TC	5,347,000	0	C	3,753,000	0	0	0	o	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0	0	0 0 0	0	0 0	0	0 0	9,100,000 CURRENT OF AMOUNT FOI ONLY \$3M NE	
PHILADELPHIA	103563 ROW Ad	ljust NHPP TO	(5,347,000)	0	0	(753,000)	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	(6,100,000)	LUCU.
			_	_			_			_		_	_																			
SR,1021,BS5	Aft	ter NHPP TC	, 0	0	0	3,000,000	0	0	0	0	0	0	0	0 0	°	0	0	0	0	0	٥	0	0	0	0	0 0 0		0 0	0	0 0	3,000,000	
BRIDGE RESERVE																															LINE ITEM	
LINE ITEM		efore BOF 18	5 0	1,084,129	1,600,500	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 1,724,000	46,897,714	0	0 0 0	0	0 0	0	0 0	54,842,976	
вискѕ	79929 CON Ad	djust BOF 18	5 0	(798,000)	(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	(948,000)	
	Aft	ter BOF 18	5 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 1,724,000	46,897,714	0	0 0 0	0	0 0	0	0 0	53,894,976	
NHPP RESERVE LINI	82216 CON Be	fore NHPP 58	5,347,000	0	c	1,338,000	0	0	0	0	0 0	0	0	0 0	0	0	о	0 3,608,000	0	0	0	0	0 4,282,000	3,762,000	0	0 0 0	0	0 0	0	0 0	18,337,000 LINE ITEM	
DISTRICT WIDE		ljust NHPP 58			C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0	(4,522,000)	
S T U LINE ITEM	Aft	ter NHPP 58 fore STU 58			0	1,338,000 5,135,235	697,000	0	117,000		0 0	582,000	0	0 0	0	5,848,000	0	0 3,608,000	0	0	0	0	0 4,282,000 0 5,111,600		0	0 0 0	0 0	0 0	0	0 0	13,815,000 LINE ITEM	_
BUCKS		ljust STU 58				0 0	037,000	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0,111,000	0	0	0 0 0	0 0	0 0	0	0 0	(3,589,171)	
		ter STU 58				5,135,235	697,000	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	0 0 0	0 0	0 0	0	0 0	18,746,832	
		fore STP 58	1 653,041			92,000		398,000	0																						LINE ITEM	-
STP LINE ITEM	79927 CON	itore STP 58	1 653,041	0		92,000	0	390,000	0	0	0	0	0	0 0	U	0	0	0	U	U	0	0	0	0	U	0 0 0		0 0	U	0 0	1,143,041	
BUCKS		ljust STP 58 ter STP 58	(,. ,	0	0	92,000	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	(653,041) 490,000	
PHILMONT/TOMLINS			1			92,000	0	390,000	0				0						0				0					0 0		0 0	PREVIOUSLY	ř ED,
ON/PINE RD INTERSECTION	Be	fore 58°	1 0	0	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0	0 0	0	0 0	0 ENCUMBERE ADDING FUN ADDITONAL V STORMWATE	ER/DRAINA
MONTGOMERY	110315 FD Ad	ljust 58	1 0	700,000	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0	700,000 GE DESIGN, ADDITIONAL COORDINATI STRUCTURE	L ROW TION.
SR,2013,PTP	Aft	ter 58°	,	700,000					0			0	0						0									0 0	0		2D MODELING H&H, AND 700,000 REVISON/UP TO THE GRAI	NG FOR
38,2013,F1F	Ait	36		700,000					0						Ĭ																TO THE GRAI CROSSING D REQUIRED B	DE DESIGN AS BY SEPTA.
BRISTOL RD EXT:		f																											0		PREVIOUSLY ENCUMBERE ADDING FUN	ED, NDS FOR
BUTLER AVE TO PARK AVE	Ве	fore 58	1 0	0		0	U	U	U	0	0	0	0	0 0	U	U	0	0	U	U	0	0	0	0	U	0 0 0		0 0	U	0 0	encumbere encumbere adding fun additional involvemen additional	PUBLIC NT,
BUCKS	12923 PE Ad	ljust 58	1 0	200,000	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0	0 0	0	0 0	200,000 ADDITIONAL COORDINATI SEPTA, ADDITIONAL TRAFFIC	ION WITH ITIONAL
SR,2025,002	Aft	ter 58°	1 0	200,000	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0	0	0 0 0	0	0 0	0	0 0	TRAFFIC COUNTS/AN/ AND ADDITIO PLAN DEVEL	ALYSIS, ONAL ROW LOPMENT.
US422: SCHUYLKILL																															PREVIOUSLY OBLIGATED,	ADDING
RIVER BRG TO W OF KEIM ST.	Be	fore NHPP 58	1 0	0		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	٥	0	0	0	0	0 0 0	0	0 0	0	0 0	0 FUNDS TO C FD AND PUR ADDITIONAL AND STREAM	L WETLAND
CHESTER	14698 FD Ad	ljust NHPP 58	1 800,000	200,000	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0	0 0	0	0 0	1,000,000 MITIGATION O REQUIRED FI JOINT 404/10	CREDITS FOR THE
SR,0422,M2B	Aft	ter NHPP 58	1 800,000	200,000	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0	1,000,000	
																															PREVIOUSLY OBLIGATED,	Y
US 202: OAKBOURNE RD - MATLACK ST	Be	fore NHPP TO	; о	0	c	0	0	0	0	о	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0	0 0	0	0 0	OBLIGATED, FUNDS TO C PE AND ENVIRONMEN STUDIES.	ADDING ;OMPLETE
CHESTER	118024 PE Ad	ljust NHPP TO	1,050,000	0	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0		NIAL
SR,0202,CWM	Aft	ter NHPP TC	1,050,000	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	٥	0 0	0	0	0	0	0	0	0	0 0 0	0	0 0	0	0 0	1,050,000	
PA 309 O/ BEAVER RUN		fore STP	679,000	0						0																			0		NO CHANGE, INCLUDED TO OVERALL PH COST.	O SHOW
RUN	De	lide STF	679,000	0		0	0	U	0	0	0 0	0	0	0 0	Ů	0	0	0	0	0		0	0	0	Ů,			0 0	0	0 0	cost.	
BUCKS	102664 FD Ad	ljust STP	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0	0	
SR,0309,BRB	Aft	ter STP	679,000	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	679,000	
																															PREVIOUSL'	Y
PA 309 O/ BEAVER RUN	Be	fore NHPP 18	5 0	170,000	c	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0	0	0 0 0	0	0 0	0	0 0	PREVIOUSLY OBLIGATED, 170,000 FUNDS TO M CURRENT PL ESTIMATE.	ADDING IATCH HASE
BUCKS	102664 FD Ad	ljust NHPP 185	5 521,000	130,000	C	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0 0	0 0	0	0 0	651,000	
SR,0309,BRB			5 521,000	300,000			0					0	0																		204 200	
SK,0309,BKB	AR	ter NHPP 18	521,000	300,000	0		0	0	0				0		Ů		١		U		١	0			0			0 0	0	0 0	821,000	
PA 309 O/ MORGAN	Be	fore STP 58	1 0	0		699,000	175,000	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	NO CHANGE, INCLUDED TO OVERALL PH COST.	O SHOW HASE
CREEK																															COST.	
BUCKS	102309 FD Ad	ljust STP 58	1 0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	0	0	0	0 0	0	0	0 0 0	0	0 0	0	0 0	0	
SR,0309,MCB	Aft	ter STP 58	1 0	0	0	699,000	175,000	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	874,000	
		++-									1																				PREVIOUSL'	Y
PA 309 O/ MORGAN CREEK	Be	fore	0	0	0	0	0	0	0	0	0 0	0	0	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, FUNDS TO M CURRENT PH ESTIMATE.	IATCH HASE
BUCKS	102309 FD Ad	ljust NHPP 18	5 501,000	125,000	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	626,000	
SR,0309,MCB	0.64	ter NHPP 18	E04.000	125 000					-				0	0	0	0	0	0		0	0	0			0			0 0	0	0	626,000	
SK,U3U9,MCB	Aft	ter NHPP 18	5 501,000	125,000	O Carious insurances * -	0	0		0	<u> </u>	<u> </u>	0	U .	0	0	U	U	0	0	0	U	o l	0	0	U			0 0	0	0	026,000	

Chart: 082															TIP		NS FOR AUGUS hart #82	T 2025																	
* Positive number denote	s a surplus/Negative denotes a de	oit .						Ī		1	1	<u> </u>																						PREVIOU	JSLY
PENLLYN PIKE O/ WISSAHICKON CR	Before	ти тс	0	0	0	0	0 0		0	0 0	0	0 0	0	(0 0	0	0	0	0	0	0 0	0	0 0		0	0	0 0	0	0	0	0 0	0	0 OBLIGATE MATCH CI PHASE ES	URRENT STIMATE.
MONTGOMERY 103	3440 PE Adjust	ти тс	103,000	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	103,000	
SR,7046,289	After	ти тс	103,000	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	103,000	
KING RD O/ HERKAKEN CR	Before s	STP TC	1,350,000	0	0	0	0 0	,	0	0 0	0	0 0	0	(0 0	0	0	0	0	0	0 0	0	0 (0 0	0	0 0	0	0	0	0 0	0	1,350,000 NO CHAN INCLUDED OVERALL COST.	NGE, ED TO SHOW L PHASE
BUCKS 110	0091 CON Adjust s	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	
SR,7009,MAP	After	STP TC	1,350,000	0	0	0	0 0		0	0 0	0	0 0	0	(0 0	0	0	0	0	0	0 0	0	0		0 0	0	0 0	0	0	0	0 0	o	1,350,000	
KING RD O/ HERKAKEN CR	Before		0	0	0	0	0 0		0	0 0		0 0	0	(0 0	0	0	0	0	0	0 0	0	0 ()	0	0	0 0	0	0	0	0 0	0	ADDING F MATCH CI PHASE ES	FUNDS TO CURRENT ESTIMATE.
BUCKS 110	0091 CON Adjust	TP TC	653,041	0	0	0	0 0)	0	0 0)	0 0	0	((0 0	0	0	0	0	0	0 0	0	0 (0 (0 0	0	0 0	0	0	0	0 0	0	653,041	
SR,7009,MAP	After	TP TC	653,041	0	0	0	0 0)	0	0 0		0 0	0	(0 0	0	0	0	0	0	0 0	0	0 0		0	0	0 0	0	0	0	0 0	0	653,041	
KING RD O/ HERKAKEN CR	Before		0	0	0	0	0 0		0	0 0	0	0 0	0	(0 0	0	0	0	0	0	0 0	0	0 (0 0	0	0 0	0	0	0	0 0	0	ADDING F MATCH CI PHASE ES	UNDS TO URRENT STIMATE.
BUCKS 110	0091 CON Adjust	ти тс	346,959	0	0	0	0 0)	0	0 0)	0 0	0	((0 0	0	0	0	0	0	0 0	0	0 (0 (0 0	0	0 0	0	0	0	0 0	0	346,959	
SR,7009,MAP	After	ти тс	346,959	0	0	0	0 0		0	0 0	0	0 0	0	((0 0	0	0	0	0	0	0 0	0	0 (0	0	0 0	0	0	0	0 0	0	346,959	
PA 100 NB @ EXTON STATION	Before N	HPP TC	0	0	0	0	0 0		0	0 0		0 0	0	(0 0	o	0	0	0	0	0 0	0	0		0	0	0 0	0	0	0	0 0	0	PREVIOUS OBLIGATE OF FUNDS FO STUDIES / THE CLEAPAN	USLY TED, ADDING FOR AIR/NOISE S AS PART OF VIRONMENTAL INCE, AND TO
CHESTER 118	BO25 PE Adjust N	HPP TC	100,000	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	100,000 REVISE TH SUBMISSI NEW DM2	THE SAFETY SION AS PER
SR,0100,CES	After N	HPP TC	100,000	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	100,000	MENTS.
PENN'S LANDING PROJECT DEVELOPMENT(C)	Before	TP 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	o	2,500,000 OVERALL COST.	MGE, ED TO SHOW L PHASE
PHILADELPHIA 106	5264 FD Adjust	TP 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	
SR,0095,CAP	After	TP 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	2,500,000	
PENN'S LANDING PROJECT DEVELOPMENT(C)	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	adding F Ongoing NEEDS.	FUNDS FOR IG DESIGN
PHILADELPHIA 106	6264 FD Adjust N	HPP 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	1,500,000	
SR,0095,CAP	After N	HPP 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	1,500,000	
US 1: PARTNERSHIP PHASE 2(C)	Before N	HPP 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	OBLIGATE OFUNDS FO INCORPO AN HOP IN PROJECT CONTRAC	USLY TED, ADDING FOR ORATION OF INTO THE
CHESTER 14	541 CON Adjust N	HPP TC	50,000	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	50,000 PROJECT CONTRAC REQUEST CHANGE I	ET, AND THE ACTOR STED A E IN MPT THAT 'ED IN THE
SR,0001,H02	After N	HPP TC	50,000	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	PLAN REV	OR ADDITONAL EVISIONS.
ADA RAMPS 2020 PHILA COUNTY(C)	Before	ти тс	181,000	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	ADDING F ADDRESS 181,000	FUNDS TO SS AUCS.
PHILADELPHIA 12	886 CON Adjust	ти тс	53,800	0	0	0	0 0)	0	0 0)	0 0	0	((0 0	0	0	0	0	0	0 0	0	0 (D (0 0	0	0 0	0	0	0	0 0	0	53,800	
SR,0001,AD8	After	ти тс	234,800	0	0	0	0 0		0	0 0	0	0 0	0	((0 0	0	0	0	0	0	0 0	0	0 () (0 0	0	0 0	0	0	0	0 0	0	234,800	
KEIM ST O/ SCHUYKILL RIVER(C)	Before	TU 183	0	0	0	0	0 0		0	0 0	0	0 0	0	(0 0	0	0	0	0	0	0 0	0	0		0 0	0	0 0	0	0	0	0 0	0	PREVIOUS OBLIGATE FUNDS FO RELOCAT	SLY ED, ADDING OR PECO TIONS.
MONTGOMERY 83	742 UTL Adjust	TU 183	1,062,000	199,000	66,000	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	1,327,000	
SR,7046,190	After	TU 183	1,062,000	199,000	66,000	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	1,327,000	
RIDGE PIKE: SCHOOL- BELVOIR	Before	TU 183	145,000	355,000	95,000	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	ADDING F MATCH CI 595,000 PHASE ES	FUNDS TO CURRENT ESTIMATE.
MONTGOMERY 110	0444 FD Adjust	TU 183	192,000	304,000	79,000	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	575,000	
SR,7046,MG4	After	TU 183	337,000	659,000	174,000	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	1,170,000	
RIDGE PIKE: SCHOOL- BELVOIR	Before	TU 183	90,000	800,000	200,000	0	 0 0)	0	0 0		0 0	0	((0 0	0	0	0	0	0	0 0	0	0 (0 0	0	0 0	0	0	0	0 0	0	1,090,000 ADDING F MATCH CI PHASE ES	:UNDS TO :URRENT :STIMATE.
MONTGOMERY 110	0444 ROW Adjust	TU 183	0	20,000	5,000	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	25,000	
SR,7046,MG4	After	TU 183	90,000	820,000	205,000	0	0 0		0	0 0		0 0	0	((0 0	0	0	0	0	0	0	0	0 (0	0	0 0	0	0	0	0 0	0	1,115,000	

Chart: 082

Chart: 082 • Positive number denotes a su	surplus/Neg	ative denotes a	deficit																																									
BYBERRY RD O/ CSX		Before	STU 18	5	0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR A SUPPLEMENT FROM THE CONSULTANT.
PHILADELPHIA 88085	5 FI	Adjust	STU 18	5	80,000	20,00	00	0	0	С	1	0	0	0	0		0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	100,000
SR,7301,GAV		After	STU 18	5	80,000	20,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	100,000
DOE RUN RD O/ BUCK RUN		Before	STU TO	0 .	530,000		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0		530,000 ADDING FUNDS FOR ADDITIONAL EFFORT INCLUDING THE ADDITION OF A BOX CULVERT, CHANGES IN MPT SCHEMATIC,
CHESTER 84284	34 FI	Adjust	STU TO	2 2	250,000		0	0	0	C		0	0	0	0		0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	250,000 AND ALIGNMENT REVISIONS.
SR,0082,DRR		After	STU TO	5 7	780,000		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	780,000
US 202 & PA 179 ROUNDABOUT		Before	STU TO		0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR ADDITIONAL ENVIRONMENTAL EFFORTS, AS WELL A
BUCKS 118022	22 PI	Adjust	STU TO	2 1	100,000		0	0	0	C		0	0	0	0		0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	100,000 EFFORTS, AS WELL A INFILTRATION TESTIN TO COMPLETE STORMWATER
SR,0202,BSR		After	STU TO		100,000		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	DESIGN.
PA23/US422 INT & N GULPH		Before	STU 58	1	0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR REVISIONS TO PLANS ADDITIONAL ENVIRONMENTAL
MONTGOMERY 66952	52 FI	Adjust	STU 58	1 1	100,000	25,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	125,000 COORDINATION, FIEL SURVEY, AND ADDITONAL TRAFFIC
SR,0023,2NG		After	STU 58	1 .	100,000	25,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	SIGNAL DESIGN.
PA23/US422 INT & N GULPH		Before	STU 58	1	0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	ADDING PHASE TO COVER APPRAISAL COSTS.
MONTGOMERY 66952	2 RO	W Adjust	STU 58	1	80,000	20,00	00	0	0	C	1	0	0	0	0		0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	100,000
SR,0023,2NG		After	STU 58	1	80,000	20,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	100,000
US322/PA291 INTERCHANGE(F)		Before	STU 58	1	0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED TO ADDRESS AUC.
DELAWARE 57780	80 FI	Adjust	STU 58	1	27,851	7,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	34,851
SR,8018,CAS		After	STU 58	1	27,851	7,00	00	0	0	C		0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	34,851
ARDMORE AVE O/ SEPTA(C)			STU TO		0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED TO ADDRESS AUC.
DELAWARE 15225	25 FI	Adjust	STU TO		17,900		0	0	0	C	1	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	17,900
SR,1018,HAV		After	STU TO		17,900		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	17,900
RIVER RD @ BALLIGOMINGO(F)			STU 58		0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED TO ADDRESS AUC.
MONTGOMERY 16688	38 UT	L Adjust	STU 58	1	13,078		0	0	0	C	1	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 (0 0	0	13,078
SR,0023,99S		After	STU 58	1	13,078		0	0	0	C		0	0	0	0		0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	13,078
US202: SWEDE- MORRIS#2(C)			STU TO		0		0	0	0	C		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	PREVIOUSLY OBLIGATED TO ADDRESS AUC.
MONTGOMERY 63490	0 RO	W Adjust	STU TO		10,583		0	0	0	C		0	0	0	0		0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 (0 0	0	10,583
SR,0202,61N		After	STU TO		10,583		0	0	0	C		0	0	0	0		0	0	0	0	0	0	O		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	10,583
			efore FFY To		,852,801	8,946,96	5,373	3,500	17,814,589	2,574,017	656,00	00 6	,448,006	132,014	0	2,516,0	00 6,963,	000	0	1,200,000	153,000	0	18,430,000	0 56	67,000	0 14	558,000	0	0	5,000,000	0	0	33,959,200	150,519,142	0	0	0 0	0	0	0	0 (0 0	0 297	7,663,232
		FFY A	ljustment To	tals	0		0	0	0	C	1	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 (0	0	0
			After FFY To	tals 21	,852,801	8,946,96	5,373	3,500	17,814,589	2,574,017	656,00	00 6	,448,006	132,014	0	2,516,0	00 6,963,	000	0	1,200,000	153,000	0	18,430,000	0 56	67,000	0 14	558,000	0	0	5,000,000	0	0	33,959,200	150,519,142	0	0	0 0	0	0	0	0	0 0	0 297	7,663,232

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

MA IDs: 142150

TIP MODIFICATIONS FOR SEPTEMBER 2025 Chart #83 Chart: 083 | MPMS | Phs | Amts. | Fed. | Sta. | Fed. (\$) | State (\$) | Loc FFY 2026 FFY 2027 2ND 4 YRS FFY 2029 2ND 4 YRS FFY 2030 2ND 4 YRS FFY 2031 2ND 4 YRS FFY 2032 TOTAL NHPP RESERVE LINE ITEM 1.338.000 825,000 3,608,000 4,282,000 3,762,000 13,815,000 Adjust NHPP 581

After NHPP 581 (825,000) (24,791) (849,791) DISTRICT WIDE 1.313.209 3.608.000 4,282,000 3,762,000 12,965,209
 CON
 Before
 STU
 581

 Adjust
 STU
 581

 After
 STU
 581
 5,111,600 18,746,832 22,788 5,135,235 1,151,000 78,209 117,000 4,000 582,000 5,848,000 STU LINE ITEM 697,000 0 BUCKS 101,791 (78,209) 90,000 90,000 112,788 18,848,623 5,135,235 787,000 117,000 4,000 582,000 5,848,000 5,111,600 1,151,000 0 0 PENN'S LANDING PROJECT DEVELOPMENT(C) 2.500.000 2,500,000 PHILADELPHIA FD Adjust STP TC 106264 0 SR,0095,CAP 2,500,000 PENN'S LANDING PROJECT DEVELOPMENT(C) 1,500,000 1,500,000 PHILADELPHIA SR,0095,CAP 1,650,000 1,650,00 PA 452 @ I-95 INTERCHANGE 361,000 361,000 90,000 90,000 FD Adjust NHPP 581 DELAWARE 675,000 24,791 (90,000) 519,791 119435 SR,0452,I95 1,036,000 385,791 1,421,791 PA 452 @ I-95 DELAWARE 119435 FD Adjust STU TC 78,209 0 78,209 SR,0452,I95 78,209 Before FFY Totals 5,264,209 112,788 6.834.235 787,000

5,848,00

3,608,000

9,393,600

4,913,00

37,463,832

582,000

After FFY Tot

5,264,209

112,788

6,834,235

787,000

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

MA IDs: 142215, 142216, 142217, 142218

Chart: 084

TIP MODIFICATIONS FOR SEPTEMBER 2025 Chart #84

				Туре	FF	Y 2025			FFY 2026		1	FFY 2027			FFY 2028		2ND 4	YRS FFY 20	029	2ND 4 \	RS FFY 2	2030	2ND 4	YRS FFY	2031	2ND 4	YRS FFY:	2032		BRD 4 YRS		TOTAL	
Project Title	* Positive number denotes a surplus/Negative denotes a deficit Administrative Action Fund Type Project Title MPMS Phs Amts. Fed. Sta.					itate (\$)	LOC	Fed. (\$)		LOC		State (\$)	LOC	Fed. (\$)	State (\$)	LOC		State (\$)		Fed. (\$)				State (\$)			State (\$)			State (\$)	LOC	70772	Remarks
STU LINE ITEM			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	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	18,848,623	INE ITEM
BUCKS	79980		Adjust STU		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 STU	581	0	112,788	0	5,135,235	1,324,171		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	
PRIDOE RECEDIVE																																I	LINE ITEM
BRIDGE RESERVE LINE ITEM			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	1,724,000	46,897,714	0	53,894,976	
BUCKS	79929		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	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	1,724,000	46,897,714	0	53,608,847	
COUNTY/CITY BRDG																																	LINE ITEM
RESERV			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	
BUCKS	95447	CON	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	0	(251,042)	
SR,,			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	
,							1,207,700	, i	011,000	121,000		2,000,000	001,000		1,200,000	000,000		5,000,000	,		0,020,070			2,101,101	,		,,,,,,,,			0,002,000	5,555,555		SWAPING SATE 581
STATE RD O/ DARBY			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	0	1 529 000 F	FUNDS FOR STATE 185 BRIDGE FUNDS TO BETTER MATCH THE
CR		-																														S	SCOPE OF THE PROJECT.
DELAWARE	93105	CON	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	0	537,171	
SR,0001,DSB			After	185	0 2	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	0	2,065,171	
																																	SWADING SATE 504
STATE RD O/ DARBY			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	0	7 502 000 1	SWAPING SATE 581 FUNDS FOR STATE 185 BRIDGE FUNDS TO BETTER MATCH THE
CR																																S	SCOPE OF THE PROJECT.
DELAWARE	93105	CON	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	0	(537,171)	
SR,0001,DSB			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	0	7,054,829	
STU LINE ITEM			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	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	19,385,794	LINE ITEM
BUCKS	79980	CON	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	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			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	0	1,500,000	LINE ITEM
MONTGOMERY	102275	PE	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	0	(500,000)	
SR,,			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	0	1,000,000	PROJECT HAS BEEN
PA 313: FERRY RD-			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	T A	TOTALLY RESCOPED AND DESIGN IS STARTING OVER.
OLD DUBLIN ST																																A T	ADDING PE BACK TO THE TIP.
BUCKS	57619	PE	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	0	711,000	
SR,0313,B02			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	0	711,000	
																																	DDE WOLLOW
MAIN ST, 6TH ST & CSX CROSSING			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	F	PREVIOUSLY ENCUMBERED, ADDING FUNDS TO FINSH THE PHASE.
IMPROVEMENT		-																															INSH THE PHASE.
DELAWARE	103217	FD	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	0	230,000	
SR,2005,383			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	0	230,000	
			Before FF	/ Totals	0 2	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 Adjustmen	t 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 FF	/ Totals	0 2	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	
						·																											

TIP MODIFICATIONS FOR OCTOBER 2025

Chart: 085

MA IDs:

Maria Mari	* Positive number			ve denotes a				V 000F			FF	, 000C			FEV 0007			FFV 0000		01/10	4)/DO EE//	2000	OND.	() (DO		01/0	VD0 55V	2004	OND 4	VD0 551	0000		DD 41/D0			
## CASES STATE OF THE PROPERTY NAME OF THE PROPERTY				Austa	Fund Type	F. d.			100	F-4 (6)			100	F-4 (6)	FFY 2027	100	F-1 (0)	FFY 2028	100															100	TOTAL	Remarks
PARTICIPATE 1986 PARTICIPATE 1986 PARTICIPATE 1986 PARTICIPATE 1986 PARTICIPATE 1986 PARTICIPATE PARTICI	Project Title	MPMS	Pns	Amts.	red. Sta.	Fed.	(\$)	state (\$)	LOC	Fed. (\$)	3	state (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	red. (\$)	State (\$)	LOC		LINE ITEM
MATCHINE TIME STATE OF THE PROPERTY NAMED AND ASSESSMENT NAMED AND ASSESSMENT OF THE PROPERTY NAMED AND ASSESSMENT OF THE PROPERTY NAMED AND ASSESSMENT OF THE PROPERTY NAMED AND ASSESSMENT NAMED	CARBON REDUCTION				222																															
MATCHINE MAY 100 1 1 2 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0					CRP		0	0	0		0	0	0	0	0	0		0		0	0	0	0	0)	0	0	U	1,636,000	0	0	1,684,000	0	0	3,320,000	
Consistant fragment of the consistency of the consi	MONTCOMERY	119299	CON		CDD		0		0		0	0	0	0		0		0 () 0	0	0	0		0	0 0	0	0	0	0	0	0	0	0	•	A
Procession (1987) Proc	MONIGOMENT						0	-			0	0	-	0		0		0		, ,							0	-		0		4 00 4 000	0	0		ł
Part				After	CRP		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	
MORNING COUNTY ORGANISH SECURITY ORGANISH SECURIT	CARBON REDUCTION			Refere	CDDU		0	0		4 705	000	0	0								0		0			0	0			0	0	4 506 000	0	0	0.274.000	
MONTONINE MATERIAL PROPERTY AND ASSESSMEN SERVICES AND ASSESSMEN SER	PROGRAM LINE ITEM				CRPU		U	U		4,765	,000	U	U	0		0			'	0			U	0		0	0	U	0	U	U	4,506,000	U	0	9,271,000	
DELAWARE COUNTY OF AMERICAN TO BE ASSOCIATED AND A STATE OF AMERICAN ASSOCIATION ASSOCIATI	MONTGOMERY	119299	CON		CRPU		0	0	0	(2 000	000)	0	0	0	0	0		0 () 0	0	0	0	0	n	0 0	0	0	0	0	0	0	0	0	(2 000 000)	
DELAWARE CLARTY PROCESSAR									0			0				0		0 0			-	-	0				0			0	-	4 506 000	0	-		-
EY CHARGING PROGRAM PROGRAM SA.—BEV OBLIVIAGE SA.—				Arter	CRPU		U		0	2,765	,000	U	0	0	0	0		0 ('	0	0	0	0	0	,	0	0	0	U	U	U	4,506,000	0	0	7,271,000	
PROCRAM DELAWARE COLORY SR.—DEV DELAWARE COLO		Y		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	FOR INSTALLATION O
SR.—DEV ARE CRY TC 0 0 0 2000 0 0 0 0 0 0 0 0 0 0 0 0 0 0																																				STATIONS.
DELAWARE COUNTY EVCHARGING PRICED TO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DELAWARE	82042	PE	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	
DELAWARE COUNTY EVCHARGING PRICED TO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																																				
EVELANGING PROGRAM DELAWARE 82042 SR,DEV DEV DEV DEV DEV DEV DEV DEV	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	0	210,000	
EVELANGING PROGRAM DELAWARE 82042 SR,DEV DEV DEV DEV DEV DEV DEV DEV		1																				1														ADDING NEW
PELAWARE DELAWARE ASM. SR,DEV PTO Asign CRPU TC 0 0 0 199,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DELAWARE COUNTY EV CHARGING	Y		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	FOR INSTALLATION C
SRDEV After CRPU TC 0 0 190,000 0 0 0 0 0 0 0 0 0 0 0																																				STATIONS.
DELAWARE COUNTY EV CHARGING PROGRAM DELAWARE 82042 CON 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	DELAWARE	82042	FD	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	
DELAWARE COUNTY EV CHARGING PROGRAM DELAWARE 82042 CON 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																																				
DELAWARE COUNTY EV CHARGING PROGRAM DELAWARE 82042 CON After CRPU TC O O O O O O O O O	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	0	190,000	
ECHARGING PROGRAM DELAWARE 82042 CON 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						-																														ADDING NEW
PROGRAM DELAWARE 82042 CON 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		Y		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	FOR INSTALLATION C
SR,,DEV After CRPU TC 0 0 1,600,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PROGRAM																																			STATIONS.
Before FFY Totals 0 0 0 4,765,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DELAWARE	82042	CON	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	
Before FFY Totals 0 0 0 4,765,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																																				
FFY Adjustment Totals 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	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	0	1,600,000	
FFY Adjustment Totals 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																																				
				В	efore FFY Total	s	0	0	0	4,765	5,000	0	0	0	C	0		0 (1	0	0	0	0	0	0	0 0	0	0	1,636,000	0	0	6,190,000	0	0	12,591,000	
After FFY Totals 0 0 0 4,765,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				FFY A	djustment Total	s	0	0	0		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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					After FFY Total	•	0			A 766	5,000	0	0					0 (.1		0	0	0		n	0	0	0	1 636 000	0	0	6 100 000	0	0	12 501 000	
					AINST FFT TOTAL		١	0		4,765	,,,,,,,,,	ا	U	0		"			1	0	0	0	0			0	0	U	1,030,000	0	U	6,190,000	0	0	12,591,000	

Administrative Action (MA ID District 6-0 Int			141848)	Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			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
/	75891	CON	Adjust	NHPP	581										1,500,000	(1,500,000)		source of funds to maintain fiscal constraint. Tech correction to MA ID:
Central Office			After	NHPP	581	7,131,805			3,742,559	2,083,798		24,844,517	2,100,246		45,439,941	12,257,144		141848 Flipping Federal to State in FFY 2028.
I-476 Travel Management			Before		581		5,500,000											
476/HSR	104821	FD	Adjust		581										(1,500,000)	1,500,000		cashflow
Delaware			After		581		5,500,000								(1,500,000)	1,500,000		
I-476 Travel Management			Before															
476/HSR	104821	PE	Adjust		NHPP	900,000												Increase for PE supplement.
Delaware			After		NHPP	900,000												
	Before 7	otals				\$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
Α	djustmer					\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After T	otals				\$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	···-,·

Amendment (1500)		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	5 Phase	Amts	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			Before I	HPP	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			
/	75891	CON	Adjust I	HPP										20,000,000												15,000,000			(35,000,000)			Line item used as funding source to maintain fiscal constraint.
Central Office			After I	HPP	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): Race - Shackamaxon	n		Before I	HPP										40,000,000			40,000,000			40,000,000			30,000,000			55,701,000			5,069,000			Cashflow to maximize funding on
95/GR5	79828	CON	Adjust I	HPP										(20,000,000)												(15,000,000)			35,000,000			Interstate prorgram. EST Let Date
Philadelphia			After I	HPP										20,000,000			40,000,000			40,000,000			30,000,000			40,701,000			40,069,000			6/29/2028
	Before	Totals			\$7,131,805	9	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	\$0	\$0	\$146,999,201	\$0	\$0	Actions do not affect air quality
	Adjustmo	ent Totals			\$0	9	0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		actions do not affect air quality conformity.
	After '	Totals			\$7,131,805	9	0 \$0	\$12,557,288	\$0	\$0	\$24,844,517	\$0	\$0	\$65,439,941	\$0	\$0	\$53.377.400	02	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0	\$60,701,000	\$0	\$0	\$146,999,201	\$0	\$0	

FISCAL CONSTRAINT CHART

FFY 2025-2028 TIP Highway/Bridge

Administrative Action (M. District 6-0 Interstate		5)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			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
/	75891	CON	Adjust	NHPP	581	(8,700,000)												balancing source of funds to maintain
Central Office			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		fiscal constraint.
I-95: Allegheny&Castor Ave Int. Connection			Before	NHPP		11,300,000												
95/AFR	115687	ROW	Adjust	NHPP		8,700,000												Increase phase for uncarried AC conversion.
Philadelphia			After	NHPP		20,000,000												
Befor	re 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 offect air quality
Adjustn	nent Tota	ls				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Afte	r 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	comornity.

Administrative Acti Interstate		142186)		Fund	і Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/O	h Federal	State	Loc/Otl	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			Before	NHPP	581	32,295,864	6,786,38	32	14,483,20	4 5,312,37	4	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		
/	75891	CON	Adjust	NHPP	581	(5,600,000)	(1,400,0	00)				800,000	200,000		2,400,000	600,000		2,400,000	600,000														Line Item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP	581	26,695,864	5,386,38	32	14,483,20	4 5,312,37	4	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			Before	NHPP	581	1,200,000	300,00	00				800,000	200,000																				
95/GIR	17821	PE	Adjust	NHPP	581	800,000	200,0	00				(800,000)	(200,000)																				Advancing funds to cover AC.
Philadelphia			After	NHPP	581	2,000,000	500,00	00																									
I-95: Shackamaxon - Ann			Before	NHPP	581	14,400,000	3,600,00	00							2,400,000	600,000		2,400,000	600,000														
95/GIR	17821	FD	Adjust	NHPP	581	4,800,000	1,200,0	00							(2,400,000)	(600,000))	(2,400,000)	(600,000)														Advancing funds to cover AC.
Philadelphia			After	NHPP	581	19,200,000	4,800,0	00																									
	Before T	otals				\$47,895,864	\$10,686,38	32 \$1	\$14,483,20	4 \$5,312,37	4 \$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
A	djustmen	t Totals				\$0		50 \$1	9	0 \$	0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity
	After Te	otals				\$47,895,864	\$10,686,38	32 \$1	\$14,483,20	4 \$5,312,37	4 \$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	comorniny.

Administrative Action (MA ID: 1416: SVTS and STWD Items TIPs	55)			Fund	Туре		FY 2025		F	FY 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/Ot	
PA 718: Bank PI - River Rd			Before	sHVRU		20,000												
718/05M	109750	PE	Adjust	sHVRU		(20,000)												Remove HVRU funds - work not
Mercer			After	sHVRU														performed.
PA 718: Bank PI - River Rd			Before	sHVRU	581	304,885	1,338,855			1,663,958								
718/05M	109750	CON	Adjust	sHVRU	581	(304,885)	,,,,,,,,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								Remove HVRU funds - work not
Mercer			After	sHVRU		(22,722)	1,338,855			1,663,958								performed.
HSIP Set Aside Reserve			Before	sHSIP		2.306.275	,,		12,372,290	,,		40,838,800			39,994,355			
1	101969	CON	Adjust	sHSIP		324,885			7. 7. 1.			-,,						Return funds to HSIP Set Aside
Central Office			After	sHSIP		2,631,160			12,372,290			40,838,800			39,994,355			Reserve line item.
Administrative Action (MA ID: 141668, TC	: 141670)	L		Fund	Type		FY 2025	1		FY 2026			2027			2028	1	
LVTS and STWD Items TIPs	I	T						I			I			I			T	Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Ot	1
LVTS High Friction Surface - 2025	400040	0011	Before	sHSIP		200,000												Reduce phase to obligated amount -
412/HFS	120949	CON	Adjust	sHSIP		(26,160)												LB+I.
Northampton			After	sHSIP		173,840												
HSIP Set Aside Reserve			Before	sHSIP		2,631,160			12,372,290			40,838,800			39,994,355			Return funds to HSIP Set Aside
/	101969	CON	Adjust	sHSIP		26,160												Reserve line item.
Central Office			After	sHSIP		2,657,320			12,372,290			40,838,800			39,994,355			
Administrative Action (MA ID: 1416) NEPA and STWD Items TIPs	72)			Fund	Туре	1	FY 2025		F	FY 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/Ot	
NEPA High Friction Surface - 2025			Before	sHSIP		200,000												
209/HFS	120977	CON	Adjust	sHSIP		(35,055)												Reduce phase to obligated amount -
Monroe			After	sHSIP		164,945												LB+I.
HSIP Set Aside Reserve			Before	sHSIP		2,657,320			12,372,290			40,838,800			39,994,355			
1	101969	CON	Adjust	sHSIP		35,055			7. 7. 1.			-,,						Return funds to HSIP Set Aside
Central Office			After	sHSIP		2,692,375			12,372,290			40,838,800			39,994,355			Reserve line item.
Administrative Action (MA ID:1416)						-,00-,000			,,			,			,,			
Administrative Action (MA ID:14167	73)			Fund '	Tuno		EV 202E			EV 2026		FEV	2027	•	EEV	2020	•	
RATS and STWD Items TIPs				Fund			FY 2025	1		FY 2026			2027			2028		Remarks
RATS and STWD Items TIPs Project Title	MPMS	Phase	Amts	Fed		Federal	FY 2025 State	Loc/Oth	F Federal	FY 2026 State	Loc/Oth	FFY Federal		Loc/Oth	FFY Federal		Loc/Ot	
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025)	MPMS		Before	Fed sHSIP		Federal 300,000		Loc/Oth			Loc/Oth			Loc/Oth			Loc/Ot	1
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS		Phase CON	Before Adjust	Fed sHSIP sHSIP		Federal 300,000 (11,705)		Loc/Oth			Loc/Oth			Loc/Oth			Loc/Ot	
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks	MPMS		Before Adjust After	Fed sHSIP sHSIP sHSIP		Federal 300,000 (11,705) 288,295		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Ot	Reduce phase to obligated amount -
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS	MPMS 120983	CON	Adjust After Before	Fed sHSIP sHSIP sHSIP sHSIP		Federal 300,000 (11,705) 288,295 2,692,375		Loc/Oth			Loc/Oth			Loc/Oth			Loc/Ot	Reduce phase to obligated amount - LB+I.
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve /	MPMS		Adjust After Before Adjust	Fed sHSIP sHSIP sHSIP sHSIP		Federal 300,000 (11,705) 288,295 2,692,375 11,705		Loc/Oth	12,372,290		Loc/Oth	Federal 40,838,800		Loc/Oth	Federal 39,994,355		Loc/Ot	Reduce phase to obligated amount -
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office	MPMS 120983 101969	CON	Adjust After Before	Fed sHSIP sHSIP sHSIP sHSIP		Federal 300,000 (11,705) 288,295 2,692,375		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Ot	Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168)	MPMS 120983 101969	CON	Adjust After Before Adjust	Fed sHSIP sHSIP sHSIP sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080		Loc/Oth	12,372,290 12,372,290		Loc/Oth	40,838,800 40,838,800		Loc/Oth	39,994,355 39,994,355		Loc/Oti	Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item.
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office	MPMS 120983 101969	CON	Adjust After Before Adjust	Fed sHSIP sHSIP sHSIP sHSIP sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080	State	Loc/Oth	12,372,290 12,372,290	State	Loc/Oth	40,838,800 40,838,800	State	Loc/Oth	39,994,355 39,994,355	State	Loc/Oti	Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14165 DVRPC and STWD Items TIPs	120983 101969	CON	Adjust After Before Adjust After	Fed sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080	State		12,372,290 12,372,290	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MA ID: 14168 DVRPC and STWD Items TIPS Project Title	120983 101969	CON	Before Adjust After Before Adjust After After	Fed sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP fund	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal	State		12,372,290 12,372,290	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements	120983 101969 11) MPMS	CON	Before Adjust After Before Adjust After After After Before	Fed sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP fund Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000	State		12,372,290 12,372,290 Federal	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14166) DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP	120983 101969 11) MPMS	CON	Before Adjust After Before Adjust After After Amts Before Adjust	Fed sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP sHSIP fund sHSIP sHSIP sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000	State		12,372,290 12,372,290 Federal 90,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	120983 101969 11) MPMS	CON	Adjust After Before Adjust After After Amts Before Adjust After Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000)	State		12,372,290 12,372,290 Federal 90,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416) DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements	MPMS 120983 101969 111 MPMS 114948	CON CON Phase FD	After Adjust After Before Adjust After After Amts Before Adjust After Before	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000)	State		12,372,290 12,372,290 Federal 90,000 90,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416t DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP	MPMS 120983 101969 111 MPMS 114948	CON CON Phase FD	After Adjust After Before Adjust After After Amts Before Adjust After Before Adjust After Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000)	State		12,372,290 12,372,290 Federal 90,000 90,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14166 DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	MPMS 120983 101969 111 MPMS 114948	CON CON Phase FD	Adjust After Before Adjust After After Amts Before Adjust After Before Adjust After Adjust After Adjust After Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) (100,000)	State		12,372,290 12,372,290 Federal 90,000 90,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements	120983 101969 111948 114948	CON CON Phase FD ROW	Adjust After Adjust After Adjust After Amts Before Adjust After Before Adjust After Before Before Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000)	State		12,372,290 12,372,290 Federal 90,000 100,000 100,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery	120983 101969 111948 114948	CON CON Phase FD ROW	Adjust After Before Adjust After After Amts Before Adjust After Before Adjust After Before Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP	120983 101969 111948 114948	CON CON Phase FD ROW	Adjust After Before Adjust After Adjust After Amts Before Adjust After Before Adjust After Before Adjust After Before Before Adjust After Before	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416) DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP	MPMS 120983 101969 114948 114948 114948	CON CON Phase FD ROW UTL	Adjust After Adjust After Adjust After Amts Amts Before Adjust After Before Adjust After Before Adjust After Adjust After Adjust After Adjust After Adjust After Adjust After	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 100,000 50,000 68,198	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416t) DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Montgomery	MPMS 120983 101969 114948 114948 114948	CON CON Phase FD ROW UTL	Before Adjust After Before Adjust After Amts Before Adjust After After After After Before Adjust After Before Adjust After Before Adjust After	HEAD SHOULD SHOU	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 50,000	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPs Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416t DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy	MPMS 120983 101969 1114948 114948 114948	CON CON Phase FD ROW UTL ROW	Before Adjust After Before Adjust After Antts Before Adjust After Before Before Adjust After Before Before Before Before Before	Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 68,198 68,198	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026
Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 1416t DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP	MPMS 120983 101969 114948 114948 114948	CON CON Phase FD ROW UTL	Before Adjust After Before Adjust After Annts Before Adjust After After Adjust After	Fed sHSIP sHSIP sHSIP Fund sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 50,000 68,198 68,198 34,099	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery	MPMS 120983 101969 1114948 114948 114948	CON CON Phase FD ROW UTL ROW	Before Adjust After Before Adjust After Amus Before Adjust After	Fed sHSIP sHSIP sHSIP Fund sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 68,198 68,198 34,099	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14166 DVRPC and STWD Items TIPs Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy	MPMS 120983 101969 114948 114948 114948 110971 110971	CON CON Phase FD ROW UTL ROW UTL	Before Adjust After Before Adjust After Amus Before Adjust After Before Adjust After Before Adjust After Before Adjust After Before Adjust After Before Adjust After Before Adjust After Before Adjust After Before Before	Fed sHSIP sHSIP sHSIP Frund Fed sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 50,000 68,198 68,198 34,099 34,099 4,773,832	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY Federal	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026 Cashflow funds to FFY 2026
RATS and STWD Items TIPS Project Title High Friction Surface Treatments (Berks 2025) 61/HFS Berks HSIP Set Aside Reserve / Central Office Administrative Action (MAID: 14168 DVRPC and STWD Items TIPS Project Title Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Lancaster Ave & Remington Rd Int. Improvements 30/SIP Montgomery Main Street Safety: Egypt to Forrest/Airy 3009/SIP Montgomery	MPMS 120983 101969 1114948 114948 114948	CON CON Phase FD ROW UTL ROW	Before Adjust After Before Adjust After Amus Before Adjust After	Fed sHSIP sHSIP sHSIP Fund sHSIP	State	Federal 300,000 (11,705) 288,295 2,692,375 11,705 2,704,080 Federal 90,000 (90,000) 100,000 (100,000) 50,000 (50,000) 68,198 (68,198)	State		Federal 12,372,290 12,372,290 Federal 90,000 90,000 100,000 50,000 68,198 68,198 34,099	State		Federal 40,838,800 40,838,800 FFY	State		39,994,355 39,994,355 FFY	State		Reduce phase to obligated amount - LB+I. Return funds to HSIP Set Aside Reserve line item. Remarks Cashflow funds to FFY 2026

HSIP Set Aside Reserve	1	1	Before	sHSIP		2,704,080			12,372,290			40,838,800		1	39,994,355			
/	101969	CON	Adjust	sHSIP		342,297			4,431,535			.,,			(4,773,832)			HSIP Set Aside Reserve line item
Central Office			After	sHSIP		3,046,377			16,803,825			40,838,800			35,220,523			balancing source of funds.
Administrative Action (MA ID:1417	00)			Fund	Гуре	-	FY 2025		F	FY 2026		FFY	2027		FFY	2028	•	
SPC (District 11-0) and STWD Items TIPs Project Title	MPMS	Phase	Amts	Fed		Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal		Loc/Oth	Federal	State	Loc/Oth	Remarks
			Before	sHSIP	Otato	1 000101	Olulo	200,0111	1,211,100	Giato	200,01	. 000.0.	Otato	200,01	1 000101	Otato	200,011	
SR 4012 (Highland) @ SR 4014 (Gass) Roundabout			Before															
	440444	0011	Adjust	sHSIP					(1,211,100)			1,211,100						Cashflow funds to FFY 2027 -
4012/A14	118444	CON	Adjust															estimated let date 7/15/2027
Alleghan			After	sHSIP								1,211,100						
Allegheny			After															
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout			Before	sHSIP		650,000												
on for (noningle) on for the formed from a contraction			Before															
4011/A23	119187	PE	Adjust	sHSIP		250,000												Increase phase to new estimated
			Adjust															amount.
Allegheny			After	sHSIP		900,000												
			After															
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout			Before Before	sHSIP		200,000												
			Adjust	sHSIP		(200,000)			200,000									
4011/A23	119187	ROW	Adjust	SHOIF		(200,000)			200,000									Cashflow funds to FFY 2026
			After	sHSIP					200,000									
Allegheny			After	0.101					200,000									
			Before	sHSIP					1,650,000									
SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout			Before						,,									
	119187	CON	Adjust	sHSIP					(1,650,000)			1,650,000						Cashflow funds to FFY 2027 -
4011/A23	119187	CON	Adjust															estimated let date 7/15/2027
Alleghany			After	sHSIP								1,650,000						
Allegheny			After															
SR 51 @ SR 151 Roundabout			Before	sHSIP					2,242,600									
ON OF GIVE TO TROUBLESSOR			Before															
51/B55	118443	CON	Adjust	sHSIP					(2,242,600)						2,242,600			Cashflow funds to FFY 2028 -
			Adjust															estimated let date 11/4/2027
Beaver			After	sHSIP											2,242,600			
			After	*LICID		200,000			250,000									
SR 3010 @ Patterson Road Roundabout			Before Before	sHSIP		300,000			350,000									
			Adjust	sHSIP		213,591			(213,591)									
3010/A03	119945	PE	Adjust	31 1011		213,331			(213,391)									Advance funds for AC conversion to cover estimated cost.
			After	sHSIP		513,591			136,409									
Allegheny			After			0.0,00			,									
11010 0 . 4 . 1 . 0			Before	sHSIP		3,046,377			16,803,825			40,838,800			35,220,523			
HSIP Set Aside Reserve			Before										<u> </u>					
/	101969	CON	Adjust	sHSIP		(263,591)			5,117,291			(2,861,100)			(2,242,600)			HSIP Set Aside Reserve line item
/	101909	CON	Adjust															balancing source of funds.
Central Office			After	sHSIP		2,782,786			21,921,116			37,977,700			32,977,923			
			After				-											
Administrative Action (MA ID:) SPC (District 12-0) and STWD Items TIPs				Fund 1	Гуре	ı	FY 2025		F	FY 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	
Systemic Curve Improvements			Before	sHSIP		200,000												
Cystomic Sarra improvements			Before															
166/SCI	120603	CON	Adjust	sHSIP		(17,736)												Reduce phase to obligated amount.
			Adjust															
Fayette			After	sHSIP		182,264		1					<u> </u>			<u> </u>		
			After															

	, ı	1	I						1		1					1		ı
SR 1010 Flashing Beacon			Before	sHSIP		300,000										<u> </u>		4
Ĭ			Before														<u> </u>	1
1010/01B	120605	FD	Adjust	sHSIP		(300,000)												Remove phase - let 5/22/2025
			Adjust															
Washington			After	sHSIP														
-			After															
PA 66 HSIP Signs and Signals			Before	sHVRU		300,000												
ů ů			Before															
66/SIG	122155	FD	Adjust	sHVRU		(300,000)			300,000									Cashflow funds to FFY 2026
			Adjust															
Westmoreland			After	sHVRU					300,000									1
			After															
PA 66 HSIP Signs and Signals			Before	sHSIP		150,000												
			Before	sHVRU		300,000												
66/SIG	122155	CON	Adjust	sHSIP		(150,000)			150,000									Cashflow funds to FFY 2026
34,3.5			Adjust	sHVRU		(300,000)			300,000									
Westmoreland			After	sHSIP					150,000							ļ		
· · · · · · · · · · · · · · · · · · ·			After	sHVRU					300,000									
SR 4006 Flashing Beacon			Before	sHSIP					300,000									
Cit 1000 Flading Dodoon			Before															
4006/01B	120639	PE	Adjust	sHSIP					(300,000)									Remove phase - let 5/22/2025
4000/015	120000		Adjust															Tremove phase let 0/22/2020
Westmoreland			After	sHSIP														
Westinordand			After															
SR 4006 Flashing Beacon			Before	sHSIP					150,000									
Ort 4000 Flashing Deacon			Before															
4006/01B	120639	CON	Adjust	sHSIP		150,000			(150,000)									Advance funds for AC conversion to
4000/015	120033	CON	Adjust															cover estimated cost.
Westmoreland			After	sHSIP		150,000												
westinoreiand			After															
HSIP Set Aside Reserve			Before	sHSIP		2,782,786			21,921,116			37,977,700			32,977,923			
HOIF Set Aside Reserve			Before															
/	101969	CON	Adjust	sHSIP		917,736			(300,000)									HSIP Set Aside Reserve line item
,	101303	0011	Adjust															balancing source of funds.
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 7	Гуре	F	FY 2025		F	FY 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			Before	sHSIP		1,000,000			1,000,000									
TomiboT Highway Safety Network Sciediling 2025			Before															
/	121174	PRA	Adjust	sHSIP		(1,000,000)			1,000,000									Cashflow funds to FFY 2026
1	121114	FRA	Adjust															Cashilow lulius to FFT 2020
Central Office			After	sHSIP					2,000,000									
Central Office			After															
HSIP Set Aside Reserve			Before	sHSIP		3,700,522			21,621,116			37,977,700			32,977,923			
HOIF DELASIGE RESERVE			Before															
/	101969	CON	Adjust	sHSIP		1,000,000			(1,000,000)									HSIP Set Aside Reserve line item
1	101909	CON	Adjust															balancing source of funds.
Central Office			After	sHSIP		4,700,522			20,621,116			37,977,700			32,977,923			1
Central Office		<u> </u>	After															
Before Totals						\$27,288,077		\$0	\$133,885,039	\$1,663,958	\$0	\$320,988,200	\$0	\$0	\$301,148,144		\$0	Actions do not affect air quality
Adjustment Tota	ls					\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0		\$0	conformity
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	

Administrative Action (MA ID: 4 DVRPC TIP	141935)			Fund	d Type		FFY 2025			FFY 202	6	F	FY 202	27	F	FY 202	28	Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
US 1 BAT Lanes: Hellerman/Bustleton - Bucks			Before															Add phase for Automated Speed
6001/BAT	118074	FD	Adjust		244		400,000											Enforcement (ASE) project. These state funds are additional to the TIP and
Philadelphia			After		244		400,000											STIP.
US 1 BAT Lanes: Hellerman/Bustleton - Bucks			Before															Add phase for Automated Speed
6001/BAT	118074	CON	Adjust		244					515,000	2,585,000							Enforcement (ASE) project. These state and local funds are additional to
Philadelphia			After		244					515,000	2,585,000							the TIP and STIP.
Before Total:	s					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Astions do not offect air quality
Adjustment To	tals					\$0	\$400,000	\$0			\$2,585,000	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Totals						\$0	\$400,000	\$0	\$0	\$515,000	\$2,585,000	\$0	\$0	\$0	\$0	\$0	\$0	

Administrative Act Statewide & D				Fund	I Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Lake Road West RR Xing			Before	RRX					300,000									
/290	118183	CON	Adjust	RRX		34,010												Increase to cover new agreement/estimate amount
Chester			After	RRX		34,010			300,000									agreement commute amount
Lake Road East RR Xing			Before	RRX					300,000									
/291	118184	CON	Adjust	RRX		63,532												Increase to cover new agreement/estimate amount
Chester			After	RRX		63,532			300,000									agreement estimate amount
RRX Reserve			Before	RRX		175,500									321,000			
/	98255	CON	Adjust	RRX		(97,542)												STWD RRX Reserve used as source of funds to maintain fiscal constraint.
Central Office			After	RRX		77,958									321,000			or range to marriage node constraint
	Before '	Totals				\$175,500	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$321,000	\$0	\$0	Actions do not affect air quality
A	djustme					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After T	otals				\$175,500	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$321,000	\$0	\$0	

Administrative Act Interstat		141877)		Fund	і Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030		F	FY 2031			FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase	Amts	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			Before	NHPP	581	13,928,028	5,741,93	0	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		
Interstate Contingency			Before	BRIP	185	3,586,010	6,028,01	3	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		
,	75891	CON	Adjust	NHPP	581				(2,000,000)															(20,000,000)			(15,000,000)			(78,189,893)			Line Item used as funding source to
,	73031	CON	Adjust	BRIP	185																												maintain fiscal constraint
Central Office			After	NHPP	581	13,928,028	5,741,93	0	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		
Central Office			After	BRIP	185	3,586,010	6,028,01	3	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		
I-95: Tioga St to Wheatsheaf Ln			Before	NHPP																													
95/AF3	103557	UTL-TOLL	Adjust	NHPP					2,000,000																								Adding UTL phase to 2025 Program
Philadelphia			After	NHPP					2,000,000																								
I-95: Tioga St to Wheatsheaf Ln			Before	NHPP					48,814,729			43,379,647			36,370,542			41,991,644			45,443,438			19,814,729									
95/AF3	103557	CON-TOLI	Adjust	NHPP																				20,000,000			15,000,000			78,189,893			CON cost increase. EST Let Date 12/4/2025.
Philadelphia			After	NHPP					48,814,729			43,379,647			36,370,542			41,991,644			45,443,438			39,814,729			15,000,000			78,189,893			
	Before To					\$17,514,038	\$11,769,94	3 \$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
	Adjustment					\$0		0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After To	tals				\$17,514,038	\$11,769,94	3 \$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		:1419910)		Fund	Туре	FF	Y 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP		33,456,799			17,407,288			36,904,151			439,941			
/	75891	CON	Adjust	NHPP		(33,456,799)						12,000,000			21,456,799			Line Item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP					17,407,288			48,904,151			21,896,740			
I-95: Betsy Ross MainIn NB(C)			Before	NHPP		22,104,811			10,000,000			30,000,000			30,000,000			
95/BR3	79905	CON	Adjust	NHPP		33,456,799						(12,000,000)			(21,456,799)			Advancing Funds to FFY 2025 to cover AC.
Philadelphia			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	Astiona do not offect air quality	
A	Adjustment Totals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
	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 Interstate & I		(001)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP	581	31,900,000	241,930		36,832,204	2,083,798		24,844,517	2,100,246		45,439,941	13,757,144		
/	75891	CON	Adjust	NHPP	581	16,000,000			(16,000,000)									Line Item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP	581	47,900,000	241,930		20,832,204	2,083,798		24,844,517	2,100,246		45,439,941	13,757,144		mamam nood constraint.
I-76 Flex Lane WB: US 1-Belmont Ave			Before	NHPP		11,000,000												
76/FL3	116839	FD	Adjust	NHPP		(11,000,000)			11,000,000									Cashflow due to funds not obligating in FFY 2025.
Montgomery			After	NHPP					11,000,000									111 2020.
I-76 Flex Lane WB: US 1-Belmont Ave			Before	NHPP		5,000,000												
76/FL3	116839	UTL	Adjust	NHPP		(5,000,000)			5,000,000									Cashflow due to funds not obligating in FFY 2025.
Montgomery			After	NHPP					5,000,000									111 2020.
Be	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
	Adjustment Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
Af	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)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(57.322)	19.732	143.928	106.338
			PR	OJECT MOI	DIFICATIONS				
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 41 and Deptford			BEFORE		0.000	1.400	0.000	0.000	1.400
Center Road	15302	DB# PHASE FUND BEFORE ROW NHPP AFTER BEFORE	Gloucester	0.000	(1.400)	0.000	0.000	(1.400)	
			AFTER]	ucester 0.000 (1.400) 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000		0.000		
Route 41 and Deptford			BEFORE		0.000	0.000	0.000	32 143.928 26 FFY 27 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 26 FFY 27	0.000
Center Road	15302	ROW	STBGP-PHILA	Gloucester	0.000	2.297	0.000	0.000	2.297
			AFTER		0.000	2.297	0.000	2 143.928 6 FFY 27 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 0 0.000 6 FFY 27	2.297
Total					0.000	0.897	0.000	0.000	0.897
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(58.219)	19.732	143.928	105.441

		F	ISCAL CONSTRA	INT BANK	REFORE MO	DIFICATIONS	3		
		<u> </u>	TOTAL CONTINA	WIT DANK	DEI OILE IIIO	I	<u>, </u>	Г	
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(58.219)	19.732	143.928	105.441
			PR	OJECT MOD	DIFICATIONS	3			
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Route 30, Cooper Street to			BEFORE		0.000	28.050	0.000	0.000	28.050
Grove Street	15375	CON	NHPP	Camden	0.000	5.000	FFY 26 FFY 27 19.732 143.928 FFY 26 FFY 27 0.000 0.000 0.000 0.000 0.000 0.000 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 CONSTR	AINT BANK	AFTER MOI	DIFICATIONS			
FUNDING SOURCE		FUND	ING 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)

		_	TOO AL CONOTRA	INT DANK	DEFORE NO	DIFICATION							
		-	ISCAL CONSTRA	AIN I BANK	BEFORE MO	DIFICATIONS	5						
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27				
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000				
			PR	OJECT MOI	DIFICATIONS								
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27				
Safe Routes to School			BEFORE		0.000	7.587	0.000	0.000	7.587				
Program	99358	ERC	TA-FLEX	Various	0.000	(2.201)	0.000	0.000	(2.201)				
			AFTER		0.000	5.386	0.000	0.000	5.386				
Safe Routes to School			BEFORE		0.000	0.000	0.000	5.000 FFY 27 0.000 0.000 0.000 0.000 0.000 0.000	0.000				
Program	99358	ERC	TA-NY/NWK	Various	0.000	2.201	0.000	0.000	2.201				
			AFTER		0.000	2.201	0.000	26 FFY 27 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 7 26 FFY 27	2.201				
Total					0.000	0.000	0.000	0.000	0.000				
			FISCAL CONSTR	AINT BANK	AFTER MOI	DIFICATIONS							
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27				
NET- FEDERAL													

		F	ISCAL CONSTRA	AINT BANK	BEFORE MO	DIFICATIONS	3				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000		
			PR	OJECT MOD	DIFICATIONS						
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
Safe Routes to School			BEFORE		0.000	0.000	0.000	0.000	0.000		
Program	99358	ERC	TA-B5K50K	Various	0.000	0.695	0.000	0.000	0.695		
			AFTER		0.000	0.695	0.000	0.000			
Total					0.000	0.695	0.000	0.000	0.695		
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS					
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
NET- FEDERAL											

^{...} 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)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
			PRO	OJECT MOD	DIFICATIONS				
PROJECT NAME	FFY 26	FFY 27	FFY 24-27						
Safety Programs			BEFORE		0.000	0.000	0.000	0.000	0.000
Calcity 1 Tograms	19370	ERC	STBGP-FLEX	Various	0.000	2.316	0.000	0.000	2.316
			AFTER		0.000	2.316	0.000	0.000	2.316
Releases From Prior Year			BEFORE		0.000	2.316	00 0.000 0.000 16 0.000 0.000 16 0.000 0.000 16 0.000 0.000 16 0.000 0.000 16 0.000 0.000 00 0.000 0.000	2.316	
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(2.316)	0.000	0.000	(2.316)
			AFTER		0.000	0.000	0.000	FFY 26 FFY 27 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 FFY 26 FFY 27	0.000
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

		_									
		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
NET- FEDERAL					2.218	(12.218)	5.000	5.000	0.000		
			PRO	OJECT MOD	DIFICATIONS						
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
Job Order Contracting			BEFORE		0.000	0.000	0.000	0.000	0.000		
Infrastructure Repairs, Statewide	13305	EC	STBGP-FLEX	Various	0.000	5.000	0.000	0.000	5.000		
Statowias			AFTER		0.000 5.000 0.000 0.000 0.000 5.000 0.000 0.000 0.000 5.000 0.000 0.000	5.000					
Releases From Prior Year			BEFORE		0.000	5.000	0.000	0.000	5.000		
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(5.000)	0.000	0.000	(5.000)		
			AFTER		0.000	0.000	0.000	0 5.000 26 FFY 27 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000 00 0.000	0.000		
Total					0.000	0.000	0.000	0.000	0.000		
			FISCAL CONSTRA	AINT BANK	AFTER MOD	DIFICATIONS					
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
NET- FEDERAL											

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000	
			PRO	OJECT MOI	DIFICATIONS					
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Job Order Contracting			BEFORE		0.000	8.250	0.000	0.000	8.250	
Job Order Contracting Infrastructure Repairs, Statewide	13305	EC	NHPP	Various	0.000	(0.729)	0.000	0.000	(0.729)	
Otatowido	AF BE	AFTER		0.000	7.521	0.000	0.000	7.521		
Job Order Contracting			BEFORE		0.000	5.000	0.000	0.000	5.000	
Infrastructure Repairs, Statewide	13305	EC	PROJECT MODIFICATIONS ASE FUND COUNTY FFY 24 FFY 25 FFY 26 F BEFORE 0.000 8.250 0.000 AFTER 0.000 (0.729) 0.000 AFTER 0.000 7.521 0.000 BEFORE 0.000 5.000 0.000 CS STBGP-FLEX Various 0.000 5.000 0.000 AFTER 0.000 10.000 0.000 BEFORE 0.000 4.271 0.000 AFTER 0.000 (4.271) 0.000 AFTER 0.000 0.000 0.000 FISCAL CONSTRAINT BANK AFTER MODIFICATIONS	0.000	5.000					
Otatowido			AFTER		0.000	10.000	0.000	0.000	10.000	
Releases From Prior Year			BEFORE		0.000	4.271	0.000 0.000 8.25 0.000 0.000 (0.72 0.000 0.000 7.52 0.000 0.000 5.00 0.000 0.000 5.00 0.000 0.000 10.00 0.000 0.000 4.27 0.000 0.000 (4.27 0.000 0.000 0.000 0.000 0.000 0.000	4.271		
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(4.271)	0.000	0.000	(4.271)	
			AFTER		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 0.000 0.000 0.000 (0.000 0.000 (0.000 0.000 (0.000	
Total					0.000	0.000	0.000	0.000	0.000	
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL 2.218 (7.618) 0.400 5.000 0.000										

^{...} 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)

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

Project Title	MPMS	Phase		Fund Type			FFY 2025	,		FFY 2026		Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	1
			Before	5307	1514	11,200	39,545	1,318	15,621	49,858	1,662	
			Before	5337	1514	36,893	0	0	39,017	0	0	1
			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	
Communication, Signals, &			Adjust	5337	1514	(33,693)	0	0	33,693	0	0	Administrative action to add prior
Technology	102571	CAP	Adjust	OTH	1514	0	0	0	0	0	0	year funding
Improvements			Adjust	n/a	1514	0	0	0	0	0	0	year randing
,					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	
			Before	5337	1514	58,281	11,681	389	30,793	12,434	414	
			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	
Capital Asset	59966	CAL	Adjust	CRRSAA	1514	0	0	0	0	0	0	Administrative action to add prior
Lease	00000	0,12	Adjust	State	1514	0	0	0	0	0	0	year funding
			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	

Before S307 1514 7,354 0 0 32,000 39,109 2,996			1	Deferre	5007	4544	7.054	0	_	00.000	00.400	۱ ۵۵۵۵	
Refore											39,109	2,996	
Pogram					-		-			9,651			
Before				-	-								
Refore													
Before SMART 1514 634 0 0 0 0 0 0 0 0 0									_				
Per													
Refore DISFUND 1514 0													
Refore N/a 1514 0 0 0 0 0 0 0 0 0							7,845						
Adjust 5307 1514 (7,354) 0 0 0 7,354 0 0 0 0				Before	DISFUND	1514	0	0	0	17,680			
Adjust 5337 1514 (16,000) 0 0 16,000 0 0 0 0 0 0 0 0 0				Before	n/a	1514	0	0	0	0	0	0	
Transit & Regional Rail Station Program				Adjust	5307	1514	(7,354)	0	0	7,354	0	0	
Transit & Regional Rail Station Program Transit & Rail Station Program Transit & Rail & Transit & Rail &				Adjust	5337	1514	(16,000)	0	0	16,000	0	0	
Transit & Regional Rail Station Program				Adjust	5339B	1514	0	0	0	0	0	0	
Rail Station Program 77183 FRC Adjust FRA ICR 1514 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				Adjust	FLEX	1514	0	0	0	6,500	0	0	
Program Program Adjust SMART 1514 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Transit & Regional			Adjust	ASAP	1514	(44,400)	0	0	44,400	0	0	A duration to American
Adjust SMART 1514 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rail Station	77183	ERC	Adjust	FRA ICR	1514	0	0	0	0	0	0	
Adjust DISFUND 1514 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Program			Adjust	SMART	1514	0	0	0	0	0	0	year funding
Adjust n/a 1514 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 FRAICR 1514 0 0 0 0 0 After SMART 1514 634 0 0 0 0 After OTH 1514 7,845 0 0 0 0 After DISFUND 1514				Adjust	OTH	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 0 0 After FLEX 1514 0 0 0 0 6,500 0 0 After ASAP 1514 11,650 0 0 44,400 0 0 0 After FRA ICR 1514 0 0 0 0 0 0 0 0 After SMART 1514 634 0 0 0 0 0 0 After OTH 1514 7,845 0 0 0 0 0 After DISFUND 1514 0 0 0 0 17,680 0 0				Adjust	DISFUND	1514	0	0	0	0	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 0 After FLEX 1514 0 0 0 0 6,500 0 0 After ASAP 1514 11,650 0 0 44,400 0 0 After FRAICR 1514 0 0 0 0 0 0 0 After SMART 1514 634 0 0 0 0 0 After OTH 1514 7,845 0 0 0 0 After DISFUND 1514 0 0 0 0 0 0				Adjust	n/a	1514	0	0	0	0	0	0	
After 5337 1514 0 41,113 1,370 25,651 0 0 After 5339B 1514 0 0 0 0 0 0 0 After FLEX 1514 0 0 0 0 6,500 0 0 After ASAP 1514 11,650 0 0 0 44,400 0 0 After FRA ICR 1514 0 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 0 17,680 0 0						Total Adjust	(67,754)	0	0	74,254	0	0	
After 5339B 1514 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				After	5307	1514	0	0	0	39,354	39,109	2,996	
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 0 After SMART 1514 634 0 0 0 0 0 0 After OTH 1514 7,845 0 0 0 0 0 After DISFUND 1514 0 0 0 0 17,680 0 0				After	5337	1514	0	41,113	1,370	25,651	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 0 17,680 0 0				After	5339B	1514	0	0	0	0	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	FLEX	1514	0	0	0	6,500	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	ASAP	1514	11,650	0	0	44,400	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				0			0	0	
After DISFUND 1514 0 0 0 17,680 0 0				After		1514	634	0	0	0	0	0	
After DISFUND 1514 0 0 0 17,680 0 0				After	ОТН	1514	7,845	0	0	0	0	0	
				After	DISFUND	1514		0	0	17,680	0	0	
				After	n/a			0			0	0	

			Before	5337	1514		0	0		0	0	
			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	
SEPTA Key	60611	ERC	Adjust	5307	1514	0	0	0	0	0	0	Administrative action to add prior
SEF IA Key	00011	ENC	Adjust	n/a	1514	0	0	0	0	0	0	year funding
					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	
			After	n/a	1514	0	0	0	0	0	0	
			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	
Bus Purchase	00510	PUR	Adjust	OTH	1514	0	0	0	0	0	0	Administrative action to add prior
Program	90512	PUR	Adjust	5339C	1514	0	0	0	0	0	0	year funding
			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	1
			After	5307	1514	0	0	0	0	0	0	1
			After	OTH	1514	0	0	0	0	0	0	1
			After	5339C	1514	0	0	0	0	0	0	1
			After	n/a	1514	0	0	0	0	0	0	

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			Before	5307	1514	59,920	35,166	3,854	36,203	45,529	1,596	
			Before	5305	1514	0	0	0				
			Before	5337	1514	51,847	0	0	24,565			
			Before	RAISE	1514	0	0	0				
			Before	5339	1514	1,760	0	0	1,805			
			Before	5339B	1514	0	0	0				
			Before	5339C	1514	0	0	0				
			Before	ARPA	1514	0	0	0				
			Before	RVR		183,210			133,950			
			Before	OTH	1514	92,155	0	0				
			Before	DISFUND	1514	0	0	0	96,079			
			Before	n/a	1514	0	0	0				
			Adjust	5307	1514	(32,000)	0	0	20,000	0	0	
			Adjust	5305	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(4,217)	0	0	4,217	0	0	
			Adjust	RAISE	1514	0	0	0	0	0	0	
			Adjust	5339	1514	(1,760)	0	0	(1,805)	0	0	
			Adjust	5339B	1514	0	0	0	0	0	0	.
Projects of	115472	ERC	Adjust	5339C	1514	0	0	0	0	0	0	Administrative action to add prior
Significance			Adjust	ARPA	1514	0	0	0	0	0	0	year funding
			Adjust	RVR	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	(37,977)	0	0	22,412	0	0	
			After	5307	1514	27,920	35,166	3,854	56,203	45,529	1,596	
			After	5305	1514	0	0	0	0	0	0	
			After	5337	1514	47,630	0	0	28,782	0	0	
			After	RAISE	1514	0	0	0	0	0	0	
			After	5339	1514	0	0	0	0	0	0	
			After	5339B	1514	0	0	0	0	0	0	
			After	5339C	1514	0	0	0	0	0	0	
			After	ARPA	1514	0	0	0	0	0	0	
			After	RVR	1514	183,210			133,950	0	0	
			After	OTH	1514	92,155	0	0	0	0	0	
			After	DISFUND	1514	0	0	0	96,079	0	0	
			After	n/a	1514	0	0	0	0	0	0	
-	•		•									

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

			Before	5307	1514	0	0	0	0	0	0	I
			Before	5337	1514	20,600	7,303	243	23,883	19,486	649	1
			Before	OTH	1514	0	0	0	20,000	10,400	040	i
			Before	n/a	1514	0	0	0				1
			Adjust	5307	1514	0	0	0	0	0	0	
			Adjust	5337	1514	(18,697)	0	0	18,697	0	0	Administrative action to add prior year funding
Bridge Program	95402	ERC	Adjust	OTH	1514	0	0	0	0	0	0	
			Adjust	n/a	1514	0	0	0	0	0	0	
					Total Adjust	(18,697)	0	0	18,697	0	0	1
			After	5307	1514	0	0	0	0	0	0	1
			After	5337	1514	1,903	7,303	243	42,580	19,486	649	1
			After	OTH	1514	0	0	0	0	0	0	1
			After	n/a	1514	0	0	0	0	0	0	1
			Before	5337	1514	0	581	19	0	0	0	
			Before	5307	1514	2,400	0	0	0	0	0	1
		ERC	Before	n/a	1514	0	0	0	0	0	0	Administrative action to add prior year funding
	73214		Adjust	5337	1514	0	0	0	0	0	0	
Ardmore			Adjust	5307	1514	(2,400)	0	0	2,400	0	0	
Transportation Center			Adjust	n/a	1514	0	0	0	0	0	0	
Center					Total Adjust	(2,400)	0	0	2,400	0	0	
			After	5337	1514	0	581	19	0	0	0	
			After	5307	1514	0	0	0	2,400	0	0	
			After	n/a	1514	0	0	0	0	0	0	
			Before	5337	1514	15,552	4,889	163	24,496	6,499	217	
			Before	5307	1514							1
			Before	OTH	1514							1
			Before	n/a	1514							1
			Adjust	5337	1514	(15,552)	0	0	15,552	0	0	
Substations and			Adjust	5307	1514	0	0	0	0	0	0	
Power Improvements	60651	ERC	Adjust	OTH	1514	0	0	0	0	0	0	Administrative action to add prior year funding
			Adjust	n/a	1514	0	0	0	0	0	0	year fulfullig
					Total Adjust	(15,552)	0	0	15,552	0	0	
			After	5337	1514	0	4,889	163	40,048	6,499	217]
			After	5307	1514	0	0	0	0	0	0	
			After	OTH	1514	0	0	0	0	0	0]
			After	n/a	1514	0	0	0	0	0	0	

			Б.	5007	4544	4.470	5.005	477	4.000	0.054	70	1																														
			Before	5307	1514	4,478	5,305	177	4,800	2,354	78																															
			Before	OTH	1514	0	0	0	0	0	0	-																														
			Before	n/a	1514	0	0	0	0	0	0																															
Resiliency and		ERC	Adjust	5307	1514	(4,478)	0	0	4,478	0	0																															
	121366		Adjust	OTH	1514	0	0	0	0	0	0	Administrative action to add prior year funding																														
			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																															
			Before	5307	1514	2,400	51,809	1,727	2,400	16,913	1,558																															
			Before	5337	1514	0	0	0	0	0	0																															
			Before	5339C	1514	50,000	0	0	47,720	0	0	Administrative action to add prior																														
			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																															
Maintenance &			Adjust	5339C	1514	(26,640)	0	0	32,280	0	0																															
Transportation	102569	ERC	Adjust	OTH	1514	0	0	0	0	0	0																															
Facilities			Adjust	DISFUND	1514	0	0	0	0	0	0	year funding.																														
			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	1					
			After	5337	1514	0	0	0	0	0	0	1																														
			After	5339C	1514	23,360	0	0	80,000	0	0	1																														
			After	ОТН	1514	0	0	0	0	0	0]																														
			After	DISFUND	1514	0	0	0	36,241	0	0	1																														
			After	n/a	1514	0	0	0	0	0	0																															
				Before		956,535	416,220	54,817	692,621	424,101	16,913																															
Summary of Changes			Adjust			(291,290)	0	0	333,430	0	0																															
· · · ·				After		660,767	350,573	54,817	1,028,529	424,101	16,913	1																														

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	rmational and Formal TIP Actions				First Four Years of the TIP (FY24–27)					Out Y	ears (FY2	8–33)			10-Yr			
Project Title/Local/Sponsor	DB#	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	Total	Remarks
DVDDC 5 to a Publish			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	
DVRPC, Future Projects Local Various			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	(0.195)	Administrative action to modify the TIP by decreasing the FFY25 ERC Phase by \$0.195 M STBGP-TRENTON from \$0.358 M STBGP-
various	D026	ERC	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		TRENTON to \$0.163 M STBGP-TRENTON.
CD COO (Novello Oldon Ann) All Od			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	
CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave Local			Adjust	STBGP-TRENTON	0.000	0.195		0.000	0.195	0.000	0.000	0.000				0.000	0.195	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-
Mercer	D2014	PE	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	0.000	0.195	TRENTON.
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			
	Total Adjust				0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Fiscal Constraint is maintained.
	Total After				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

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

Index of Transportation Acronyms, Codes, and Terminology

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

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

S – Denotes State Funding

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PROJECT PHASES	OF WORK (Continued)
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I KOOLO	1100E01111A0E0011110E0								
Acronym	Definition	Description							
PE	Preliminary Engineering	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for Pennsylvania transportation projects.							
PLS	Planning Study	Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.							
*PRD	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.							
**PR	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.							
*PUR	Purchase of Equipment	Involves the purchasing of equipment for Pennsylvania transportation projects.							
ROW	Right-of-Way Acquisition	Involves purchasing the land needed to build a project.							
**SWI	Statewide Investment	Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue							
UTL	Utilities	Utility relocation work associated with a project.							

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

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

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

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

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TRANSIT PROJECT FUNDING SOURCES

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

S – Denotes State Funding *Acronym

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
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.

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TRANSIT PROJECT FUNDING SOURCES

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

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

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

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



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