



RTC

REGIONAL TECHNICAL COMMITTEE

COMMONWEALTH OF PENNSYLVANIA:

BUCKS COUNTY | CHESTER COUNTY | DELAWARE COUNTY | MONTGOMERY COUNTY |
CITY of PHILADELPHIA | CITY of CHESTER

STATE OF NEW JERSEY:

BURLINGTON COUNTY | CAMDEN COUNTY | GLOUCESTER COUNTY | MERCER COUNTY |
CITY of CAMDEN | CITY of TRENTON

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Agenda

Tuesday, September 12, 2023 | 10am

HYBRID meeting:

https://dvrpc.zoom.us/webinar/register/WN_TzzdYHziRBuVUIAJEdP7g

Call to Order – Chair’s Comments

Deputy Executive Director’s Report

Public Comments on Agenda and Non-Agenda Items

ACTION ITEMS

1. **Highlights of the July 11, 2023 RTC Meeting**
2. **DVRPC Transportation Improvement Program (TIP) Actions**

Ethan Fogg, Capital Program Coordinator, will present. The dynamic nature of funding transportation improvements and the need to remain within financial constraint require amendments or modifications to the TIP on a regular basis. The following projects require formal TIP modifications or amendments this month for the FY2022 TIP for New Jersey and/or the FY2023 TIP for Pennsylvania.

- a) **PA23-73: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP**
- b) **PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add New Projects to Program**
- c) **PA23-75: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Add New Projects to Program**
- d) **PA23-76: Wyebrooke Road over East Brandywine Creek (MPMS #86280), Chester County – Add New Act 13 Bridge Project to the TIP**
- e) **PA23-77: Lincoln Highway Streetscape Project (MPMS #111761), Chester County – Add New Project to the TIP**
- f) **PA23-78: St. Peter’s Road Retaining Wall Project (MPMS #111572), Chester County – Add New Project to the TIP**
- g) **PA23-79: Route for Change Short-term MEGA Grant Safety Projects**

**Implementation: Transforming Philadelphia's Roosevelt Boulevard (US 1)
(Various MPMS #s), Philadelphia County – Add New Projects to the TIP**

3. Adoption of the Conformity Determination of the Amendments to the Connections 2050 Long-Range Plan and FY 2023 TIP for Pennsylvania and Draft FY2024 TIP for New Jersey

Sean Greene, DVRPC Manager, Office of Freight and Clean Transportation, will present. DVRPC is demonstrating conformity for amendments to the Connections 2050 Long-Range Plan (Plan) and the FY 2023 Transportation Improvement Program (TIP) for Pennsylvania and Draft FY 2024 TIP for New Jersey. This demonstration is necessitated by amendments of regionally significant projects to the Connections 2050 Plan and FY 2023 TIP for Pennsylvania as well as a new FY 2024 TIP for New Jersey. Staff will present the results of the Air Quality Conformity Determination and request that the RTC recommend that the DVRPC Board adopt the conformity findings at the September 28, 2023 DVRPC Board meeting.

4. Recommendation to the DVRPC Board that it adopt Amendment 2 to the Connections 2050 Plan for Greater Philadelphia, the region's Long-Range Plan, and revise the scope, funding, status, and/or timing of 16 major regional projects.

Jackie Davis, DVRPC Manager, Office of Long-Range Planning, will present. DVRPC has drafted a new amendment to the Connections 2050 Plan for Greater Philadelphia, necessitated by major changes to the scope, funding, status, and/or timing of various Major Regional Projects. This Amendment ensures the Plan remains aligned with the regional TIP and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan. This includes reversing one change listed in the draft for public comment. Staff will present the details of the Amendment and request that the RTC recommend that the DVRPC Board adopt the Amendment and revise the scope, funding, status, and/or timing of 16 major regional projects at the September 28, 2023 DVRPC Board meeting.

5. Adoption of the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27)NJTIP

Rick Murphy, Manager, Office of TIP Development and Maintenance, will present. A Transportation Improvement Program (TIP) is required by federal law and planning regulations for the metropolitan region to be eligible to receive and spend federal transportation funds. The MPO develops the TIP in cooperation with member governments, the state Department of Transportation, and transit operators, and must provide an opportunity for public input and comment. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the TIP. For the Draft DVRPC FY2024 TIP for New Jersey, staff will present a program overview, comments received during the public comment period, a proposed list of recommended changes to the draft program and will ask the RTC to recommend Board adoption of the Draft DVRPC FY2024 TIP for New Jersey with the recommended changes. The Draft TIP document is available online at www.dvrpc.org/TIP/Draft and in hardcopy at various public libraries and the DVRPC office.

6. DVRPC FY2024 Work Program Amendment: Add funding for the I-95 TDM work to project 24-70-300

Stacy Bartels, DVRPC Manager, Office of TDM Strategy and Marketing, will present. This project will add funding to the FY2024 Work Program for I-95 TDM work, allowing DVRPC to directly administer contracts for these ongoing activities on behalf of PennDOT District 6. DVRPC will issue the contract with three organizations: Clean Air Council, Delaware Co. TMA and TMA Bucks. This is a two-year project and this work will occur in FY24. (MPMS# 106654).

7. DVRPC FY2024 Work Program Amendment: Willow Grove Naval Air Station Redevelopment Traffic Study.

Matt Gates, DVRPC Associate Director, Travel Trends and Forecasts, will present. A Traffic Impact Assessment is underway to evaluate the operational effects of the proposed Willow Grove Naval Air Station Redevelopment on the surrounding arterial roadways. To support that effort, DVRPC's travel demand model will be used to forecast 2050 AM and PM peak hour intersection turning movements at approximately 20 locations surrounding the former Air Station.

8. DVRPC FY2024 Work Program Amendment: Phase II of Connectivity Options for US202 Section 200

Kelsey McElduff, Principal Transportation Engineer, will present. This project will continue and complete work begun in FY2023 to develop and evaluate alternatives for better connecting US202 with adjoining land uses in Chester County. The action proposed is an administrative action to carry forward unspent funds from the FY2023 UPWP to support completion of analysis and project deliverables during FY2024.

9. 2020 Adjusted Urban Area Update for New Jersey

Matt Gates, DVRPC Associate Director, Travel Trends and Forecasts, will present. The Census Bureau recently completed its update of Urbanized Areas based on the 2020 Census. Those boundaries serve as the starting point for FHWA's Adjusted Urban Area, which is used for several transportation planning and engineering purposes. DVRPC worked with NJDOT and Burlington, Camden, Gloucester, and Mercer Counties to develop the Adjusted Urban Area for NJ and will present the results.

DISCUSSION ITEMS

10. IIJA Update

An update on IIJA funding opportunities and coordination activities will be provided.

11. One Minute Reports

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

Old Business and New Business

12. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, October 10, 2023, planned for in person/hybrid.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION**REGIONAL TECHNICAL COMMITTEE****July 11, 2023 Meeting Highlights****This Meeting was held as a Webinar****1. Public Comment on Any Agenda and Non-Agenda Items**

No public comments were stated.

2. Highlights of the June 6, 2023 RTC Meeting

The highlights from the June 6, 2023 meeting of the RTC were presented for adoption.

Motion: *by Jim Mosca seconded by Tom Shaffer* that the RTC adopt the highlights of the June 6, 2023 RTC meeting.

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

RTC AGENDA ITEMS**2a. NJ22-140: Route 47, Bridge over Big Timber Creek (DB #11371), Various Counties – Add UTL Phase**

The RTC recommends:

Board approval of TIP Action NJ22-140, NJDOT's request that DVRPC amend the FY2022 TIP for New Jersey by adding a \$12.337 M BFP funded Utility (UTL) Phase in FY23 to the Route 47, Bridge over Big Timber Creek (DB #11371) project.

Motion: *by June Morton, seconded by Andrew Clark*, that the RTC recommend the Board approve the TIP action.

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

2b. NJ22-141: Bus Acquisition Program (DB #T111), NJ TRANSIT – Increase CAP Phase

The RTC recommends:

Board approval of TIP Action NJ22-141, NJ TRANSIT's request that DVRPC amend the FY2022 TIP for New Jersey by federalizing the formerly STATE-only funded Bus Acquisition Program (DB #T111), by adding \$0.874 M FTA SECT 5339 to the FY23 Capital Asset Construction (CAP) Phase.

Motion: by *June Morton*, seconded by *Kellie Bellina*, that the RTC recommend the Board approve the TIP action.

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

2c. PA23-56: Markley and Elm Street over Stony Creek (MPMS #118237), Montgomery County – Add New Breakout Project into the TIP

The RTC recommends:

Board approval of TIP Action PA23-56, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new breakout project into the TIP, Markley and Elm Streets over Stony Creek (MPMS #118237), for Construction (CON) in the amount of \$9,500,000 (FY24: \$5,720,000 State 581/ \$1,800,000 State 185; FY25: \$1,980,000 State 581).

Motion: by *Matt Edmond*, seconded by *Jonathan Korus*, that the RTC recommend the Board approve the TIP action.

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

2d. PA23-57: Chester and Delaware Counties ADA Ramps (MPMS #119558), Various Counties – Add New Project

The RTC recommends:

Board approval of TIP Action PA23-57, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Chester and Delaware Counties ADA Ramps (MPMS #119558) in the amount of \$600,000 CRPU/Toll Credit for DES in FY23 and \$7,000,000 for CON (\$3,411,000 in FY23 and \$3,589,000 in FY24).

2e. PA23-58: PART Bus Stop Amenities (MPMS #119908), PART – Add New Project and FLEX CRPU Funding

The RTC recommends:

Board approval of TIP Action PA23-58, PART's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, PART Bus Stop Amenities (MPMS #119908), for Construction (CON) in FY23 in the amount of \$850,000 CRPU; and to add the new project to MPMS #95739, Transportation Capital Improvements, of the Transit TIP, after the flexing of funds from FHWA to FTA has been completed and PART is ready to obligate funding and place it into a grant..

Actions Items 2d and 2e were presented together, the following motion applies to both items

Motion: by *Tom Shaffer*, seconded by *Brian Styche*, that the RTC recommend the Board approve the TIP actions.

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

2f. PA23-59: Capital Asset Lease (MPMS #59966), SEPTA – Decrease Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-59, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Capital Asset Construction (CAL) Phase of the Capital Asset Lease Program (MPMS #59966) by \$30,000,000 (\$24,000,000 Section 5337/\$5,806,000 State 1514/\$194,000 Loc) to meet program needs.

2g. PA23-60: Vehicle Overhaul Program (MPMS #60582), SEPTA – Decrease Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-60, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Capital Asset Construction (CAP) Phase of the Vehicle Overhaul Program (MPMS #60582) by \$24,530,000 (\$19,624,000 Section 5307/\$4,748,000 State 1514/\$158,000 Loc) to meet program needs.

2h. PA23-61: City Hall/15th Street Stations (MPMS #60335), SEPTA – Decrease Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-61, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Engineering/Right-of-Way/Construction (ERC) Phase of the City Hall/15th Street Stations project (MPMS #60335) by \$10,990,000 (\$10,636,000 State 1514/\$354,000 LOC) to meet program needs

Actions Items 2f, 2g and 2h were presented jointly, the following motion applies to all three items

Motion: by *Kellie Bellina*, seconded by *Matt Edmond*, that the RTC recommend the Board approve the TIP actions.

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

2i. PA23-62: SEPTA Key (MPMS #60611), SEPTA – Increase Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-62, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Engineering/Right-of-Way/Construction (ERC) Phase of SEPTA's Key Program (MPMS #60611) by \$9,120,000 (\$6,708,000 Section 5307/\$1,623,000 State 1514/\$789,000 LOC) to align funds with program needs.

2j. PA23-63: Debt Service (MPMS #60275), SEPTA – Increase Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-63, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Debt Service (DS) Phase of SEPTA's Debt Service Program (MPMS #60275) by \$10,953,000 (\$10,600,000 State 1514/\$353,000 LOC) to align funds with program needs.

2k. PA23-64: Regional Rail Car and Locomotive Acquisition (MPMS #60638), SEPTA – Increase Funding to the Program

The RTC recommends:

Board approval of TIP Action PA23-64, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Purchase of Equipment (PUR) Phase of the Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) by \$10,000,000

(\$8,000,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC) to align funds with program needs.

Actions Items 2i, 2j and 2k were presented jointly, the following motion applies to all three items

Motion: by *Thomas Schaffer*, seconded by *Jim Mosca*, that the RTC recommend the Board approve the TIP actions.

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

2l. PA23-65: Communication, Signals, and Technology Improvements (MPMS #102571), SEPTA – Increase Funding and Add New Project to the Program

The RTC recommends:

Board approval of TIP Action PA23-65, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Capital Asset Construction (CAP) Phase of SEPTA's Communication, Signals, and Technology Improvements Program (MPMS #102571) by \$40,050,000 (\$19,113,000 Section 5337/\$2,427,000 Section 5307/\$5,211,000 State 1514/\$174,000 LOC), and adding the Regional Rail's VHF Radio upgrade to the TIP to align funds with program needs.

2m. PA23-66: Safety and Security Improvements (MPMS #107011), SEPTA – Increase Funding and Add New Projects to the Program

The RTC recommends:

Board approval of TIP Action PA23-66, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Engineering/Right of Way/Construction (ERC) Phase of SEPTA's Safety and Security Improvements program by \$17,407,000 (\$8,987,000 SECT 5307/\$2,174,000 State 1514/\$6,246,000 LOC) to meet program needs and to add the Fern Rock Transportation Center Pedestrian Access project to the program.

2n. PA23-67: Track Improvement Program (MPMS #102565), SEPTA – Increase Funding and Add New Projects to the Program

The RTC recommends:

Board approval of TIP Action PA23-67, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Capital Asset Construction (CAP) Phase of SEPTA's Track Improvement Program (MPMS #102565) by \$14,080,000 LOC to meet program needs and add the Norristown Line and Airport Freight Separation project, the Removal of Abandoned Trolley Tracks project, and the Coatesville Service Restoration project to the Program.

2o. PA23-68: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Increase Funding and Add New Projects to the Program

The RTC recommends:

Board approval of TIP Action PA23-68, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Engineering/Right of Way/Construction (ERC) Phase of SEPTA's Maintenance and Transportation Facilities program (MPMS #102569) by \$37,350,000 LOC to meet program needs and add three new projects to the program: Zero Emission Bus Fleet Transition Upgrades, 1234 Market Street State of Good Repair, and Facility Furnishings Program.

Actions Items 2l, 2m, 2n and 2o were presented jointly, the following motion applies to all four items

Motion: by *Kellie Bellina*, seconded by *Brian Styche*, that the RTC recommend the Board approve the TIP actions.

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

2p. PA23-69: I-95 PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement (MPMS #TBD), Bucks County - Add New Project

The RTC recommends:

Board approval of TIP Action PA23-69, PTC's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project into the TIP, I-95, PA Turnpike Interchange Stage 3, in the amount of \$11,300,000 using Turnpike (TPK) funding for Preliminary Engineering. The funding is broken down as follows between federal fiscal years 2023-2026: FY23: \$800,000; FY24: \$2,500,000; FY25: \$2,500,000; and FY26: \$5,500,000.

Motion: by *Rich Brahler*, seconded by *Ilene Lampitt*, that the RTC recommend the Board approve the TIP action.

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

3. DVRPC FY24 Work Program Amendment: Climate Pollution Reduction Grant (CPRG) Program

The RTC recommends:

Board approval to amend the FY 2024 Work Program to include the Climate Pollution Reduction Grant (CPRG) Program contingent upon DVRPC signing a cooperative agreement with EPA.

Motion: by *Ilene Lampitt*, seconded by *Kellie Bellina*, that the RTC recommend the amendment to the work program.

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

4. DVRPC FY24 Work Program Amendment: Regional Benchmarking Program

The RTC recommends:

Board approval to amend the FY2024 Work Program to include the Regional Energy Benchmarking Program Seed Fund, which has been awarded by the PA Department of Environmental Protection.

Motion: by *Tom Shaffer*, seconded by *Ilene Lampitt*, that the RTC recommend the Board approval of this project.

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

5. Transportation Performance Management (TPM) Transit Asset Management and Transit Safety Targets and Update

The RTC recommends:

that the DVRPC Board support the SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management and Safety targets and the transit agencies' efforts at achieving those targets.

Motion: *Motion revised by Matt Edmond*, seconded by *Kelley Yemen*, that the RTC recommends Board approval of the Transit Asset Management Targets and all Transit Safety targets with the exception of SEPTA's 2023 Fatalities target, which the RTC members requested more information on, and the transit agencies' efforts at achieving those targets.

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

The next scheduled meeting of the RTC is **Tuesday, September 12, 2023, planned for in person/hybrid.**

ATTENDANCE

Voting Members

NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Governor's Appointee
NJ Office for Planning Advocacy
PA Department of Community and Economic Development
PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Appointee
PA Governor's Policy Office
Bucks County
Burlington County
Camden County
Chester County
Delaware County
Gloucester County
Mercer County
Montgomery County
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia – OTIS
City of Camden
City of Chester
City of Trenton
Delaware River Port Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Southeastern PA Transportation Authority
Public Participation Task Force
Public Participation Task Force
Public Participation Task Force

Non-Voting Members

Delaware River Joint Toll Bridge Commission
Delaware Valley Goods Movement Task Force
Federal Highway Administration - NJ Division
Federal Highway Administration - PA Division
Federal Transit Administration - Region III

Representative

Andrew Clark
(not represented)
Keith Henderson
(not represented)
Donna Rendeiro
(not represented)
(not represented)
Jim Mosca
(not represented)
Jonathan Korus
Rich Brahler
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Tom Shaffer
(not represented)
Matthew Zochowski
Matt Edmond
David Kanthor
Nick Baker
Kelley Yemen
June Morton
Peter Rykard
Michael Kolber
(not represented)
Blanca Quinde
(not represented)
Kellie Bellina
Lee Wolfe
Bonita Cummings
Bill Matulewicz
Representative
(not represented)
(not represented)
Jason Simmons
(not represented)
(not represented)

Greater Philadelphia Chamber of Commerce
NJ Turnpike Authority
New Jersey TMAs
Pennsylvania TMAs

Pennsylvania Turnpike Commission
Phila Port
Pottstown Urban Transit
Select Greater Philadelphia
South Jersey Port Corporation
South Jersey Transportation Authority
Transportation Operations Task Force
US EPA - Region II
US EPA - Region III
US Department of Housing and Urban Development

Other Member Representatives and Guests

Montgomery County Planning Commission
Philadelphia Streets Department
Chester County Planning Commission
Guest
Guest
Guest
Guest
Guest
Guest
Guest
Guest
Guest
Guest
Guest
Guest

DVRPC Staff

Patty Elkis
Brad Lane
Alyssa Driscoll
Gina Myers
Shoshana Akins
Najah Jackson
Renee Wise
Jesse Buerk
Brooke Garcher
Ariella Maron
Mike Andrews

(not represented)
Rosemary Nivar
(not represented)
Jackie Baker Rollins
Tracy Barusevicius
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Matthew Popek
Nathan Powers
Patty Quinn
Jay Rioth
Joyce Brooks
Nathan Grace
Allison Banks
Olivia Jiang
Mark Raup
Mark Cassel
William Wilson
Suyra Jacob
Austin Mosby
Jake Gerardi
Parker Frohlich

Mike Boyer
Alyson Dressman
Travis Spotts
Liz Compitello
Rick Murphy
Ethan Fogg
Matt Gates
Michael Ruane
Jared Dobkin
Alison Hastings
Karin Morris
Brad Lane
Christopher Mulroy
Nadine Snyder
Lahy Amman
Tom Edinger
Glenn McnNichol
Sean Greene
Amani Bey
Jackie Davis
Brett Fusco
Ben Gruswitz
Van Doan
Betsy Mastaglio
Shawn Megill Legendre

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TIP ACTIONS

RTC | SEPTEMBER 2023



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www.dvrpc.org/TIP

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DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

TIP Actions for September 2023

The following projects require formal TIP modifications or amendments this month for the FY2022 TIP for New Jersey and/or the FY2023 TIP for Pennsylvania. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page. Towards the end of the package in a separate section is any additional supporting documentation as needed, such as request letters, financial constraint charts, maps, and any other information that may be helpful to you as you review this package.

- a) **PA23-73: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP**
- b) **PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add New Projects to Program**
- c) **PA23-75: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Add New Projects to Program**
- d) **PA23-76: Wyebrooke Road over East Brandywine Creek (MPMS #86280), Chester County – Add New Act 13 Bridge Project to the TIP**
- e) **PA23-77: Lincoln Highway Streetscape Project (MPMS #111761), Chester County – Add New Project to the TIP**
- f) **PA23-78: St. Peter’s Road Retaining Wall Project (MPMS #111572), Chester County – Add New Project to the TIP**
- g) **PA23-79: Route for Change Short-term MEGA Grant Safety Projects Implementation: Transforming Philadelphia’s Roosevelt Boulevard (US 1) (Various MPMS #s), Philadelphia County – Add New Projects to the TIP**

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, SEPTA, NJ TRANSIT AND DVRPC LOCAL ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION AT THE END OF THE PACKET IN THE “FISCAL CONSTRAINT CHARTS” SECTION.

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

2a. PA23-73: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2023 TIP for Pennsylvania. Three projects with a total amount of \$5,372,000 in State 411 funding will be added to the TIP for Construction in FY24. These funds are additional to the region and are outside the Core Funding distributions.

The following is the list of three new Statewide MTF air quality regionally significant projects awarded funding in the DVRPC region:

Delaware County

- Hillman Drive Extension (MPMS #118392) - \$1,089,000 State 411 to complete the remaining unfinished section of the loop road system surrounding the intersection of US Routes 1 and 202. Completion will mitigate operational issues including traffic and pedestrian safety, and traffic delays.

Montgomery County

- Collegeville Road Safety Improvement/Multiuse Trail (MPMS #118387) - \$2,933,000 State 411 to widen the State Route 29 and Collegeville Road intersection from a 2-lane to a 4-lane roadway, add turn lanes and

signalization/crosswalk at the Hopwood Rd intersection, and build a multiuse trail extension from the intersection to the Perkiomen Trail.

- Route 611 Improvements Willow Grove Interchange (MPMS #118389) - \$1,350,000 State 411 to widen the southbound State Route 611 ramp to the PA Turnpike from one lane to two lanes. Interchange improvements will mitigate traffic delays on the on ramp.

The Multimodal Transportation Fund (MTF) is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

Conformity Finding:

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

Cost and Source of Funds:

\$5,372,000 State 411

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the DVRPC Board approve TIP Action PA23-73, PennDOT's request that DVRPC accept the listed Multimodal Transportation Fund (MTF) projects, as well as their additional funds into the FY2023 TIP for Pennsylvania. Three projects with a total amount of \$5,372,000 State 411 funding will be added to the TIP for Construction in FY24:

Delaware County

Hillman Drive Extension (MPMS #118392) - \$1,089,000 State 411

Montgomery County

Collegeville Road Safety Improvement/Multiuse Trail (MPMS #118387) - \$2,933,000
State 411

Route 611 Improvements Willow Grove Interchange (MPMS #118389) - \$1,350,000
State 411

Staff Contact:

Travis Spotts

Attachments:

1. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-73

Delaware

MPMS# 118392 Hillman Drive Extension MTF

AQ Code 2030M

LIMITS:

Latitude: MUNICIPALITIES Chadds Ford Township

Longitude: Roadway New Capacity

PROJ MANG: AECOM/J. Fry

This project involves the extension of Hillman Drive to US 1 to complete the loop road around the US 1 and US 202 intersection.

Summary of Action:

Action to accept the MTF project, Hillman Drive Extension, as well as the project's additional funds, \$1,089,000 State 411 into the FY2023 TIP for Pennsylvania for construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
CON	411		1,089										
		0	1,089	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,089		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-73

Montgomery

MPMS# 118387 PA 29: Yerkes - Hopwood Road

AQ Code 2035M

LIMITS:

Latitude: MUNICIPALITIES Upper Providence Township

Longitude: Streetscape

PROJ MANG: AECOM/M. Weiss

The project will widen PA 29/Collegeville Rd from 2-lane to 4-lane roadway; will add turn lanes and signalization/crosswalk at the Hopwood Rd intersection, and will build a multiuse trail extension from the intersection to Perkiomen Trail.

Summary of Action:

Action to accept the MTF project, Collegeville Road Safety Improvement and Multiuse Trail as well as the project's additional funds, \$2,933,000 State 411 into the FY2023 TIP for Pennsylvania for construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411	2,933											
		0	2,933	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,933				Total FY2027-2030				Total FY2031-2034			
		2,933				0				0			

MPMS# 118389 PA Turnpike Willow Grove Interchange

AQ Code 2035M

LIMITS:

Latitude: MUNICIPALITIES Upper Moreland Township

Longitude: Roadway New Capacity

PROJ MANG: AECOM/E. Reagle

The project will widen the southbound PA 611 ramp to the PA Turnpike from one lane to two lanes

This project will be a local let, not through ECMS.

Summary of Action:

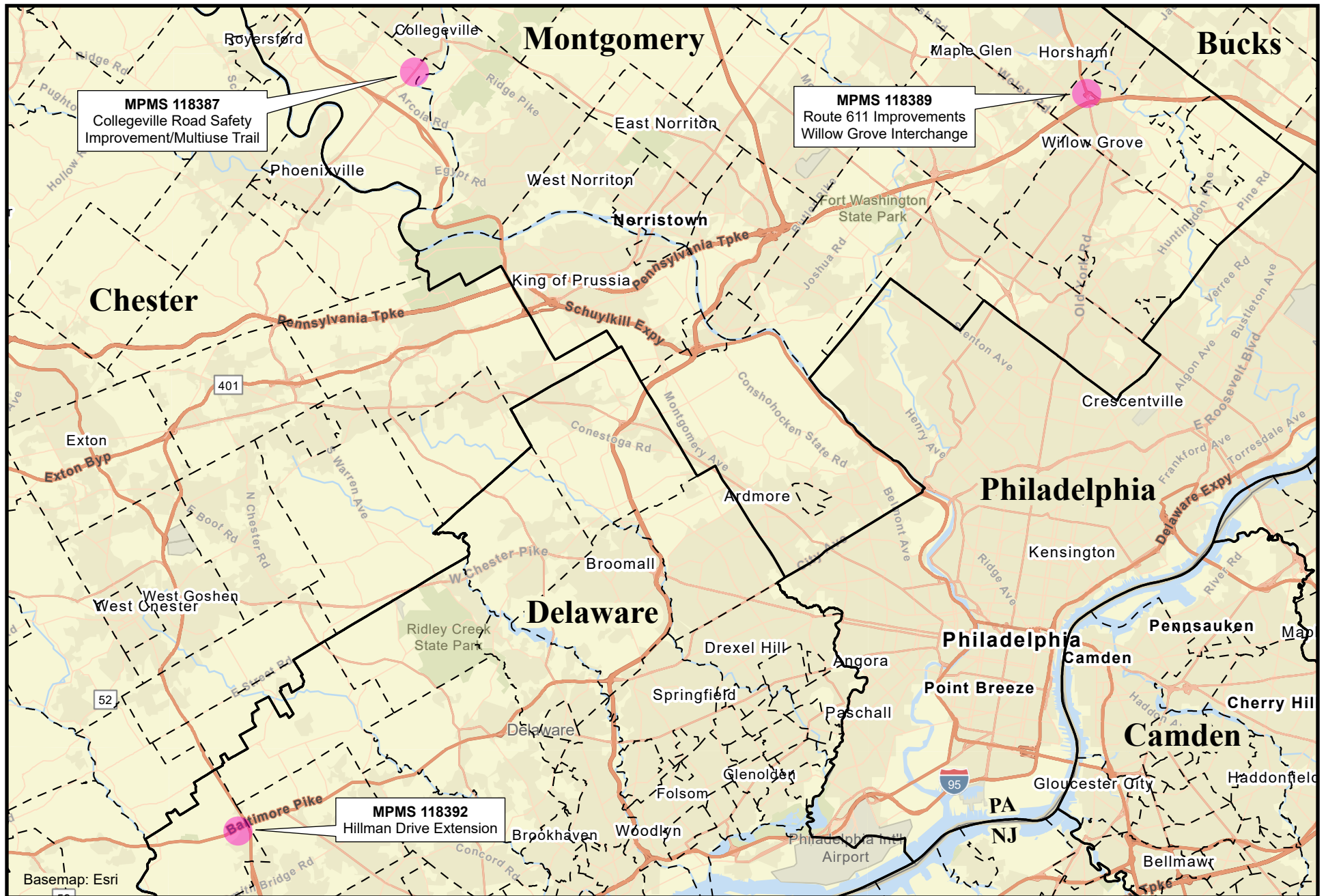
Action to accept the MTF project, Route 611 Improvements - Will Grove Interchange, as well as the project's additional funds, \$1,350,000 State 411 into the FY2023 TIP for Pennsylvania for construction in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	411	1,350											
		0	1,350	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,350				Total FY2027-2030				Total FY2031-2034			
		1,350				0				0			

PA23-73: Statewide Multimodal Transportation Fund Projects



ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

2b. PA23-74: Projects of Significance (MPMS #115472), SEPTA – Add Projects to Program

New

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Rebirth of Southwest Philadelphia Transportation Network project, to the Projects of Significance Program (MPMS #115472) in the amount of \$25,000,000 RAISE funding for the FY24 ERC phase; and adding the Regional Rail Master Plan Implementation project to the project description.

On June 28, 2023, the U.S. Department of Transportation announced a RAISE grant award for the SEPTA Rebirth of Southwest Philadelphia Transportation Network project. The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of roadway along the Route 36 corridor from 49th Street and Grays Avenue to 56th Street and Island Avenue. The Trolley Modernization project components include:

- Accessible stations
- Shelters and station amenities
- Real-time information

The Complete Streets Improvements project components include:

- Two-way cycle track
- Pedestrian safety enhancements
- Reconfigured intersections
- Gateway improvements
- Greening
- Public art

The total project cost will be \$125,000,000 with the RAISE award accounting for \$25,000,000 of project funds. SEPTA will provide a project match of \$80,000,000, which is already programmed within the Projects of Significance program. The City of Philadelphia will provide a project match of \$16,500,000 and may program funds for the project at a later time. The Philadelphia Industrial Development Corporation (PIDC) will provide a \$3,500,000 project match.

The Regional Rail Master Plan Implementation project provides funding for planning and design activities related to the Regional Rail Master Plan, which SEPTA will be publishing later this year. The Regional Rail Master plan includes a program of capital projects and operational changes that will transform SEPTA's regional rail from a peak-oriented commuter service to a fully accessible, more frequent, all-day transit system, including high-frequency, rapid transit services that is fully integrated with the larger SEPTA network.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

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:

\$25,000,000 RAISE

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-74, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Rebirth of Southwest Philadelphia Transportation Network project, to the Projects of Significance Program (MPMS #115472) in the amount of \$25,000,000 RAISE funding for the FY24 ERC phase; and adding the Regional Rail Master Plan Implementation project to the project description.

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-74

SEPTA

MPMS# 115472 *Projects of Significance*

AQ Code 2035M

LIMITS:

Latitude:

MUNICIPALITIES

Longitude:

Transit Improvements

PROJ MANG:

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, King of Prussia Rail and railcar replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution includes the following projects:

- Bus Network Enhancements Project - \$105M (FY 2022 – FY 2034 Property Acquisition, Design and Construction)
- South Philadelphia Transportation Center - \$12.25M (FY 2022 – FY 2026 Property Acquisition, Design and Construction)
- Wissahickon Transportation Center - \$37.64M (Prior Years – FY 2025 Construction)

King of Prussia Rail- 30% Non-CIG Share Funding Commitment - \$390M (FY 2021 – FY 2029 Design and Construction).

SEPTA's King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia. The project includes five ADA accessible stations and will provide a "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown.

The KOP Rail Project is currently proceeding towards 30 percent design. In October 2021, the Federal Transit Administration (FTA) officially approved entry of the project into the Project Development stage of its Capital Investment Grant (CIG) program. Project Development activities will add more design and engineering detail to KOP Rail and the five stations and supporting documentation, including a draft financial plan and evaluation of project delivery methods. The total project is currently estimated at \$2.08 billion dollars.

The Market-Frankford Line Vehicle Replacement - \$720M (FY 2021 – FY 2022 MFL Vehicle Design) (FY 2023 – FY 2029 Rail Vehicle Replacement)

This project will purchase modern trainsets to replace the aging Market-Frankford Line M-4 Railcars. Included within the budget of this project is vehicle specification development as well as signal system and other infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - \$250M (FY 2028 – FY 2034)

This project is for pursuing future procurement of regional rail cars to replace the Authority's aging Silverliner IV railcar fleet. The Silverliner IV railcar fleet was built between 1974 and 1976. This initial investment in the replacement of the aging fleet will ensure that service on Regional Rail continues to be safe and reliable.

Trolley Modernization \$1.15B (FY 2021 – FY 2025 Design and Initial Enhancements) (FY 2022 – FY 2032 Trolley Acquisition) (FY 2023 – FY 2029 Construction).

These capital funds allow SEPTA to advance early action trolley infrastructure design and construction for the Trolley Modernization program. The new ADA accessible vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.

The goals of the Trolley Modernization program are:

- Accessible Trolleys that are fast and easy to use
- A system in full compliance with the Americans with Disabilities Act including vehicles and stations
- Providing quick, reliable and higher capacity service
- A safe and improved customer experience
- This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities.

Specific activities to be addressed include the following:

- Property acquisition for the new accessible vehicle Facility/Facilities
- ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations
- Bridge enhancements to support the new vehicles
- Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation
- Develop modern station design standards and identify locations with public input and community engagement
- Study and advancement of end-of-line improvements
- Coordination with utilities and the City of Philadelphia
- Preliminary engineering and program management for overall project
- ADA Accessible vehicle acquisition.

8/30/2023

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-74

SEPTA

69th Street Transportation Center Comprehensive Plan Implementation - \$4M (FY 2022 - FY 2024 Design and Early Actions)
Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Rebirth of Southwest Philadelphia Transportation Network project, to the Projects of Significance Program (MPMS #115472) in the amount of \$25,000,000 RAISE funding for the FY24 ERC phase; and adding the Regional Rail Master Plan Implementation project to the project description.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5305	300											
ERC	5337	53,995											
ERC	5307	10,038											
ERC	ARPA	500											
ERC	1514	69,311											
ERC	OTH	46,411											
ERC	LOC	2,308											
ERC	5337		18,568										
ERC	1514		96,335										
ERC	OTH		94,892										
ERC	LOC		3,211										
ERC	5307			69,517									
ERC	5339			6,891									
ERC	5337			66,718									
ERC	1514			68,280									
ERC	OTH			58,330									
ERC	LOC			2,276									
ERC	5307				8,001								
ERC	5337				23,998								
ERC	1514				127,143								
ERC	LOC				4,233								
ERC	OTH				120,607								
ERC	5307					63,107							
ERC	1514					70,739							
ERC	LOC					2,355							
ERC	OTH					202,596							
ERC	1514						5,398						
ERC	OTH						200,000						
ERC	LOC						180						
ERC	5337							6,510					
ERC	1514							13,451					
ERC	LOC							448					
ERC	OTH							200,000					
ERC	1514								21,622				
ERC	OTH								200,000				
ERC	LOC								720				
ERC	OTH									171,143			
ERC	OTH										113,400		
ERC	1514											11,797	
ERC	OTH											91,522	

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-74

SEPTA

ERC	LOC											393	
ERC	5337												1,659
ERC	1514												401
ERC	LOC												13
ERC	OTH												93,981
		182,863	213,006	272,012	283,982	338,797	205,578	220,409	222,342	171,143	113,400	103,712	96,054
		Total FY2023-2026		951,863		Total FY2027-2030		987,126		Total FY2031-2034		484,309	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5305	300											
ERC	5307	10,038											
ERC	5337	53,995											
ERC	ARPA	500											
ERC	1514	69,311											
ERC	LOC	2,308											
ERC	OTH	46,411											
ERC	RAISE		25,000										
ERC	5337		18,568										
ERC	1514		96,335										
ERC	OTH		94,892										
ERC	LOC		3,211										
ERC	5307			69,517									
ERC	5339			6,891									
ERC	5337			66,718									
ERC	1514			68,280									
ERC	LOC			2,276									
ERC	OTH			58,330									
ERC	5307				8,001								
ERC	5337				23,998								
ERC	1514				127,143								
ERC	LOC				4,233								
ERC	OTH				120,607								
ERC	5307					63,107							
ERC	1514					70,739							
ERC	LOC					2,355							
ERC	OTH					202,596							
ERC	1514						5,398						
ERC	OTH						200,000						
ERC	LOC						180						
ERC	5337							6,510					
ERC	1514							13,451					
ERC	OTH							200,000					
ERC	LOC							448					
ERC	1514								21,622				
ERC	OTH								200,000				
ERC	LOC								720				
ERC	OTH									171,143			
ERC	OTH										113,400		

8/30/2023

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-74

SEPTA

ERC	1514											11,797	
ERC	OTH											91,522	
ERC	LOC											393	
ERC	5337												1,659
ERC	1514												401
ERC	LOC												13
ERC	OTH												93,981
		182,863	138,006	272,012	283,982	338,797	105,578	220,409	222,342	171,143	113,400	103,712	96,054
		Total FY2023-2026		976,863		Total FY2027-2030		987,126		Total FY2031-2034		484,309	



August 18, 2023

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of two amendments to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania to include two (2) new competitive grant awards.

On June 26, 2023, the Federal Transit Administration announced a grant award for the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency Project. The project includes the design and construction of upgraded power systems, modernized electrical infrastructure, and the install safety systems at all bus depots to support SEPTA's transition to ZEB's. SEPTA is requesting an amendment to FY 2024 of the Maintenance & Transportation Facilities Program (MPMS #102569) to add \$80M of Federal Low or No Emission Program (5339C) funding.

On June 28, 2023, the U.S. Department of Transportation announced a grant award for the SEPTA Rebirth of Southwest Philadelphia Transportation Network project. The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of roadway along the Route 36 corridor from 49th Street & Grays Avenue to 56th Street & Island Avenue. SETPA is requesting an amendment to the FY 2024 Projects of Significance (MPMS # 115472) to add \$25M of RAISE funding.

Additionally, SEPTA requests an administrative action to add the Regional Rail Master Plan Implementation project (FY 2024-ongoing) to MPMS #115472. The project listing was unintentionally omitted from SEPTA's July 2023 TIP action; however, the funding for the project (\$3M) was included in the July 2023 TIP action.

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Sincerely,

Brian McFadden
Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
J. Mosca - PennDOT

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

**2c. PA23-75: Maintenance and Transportation Facilities (MPMS #102569),
– Add New Project to Program**

SEPTA

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, to the Maintenance and Transportation Facilities Program (MPMS #102569). The total cost estimate for the project is \$100,000,000 (\$80,000,000 5339C/\$20,000,000 LOC). SEPTA is requesting to add the \$80,000,000 5339C funding, which are additional funds to the region, to the TIP. The \$20,000,000 local match is already accounted for in the program.

On June 26, 2023, the Federal Transit Administration announced a grant award for the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project. The project includes the design and construction of upgraded power systems, modernized electrical infrastructure, and the installation of safety systems at all bus depots to support SEPTA's transition to ZEB's. This project has a total project cost of \$100,000,000. The FTA grant will provide \$80,000,000 and SEPTA will provide \$20,000,000 local match, which is already accounted for in the program.

The Maintenance and Transportation Facilities program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and cleanup

activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

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:

\$100,000,000 (\$80,000,000 5339C/\$20,000,000 LOC)

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-75, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, to the Maintenance and Transportation Facilities Program (MPMS #102569). The total cost estimate for the project is \$100,000,000 (\$80,000,000 5339C/\$20,000,000 LOC). SEPTA is requesting to add the \$80,000,000 5339C funding, which are additional funds to the region, to the TIP. The \$20,000,000 local match is already accounted for in the program.

Staff Contact:

Travis Spotts

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-75

SEPTA

MPMS# 102569 *Maintenance & Transportation Facilities*

AQ Code M11 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.

Currently programmed projects include:

- Boiler Replacement Program - \$16.00M (FY 2027 - FY 2034)
- Bus Lift Program - \$8M (FY 2027 – FY 2034)
- Courtland Shop Improvements - \$22.50 (FY 2018 – FY 2022 Design) (FY 2023 – FY 2025 Construction)
- Environmental Cleanup - \$24.64M (Ongoing)
- Facilities Critical Infrastructure Program - \$43M (Ongoing)
- Frazer Rail Shop and Yard Upgrade* - \$139.00M (Prior Years – FY 2026)
- Frazer Transportation Building - \$25M (FY 2021 – FY 2023 Design) (FY 2025 – FY 2030 Construction)
- Garage/Shop Overhead Doors - \$7.50M (FY 2029 – FY 2034)
- Maintenance Shop Equipment Program - \$61M (Ongoing)
- Powelton Yard Facility Improvements - \$5.53M (Prior Years - FY2023)
- Steel Wheel Lift Program - \$12.32M (FY 2023 – FY 2034)
- Vehicle Washer Program - \$14M (FY 2025 - FY2028)
- Wheel Truing Program - \$10.5M (FY 2024 – FY 2034)
- Wyoming Complex Storm Water Retrofits - \$8.36M (FY2020 – FY2021 Design) (FY 2022- FY20234 Construction)
- Victory Shop and Storage - \$18.75M (FY 2023 – FY 2024 Design) (FY 2024 – FY 2026 Construction)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 – FY 2034)
- SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency Project - \$22.4M (FY 2023 - FY 2027)
- Midvale Depot Electric Bus Infrastructure Project - \$5.375 (FY 2023 - FY 2025)
- Zero Emissions Bus Fleet Transition Upgrades - \$28M (FY2024 - FY2028)
- 1234 Market Street State of Good Repair - \$10M (FY 2024 - 2032)
- Facilities Furnishings Program - \$7M (Ongoing)

*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced, and mechanical equipment will be replaced. The budget for this project is \$139 million.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, to the Maintenance and Transportation Facilities Program (MPMS #102569). The total cost estimate for the project is \$100,000,000 (\$80,000,000 5339C/\$20,000,000 LOC). SEPTA is requesting to add the \$80,000,000 5339C funding, which are additional funds to the region, to the TIP. The \$20,000,000 local match is already accounted for in the program.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5339(C)	26,700											
ERC	1514	14,657											
ERC	LOC	488											
ERC	OTH	11,544											
ERC	1514		19,738										
ERC	LOC		38,008										
ERC	OTH		14,544										
ERC	1514			22,282									
ERC	LOC			743									

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-75

SEPTA

ERC	OTH	25,427											
ERC	OTH		25,959										
ERC	1514			20,372									
ERC	LOC			679									
ERC	1514				26,818								
ERC	LOC				894								
ERC	1514					31,290							
ERC	LOC					1,042							
ERC	1514						30,314						
ERC	LOC						1,010						
ERC	1514							27,168					
ERC	LOC							905					
ERC	1514								32,045				
ERC	LOC								1,068				
ERC	1514									32,085			
ERC	LOC									1,069			
ERC	1514										32,126		
ERC	LOC										1,071		
		53,389	72,290	48,452	25,959	21,051	27,712	32,332	31,324	28,073	33,113	33,154	33,197
		Total FY2023-2026		200,090		Total FY2027-2030		112,419		Total FY2031-2034		127,537	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5339(C)	26,700											
ERC	1514	14,657											
ERC	LOC	488											
ERC	OTH	11,544											
ERC	5339(C)		80,000										
ERC	1514		19,738										
ERC	LOC		38,008										
ERC	OTH		14,544										
ERC	1514			22,282									
ERC	LOC			743									
ERC	OTH			25,427									
ERC	OTH				25,959								
ERC	1514					20,372							
ERC	LOC					679							
ERC	1514						26,818						
ERC	LOC						894						
ERC	1514							31,290					
ERC	LOC							1,042					
ERC	1514								30,314				
ERC	LOC								1,010				
ERC	1514									27,168			
ERC	LOC									905			
ERC	1514										32,045		
ERC	LOC										1,068		
ERC	1514											32,085	
ERC	LOC											1,069	
ERC	1514												32,126

9/1/2023

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-75

SEPTA

ERC	LOC									1,071			
		53,389	152,290	48,452	25,959	21,051	27,712	32,332	31,324	28,073	33,113	33,154	33,197
		Total FY2023-2026		280,090		Total FY2027-2030		112,419		Total FY2031-2034		127,537	



August 18, 2023

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of two amendments to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania to include two (2) new competitive grant awards.

On June 26, 2023, the Federal Transit Administration announced a grant award for the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency Project. The project includes the design and construction of upgraded power systems, modernized electrical infrastructure, and the install safety systems at all bus depots to support SEPTA's transition to ZEB's. SEPTA is requesting an amendment to FY 2024 of the Maintenance & Transportation Facilities Program (MPMS #102569) to add \$80M of Federal Low or No Emission Program (5339C) funding.

On June 28, 2023, the U.S. Department of Transportation announced a grant award for the SEPTA Rebirth of Southwest Philadelphia Transportation Network project. The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of roadway along the Route 36 corridor from 49th Street & Grays Avenue to 56th Street & Island Avenue. SETPA is requesting an amendment to the FY 2024 Projects of Significance (MPMS # 115472) to add \$25M of RAISE funding.

Additionally, SEPTA requests an administrative action to add the Regional Rail Master Plan Implementation project (FY 2024-ongoing) to MPMS #115472. The project listing was unintentionally omitted from SEPTA's July 2023 TIP action; however, the funding for the project (\$3M) was included in the July 2023 TIP action.

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Sincerely,

Brian McFadden
Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
J. Mosca - PennDOT

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE MEETING****SEPTEMBER 12, 2023****Agenda Item:****2d. PA23-76: Wyebrooke Road over East Brandywine Creek (MPMS #86280),
Chester County – Add New Act 13 Bridge Project to the TIP****Background/Analysis/Issues:**

Chester County has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Wyebrooke Road over East Brandywine Creek (MPMS #86280) in the amount of \$2,500,000 programmed as follows: \$175,000 ACT13 for the Preliminary Engineering (PE) Phase in FY24; \$175,000 ACT 13 for the PE Phase in FY25; \$200,000 ACT 13 for the Final Design (FD) Phase in FY25; \$25,000 ACT 13 for the Right-of-Way (ROW) Phase in FY25; \$150,000 ACT 13 for the FD Phase in FY26; \$25,000 ACT 13 for the Utility (UTL) Phase in FY26; \$500,000 (\$250,000 ACT 13/\$250,000 LOC) for the Construction (CON) Phase in FY26; and \$1,250,000 Local funding for the Construction (CON) Phase in FY27.

Chester County Bridge #143, Wybrooke Bridge, is a stone masonry arch bridge constructed in 1888 and partially rehabilitated in 1995 following collapse of a spandrel wall and a portion of one arch ring. Three arches span a total of 63 feet and support a 21 foot-6-inch-wide cart way that carries 290 vehicles a day of bi-directional traffic as counted in 2019. Bridge #143 is currently load posted at 10 tons, restricting truck traffic. During an inspection performed in April 2022, the superstructure was down rated from a 5 (fair) to a 4 (poor) condition rating. The down rating was due to the condition of the masonry which exhibited cracks and efflorescence throughout the barrel spans, spandrel walls, and arch rings. As of the April 2023 Interim inspection, the superstructure condition rating remains 4 (poor) due to voids in the barrels. The Substructure remained in poor condition (4) due to cracked, loose and missing mortar and voids throughout the piers and abutments. A condition code of 4 or less categorizes a bridge as structurally deficient. Failure to rehabilitate the bridge will

result in increasing traffic restrictions and eventual closure of this historically significant transportation link and local resource.

The creek channel is also in poor condition. The degradation of the channel is the result of large, vegetated sediment deposits downstream of the piers and Span 1 is filled with sediment so that no water flows through this span. Trees extend from the Pier 2 left upstream nose across the Span 3 opening. There is a need to restore proper channel flow during this rehabilitation activity and repair the scour that has occurred due to the blocked flow of the creek.

The Wyebrooke Bridge is eligible for inclusion on the National Register of Historic Places and ranks 5th in suitability for preservation out of 124 evaluated bridges in the PennDOT Engineering District 6-0 Stone Arch Bridge Management Plan, April 2008. The Stone Arch Maintenance Plan considers the bridge an excellent candidate for long term preservation because it is intact, carries a low volume of traffic, and is situated in an area of low development potential. Additionally, the bridge is considered locally and regionally important and garnered public support during development of the Stone Arch Plan. It is anticipated that the rehabilitation will enable the bridge to carry legal loads and greatly extend its service life. The rehabilitation will remove the structural deficiency and bring the bridge into a state of good repair.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

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:

\$2,500,000 (\$1,250,000 ACT 13/\$1,250,000 LOC)

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-76, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Wyebrooke Road over East Brandywine Creek (MPMS #86280) in the amount of \$2,500,000 programmed as follows: \$175,000 ACT 13 for the Preliminary Engineering (PE) Phase in FY24; \$175,000 ACT 13 for the PE Phase in FY25; \$200,000 ACT 13 for the Final Design (FD) Phase in FY25; \$25,000 ACT 13 for the Right-of-Way (ROW) Phase in FY25; \$150,000 ACT 13 for the FD Phase in FY26; \$25,000 ACT 13 for the Utility (UTL) Phase in FY26; \$500,000 (\$250,000 ACT 13/\$250,000 LOC) for the Construction (CON) Phase in FY26; and \$1,250,000 Local funding for the Construction (CON) Phase in FY27.

Staff Contact:

Travis Spotts

Attachments:

1. Chester County Write-up
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-76

Chester

MPMS# 86280 Wyebrook County Bridge No. 143 over East Brandywine Creek

AQ Code S19

LIMITS:

Latitude: MUNICIPALITIES West Nantmeal Township

Longitude: Bridge Repair/Replacement

PROJ MANG: TSS/Gannett/A. Harper

Chester County Bridge #143, Wybrooke Bridge, is a stone masonry arch bridge constructed in 1888 and partially rehabilitated in 1995 following collapse of a spandrel wall and a portion of one arch ring. Three arches span a total of 63 and support a 21-6 wide cartway that carries 290 vehicles a day of bi-directional traffic as counted in 2019. The 10 Ton restricted bridge is in poor condition due to cracking throughout the spandrels and arch barrels, outboard cracking between the barrels and arch rings, and scour at the piers with exposed footings.

The bridge is Scour Critical, Category B, with a Scour Critical Bridge Indicator of 3 Foundations determined to be unstable for assessed scour conditions, and as such, requires inspection after flood events.

The Wyebrooke Bridge is eligible for inclusion on the National Register of Historic Places and ranks 5th in suitability for preservation out of 124 evaluated bridges in the PennDOT Engineering District 6-0 Stone Arch Bridge Management Plan, April 2008.

The Stone Arch Maintenance Plan considers the bridge an excellent candidate for long term preservation because it is intact, carries a low volume of traffic, and is situated in an area of low development potential. Additionally, the bridge is considered locally and regionally important and garnered public support during development of the Stone Arch Plan. It is anticipated that the rehabilitation will enable the bridge to carry legal loads and greatly extend its service life.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Wyebrooke Road over East Brandywine Creek (MPMS #86280) in the amount of \$2,500,000 programmed as follows: \$175,000 ACT13 for the Preliminary Engineering (PE) Phase in FY24; \$175,000 ACT 13 for the PE Phase in FY25; \$200,000 ACT 13 for the Final Design (FD) Phase in FY25; \$25,000 ACT 13 for the Right-of-Way (ROW) Phase in FY25; \$150,000 ACT 13 for the FD Phase in FY26; \$25,000 ACT 13 for the Utility (UTL) Phase in FY26; \$500,000 (\$250,000 ACT 13/\$250,000 LOC) for the Construction (CON) Phase in FY26; and \$1,250,000 Local funding for the Construction (CON) Phase in FY27.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	ACT13		175										
PE	ACT13			175									
FD	ACT13			200									
FD	ACT13				150								
ROW	ACT13			25									
UTL	ACT13				25								
CON	ACT13				250								
CON	LOC				250								
CON	LOC					1,250							
		0	175	400	675	1,250	0	0	0	0	0	0	0
		Total FY2023-2026		1,250		Total FY2027-2030		1,250		Total FY2031-2034		0	

**COUNTY BRIDGE #143, WYBROOKE BRIDGE, CARRYING WYEBROOK ROAD OVER THE EAST BRANCH
BRANDYWINE CREEK**

IN WEST NANTMEAL TOWNSHIP



Chester County Bridge #143, Wybrooke Bridge, is a stone masonry arch bridge constructed in 1888 and partially rehabilitated in 1995 following collapse of a spandrel wall and a portion of one arch ring. Three arches span a total of 63' and support a 21'-6" wide cartway that carries 290 vehicles a day of bi-directional traffic as counted in 2019. The 10 Ton restricted bridge is in poor condition due to cracking throughout the spandrels and arch barrels, outboard cracking between the barrels and arch rings, and scour at the piers with exposed footings.

The bridge is Scour Critical, Category B, with a Scour Critical Bridge Indicator of "3 – Foundations determined to be unstable for assessed scour conditions", and as such, requires inspection after flood events."

The Wyebrooke Bridge is eligible for inclusion on the National Register of Historic Places and ranks 5th in suitability for preservation out of 124 evaluated bridges in the *PennDOT Engineering District 6-0 Stone Arch Bridge Management Plan*, April 2008.

The *Stone Arch Maintenance Plan* considers the bridge an excellent candidate for long term preservation because it is intact, carries a low volume of traffic, and is situated in an area of low development potential. Additionally, the bridge is considered locally and regionally important and garnered public support during development of the *Stone Arch Plan*. It is anticipated that the rehabilitation will enable the bridge to carry legal loads and greatly extend its service life.



BMS # 15 7015 0377 0143
Wyebrook Bridge
Wyebrook Road over East Branch of Brandywine Creek

LOCATION MAP



N.T.S.

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

2e. PA23-77: Lincoln Highway Streetscape Project (MPMS #111761), Chester County – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lincoln Highway Streetscape project (MPMS #111761) in the amount of \$1,331,000 (\$1,281,000 State e581/\$50,000 LOC), programmed as follows: \$90,000 for the Preliminary Engineering (PE) Phase in FY23; \$90,000 for the Final Design (FD) Phase in FY23; \$50,000 for the Utility (UTL) Phase in FY23; and \$1,101,000 for the Construction (CON) Phase in FY24. These are additional funds to the region.

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIIF(e581) funding previously.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$1,331,000 (\$1,281,000 State e581/\$50,000 LOC)

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-77, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lincoln Highway Streetscape project (MPMS #111761) in the amount of \$1,331,000 (\$1,281,000 State e581/\$50,000 LOC), programmed as follows: \$90,000 for the Preliminary Engineering (PE) Phase in FY23; \$90,000 for the Final Design (FD) Phase in FY23; \$50,000 for the Utility (UTL) Phase in FY23; and \$1,101,000 for the Construction (CON) Phase in FY24.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Statewide FCC #246
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-77

Chester

MPMS# 111761 *Lincoln Highway Streetscape Improvements*

AQ Code S18 **LIMITS:** First Avenue to 4th Street

Latitude: **MUNICIPALITIES** Coatesville City

Longitude: Streetscape

PROJ MANG: TSS/T. Stevenson

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIF(e581) funding previously.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Lincoln Highway Streetscape project (MPMS #111761) in the amount of \$1,331,000 (\$1,281,000 State e581/\$50,000 LOC), programmed as follows: \$90,000 for the Preliminary Engineering (PE) Phase in FY23; \$90,000 for the Final Design (FD) Phase in FY23; \$50,000 for the Utility (UTL) Phase in FY23; and \$1,101,000 for the Construction (CON) Phase in FY24. These are additional funds to the region.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>
PE	e581	90											
FD	e581	90											
UTL	LOC	50											
CON	e581		1,101										
		230	1,101	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,331		Total FY2027-2030				Total FY2031-2034			
						0				0			

Delaware Valley Regional Planning Commission

SUBJECT: Lincoln Highway Streetscape (Coatesville)

COUNTY Chester	FED.-AID SYSTEM..... NHS
S.R./SEC. 3070/DCA	PROGRAM STATUSN/A
A.D.T. 12,466	CAPITAL BUDGET Yes
TRUCK A.D.T..... 499 (5%)	OBL. PLANN/A
MPMS NUMBER 111761	EST LET DATE.....11/7/2024
LENGTH.....0.3 miles	OPEN TO TRAFFIC.....7/15/2025

DESCRIPTION/LOCATION:

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides the north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 & Lincoln Highway and the Third Street Streetscape and improve connectivity to the AMTRAK's Coatesville Train Station.

REQUEST:

Approve the addition of this project to the 2023-2026 program per the previous TIIF award.

TOTAL ESTIMATED COST:

Funding	PE	FD	UTL	ROW	CON	Total
Federal	\$0	\$0	\$0	\$0	\$0	\$0
State	\$90,000	\$90,000	\$0	\$0	\$1,101,158	\$1,281,158
Local	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total	\$90,000	\$90,000	\$50,000	\$0	\$1,101,158	\$1,331,158

PRELIMINARY DESIGN REQUESTED COST:

Funding	Programmed	Request	Net Change
Federal	\$0	\$0	\$0
State (e-581)	\$0	\$90,000	\$90,000
Local	\$0	\$0	\$0
Total	\$0	\$90,000	\$90,000

FINAL DESIGN REQUESTED COST:

Funding	Programmed	Request	Net Change
Federal	\$0	\$0	\$0
State (e-581)	\$0	\$90,000	\$90,000
Local	\$0	\$0	\$0
Total	\$0	\$90,000	\$90,000

CONSTRUCTION REQUESTED COST:

Funding	Programmed	Request	Net Change
Federal	\$0	\$0	\$0
State (e-581)	\$0	\$1,101,158	\$1,101,158
Local	\$0	\$0	\$0
Total	\$0	\$1,101,158	\$1,101,158

DISCUSSION:

1. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street.
2. This project was awarded TIIF funding previously.

FUNDING SOURCE:

1. This project was awarded TIIF funds per email from former Deputy Secretary Ritzman dated 8/2/2018.

OPTIONS:

1. Approve the funding request.
2. Defer the funding request to the 2025-2028 TIP Update
3. Inform the City that the TIIF award is being rescinded

RECOMMENDATION: [Arial, 12 pt, bold]

1. District 6-0 is recommending Option 1
2. Central Office is recommending Option 1.

Lincoln Highway Streetscape



ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE MEETING****SEPTEMBER 12, 2023****Agenda Item:****2f. PA23-78: St. Peter's Road Retaining Wall Project (MPMS #111572),
County – Add New Project to the TIP****Chester****Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, St. Peter's Road Retaining Wall Project (MPMS #111572) in the amount of \$5,500,000 State 581, programmed as follows: \$356,000 for the Preliminary Engineering (PE) Phase in FY23, \$330,000 for the Final Design (FD) Phase in FY24, \$72,000 for the Utility (UTL) Phase in FY25, \$72,000 for the Right-of-Way (ROW) Phase in FY25, and \$4,670,000 for the Construction (CON) Phase in FY26.

This project will address roadway structural deficiencies at 4041 St. Peters Road, 190 feet north of Rock Run Road, where half of the southbound lane is subsiding away from the roadbed for approximately 300 feet. The roadway is cut and benched into a hillside with steep slopes. The pavement currently exhibits longitudinal tension cracking along the inside curve of the southbound lane between the guiderail to more than halfway into the southbound lane. The southbound lane is closed and protected by a concrete barrier. Both directions of traffic use the northbound lane under stop/yield conditions.

The roadway continues to subside and is getting progressively more unsafe. The cause(s) of the failure have not been specifically determined yet; however, slope instability, poor drainage, general rock slope face weathering, and freeze-thaw cycles appear to be contributing factors. The roadway is not on the Federal Aid System, and thus far has had no alternative funding option other than PennDOT County Maintenance Funds.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

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:

\$5,500,000 State 581

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-78, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, St. Peter's Road Retaining Wall Project (MPMS #111572) in the amount of \$5,500,000 State 581, programmed as follows: \$356,000 for the Preliminary Engineering (PE) Phase in FY23, \$330,000 for the Final Design (FD) Phase in FY24, \$72,000 for the Utility (UTL) Phase in FY25, \$72,000 for the Right-of-Way (ROW) Phase in FY25, and \$4,670,000 for the Construction (CON) Phase in FY26.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Statewide FCC #238
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-78

Chester

MPMS# 111572 *St. Peter's Road Retaining Wall*

AQ Code S10

LIMITS:

Latitude: MUNICIPALITIES Warwick Township

Longitude: Roadway Rehabilitation

PROJ MANG: Gannett/M. Urban

This project will address roadway structural deficiencies at 4041 St. Peters Road, 190 feet north of Rock Run Road, where half of the southbound lane is subsiding away from the roadbed for approximately 300 feet. The roadway is cut and benched into a hillside with steep slopes. The pavement currently exhibits longitudinal tension cracking along the inside curve of the southbound lane between the guiderail to more than halfway into the southbound lane. The southbound lane is closed and protected by a concrete barrier. Both directions of traffic use the northbound lane under stop/yield conditions.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, St. Peter's Road Retaining Wall Project (MPMS #111572) in the amount of \$5,500,000 State 581, programmed as follows: \$356,000 for the Preliminary Engineering (PE) Phase in FY23, \$330,000 for the Final Design (FD) Phase in FY24, \$72,000 for the Utility (UTL) Phase in FY25, \$72,000 for the Right-of-Way (ROW) Phase in FY25, and \$4,670,000 for the Construction (CON) Phase in FY26.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	356											
FD	581		330										
ROW	581			72									
UTL	581			72									
CON	581				4,670								
		356	330	144	4,670	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,500		Total FY2027-2030				Total FY2031-2034			
						0				0			

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

**2g. PA23-79: Route for Change Short-term Mega Grant Safety Projects
Implementation: Transforming Philadelphia's Roosevelt Boulevard (US 1)
(Various MPMS #s), Philadelphia County – Add New Projects to the TIP**

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding two new projects into the TIP in the total amount of \$78,000,000 MEGA funding, the US 1: Broad Street – Adams Avenue (MPMS #119822) project, in the amount of \$33,300,000 for Construction in FY26; and the US 1: Adams Avenue - Old Lincoln Highway (MPMS #119836) project, in the amount of \$44,700,000 for Construction in FY26. The projects will be funded by the USDOT MEGA Grant Program (also known as the National Infrastructure Project Assistance program, a component of the Multimodal Project Discretionary Grant [MPDG] program), which supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. These funds are additional to the region and are outside the Core Funding distributions. PennDOT is also adding \$10 of regional federal STU funds to each project (\$20 total) at this time in order to process a 4232 that will allow PennDOT to establish an end date for the project so that the City of Philadelphia can begin their design and receive credit towards their local match. Discussions regarding adding matching City and PennDOT funds will take place during the FY2025 TIP update this fall.

Funding for these projects will allow the City of Philadelphia and PennDOT to construct vital safety improvements on the Boulevard from North Broad Street to the Philadelphia/Bucks County line, as identified in the Roosevelt Boulevard Route for Change study, a planning grant originally awarded funding under U.S. DOT's TIGER VI (Transportation Investment Generating Economic Recovery) program in September 2014. The construction improvements proposed for this Mega grant funded project are the product of an extensive, multi-year planning and engagement effort supported by the TIGER planning grant and will implement community-driven recommendations put forth in the Route for Change report. The project is located primarily in historically

disadvantaged communities and areas of persistent poverty, and seeks to achieve the MPDG program goals of proactively addressing equity and barriers to opportunity as well as improving safety, economic competitiveness, and sustainability. The proposed work in this project is focused on near-term safety improvements. The Roosevelt Boulevard study (MPMS #119480) and other studies related to long-term (2040 and beyond) transformation of the Roosevelt Boulevard corridor, including investigation of subway and other transit alternatives, are separate from this MEGA grant funded project.

The MEGA grant funded project proposes improvements at approximately 46 distinct locations, plus several corridor-wide treatments. Corridor wide and intersection improvements are generally described below.

- Traffic signal upgrades and modernization: Upgrade antiquated traffic signals to improve corridor reliability, install pedestrian countdown signal heads to alert people walking when to safely cross, and incorporate retroreflective backplates to improve the visibility of traffic signals to motorists. Upgrades also include increasing signal cycle lengths to 120 seconds at appropriate locations to reduce a four-stage crossing to a two-stage crossing of the Boulevard for people walking or riding a bike and optimize the signal timing to accommodate side street volumes.
- Intersection and Roadway Reconfigurations: Construct geometric treatments at intersections and high-risk locations. These treatments include eliminating unsafe traffic patterns and turning movements, modifying and improving appropriate crossover locations, extending curbs to shorten crossing distances for pedestrians, and realigning lane configurations and turn lanes to reduce confusion.
- Median barriers and pedestrian refuge islands: Install median barriers at appropriate locations to separate opposing traffic on a divided highway and reduce vehicle conflicts. Construct pedestrian refuge islands to protect people crossing the Boulevard.
- Corridor access management: Improve management of entry and exit points along the Boulevard. Decreasing the number of curb cuts and consolidating access points reduce confusion for people driving. It will also increase pedestrian safety because it reduces crossing distances.
- Accessibility, Pedestrian, and Bicycle Improvements: Improved accessibility for people of all ages and abilities, including those using wheelchairs or strollers. This will include upgrading curb ramps, improving sidewalk/pedestrian connections, and realigning crosswalks. Poor lighting conditions, obstructions, and horizontal or vertical roadway curvature reduce visibility at crosswalks along the Boulevard. The Route for Change Implementation project will install high-visibility crosswalks, lighting, signing, and pavement markings. The project will also implement landscape, streetscape, and ecological enhancements to provide transportation connectivity and a pleasant environment for roadway users. The project will also increase bicycle connections to the Boulevard, especially at transit stops.
- Transit Enhancements: Install Business Access and Transit (BAT) lanes in the outermost (local) lanes in each direction of the Boulevard to improve transit

services. Implement transit stop improvements to provide a safe, pleasant, and accessible stations for transit riders to wait for the bus.

The Route for Change Implementation project will improve the condition of a critical existing transportation facility by redesigning and reconstructing infrastructure along 12 miles of roadway, ensuring long-term resiliency. The Boulevard is identified in the City's Strategic Transportation Plan: Connect as a key corridor that needs improvements. It is also identified in the DVRPC's Long-Range Plan, *Connections 2050*. The proposed improvements will benefit all users, incorporate the latest design standards, and extend roadway service life through mode shift over time. The City and PennDOT acknowledge that the proposed project may add maintenance and operational cost to its system; however, these facility upgrades will improve the overall infrastructure condition of the network. The reduction in vehicle miles traveled due to an increase in other travel modes reduces future road maintenance costs along the surrounding roads.

Financial Constraint:

Financial constraint will be maintained as these MEGA grant funds are additional and external funds to DVRPC's Core funding. Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint charts provided by PennDOT show 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:

\$78,000,000 MEGA/\$20 STU

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-79, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania

by adding two new projects into the TIP in the total amount of \$78,000,000 MEGA, the US 1: Broad Street – Adams Avenue (MPMS #119822) project, in the amount of \$33,300,000 for Construction in FY26; and the US 1: Adams Avenue Old Lincoln Highway (MPMS #119836) project, in the amount of \$44,700,000 for Construction in FY26. The projects will be funded by the USDOT Mega Grant Program, These funds are additional to the region and are outside the Core Funding distributions. PennDOT is also adding \$10 of regional federal STU funds to each project (\$20 total) at this time in order to process a 4232 that will allow PennDOT to establish an end date for the project so that the City of Philadelphia can begin their design and receive credit towards their local match.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #089, and #90
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-79

Philadelphia

MPMS# 119822 US 1: Broad Street - Adams Avenue

AQ Code S6

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Signal/ITS Improvements

PROJ MANG: Gannett/A. Harper

Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue in the City of Philadelphia. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project into the TIP, US 1: Broad Street - Adams Avenue, in the amount of \$33,300,000 for Construction in FY26.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	MEGA				33,300								
		0	0	0	33,300	0	0	0	0	0	0	0	0
		Total FY2023-2026		33,300		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 119836 US 1: Adams Avenue - Old Lincoln Highway

AQ Code S6

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Signal/ITS Improvements

PROJ MANG: Gannett/A. Harper

Intersection improvements along US 1 from Adams Avenue to Old Lincoln Highway, City of Philadelphia, and Bensalem Township, Bucks County. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project into the TIP, US 1: Adams Avenue - Old Lincoln Highway, in the amount of \$44,700,000 for Construction in FY26.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	MEGA				44,700								
		0	0	0	44,700	0	0	0	0	0	0	0	0
		Total FY2023-2026		44,700		Total FY2027-2030		0		Total FY2031-2034		0	

PennDOT's Fiscal Constraint Charts (September 2023)

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR JULY 2023
(Chart #78)

Chart: 078

* Positive number denotes a surplus/Negative denotes a deficit																																			
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
MUNICIPAL BRDG LINE ITEM MONTGOMERY	102105	CON	Before	BOF	183	0	0	0	0	0	0	0	1,452,502	349,167	0	1,223,000	305,000	0	1,000,000	250,000	15,000,000	3,000,000	750,000	18,000,000	12,000,000	3,000,000	17,000,000	0	0	0	0	8,000,000	2,000,000	83,329,669	LINE ITEM
			Adjust	BOF	183	0	0	0	0	0	0	(1,452,502)	(349,167)	0	(1,223,000)	(305,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,329,669)		
			After	BOF	183	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	250,000	15,000,000	3,000,000	750,000	18,000,000	12,000,000	3,000,000	17,000,000	0	0	0	0	8,000,000	2,000,000	80,000,000	
COUNTY/CITY BRDG RESERV BUCKS SR,---,---	95447	CON	Before		183	0	0	0	0	932,800	232,700	0	1,291,000	322,000	0	1,455,000	363,000	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	43,369,500	LINE ITEM	
			Adjust		183	0	0	0	0	0	0	0	(13,958)	0	(284,498)	(71,875)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(370,331)		
			After		183	0	0	0	0	932,800	232,700	0	1,291,000	308,042	0	1,170,502	291,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	15,610,000	3,902,000	0	0	0	42,999,169		
HOWELVILLE BR O/ RR(C) CHESTER SR,7236,BRG	14363	FD	Before		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	RETRO-REIMBURSEMENT. PROJECT COMPLETED, TREDYFFRIN TOWNSHIP SEEKING REIMBURSEMENT.	
			Adjust		183	0	0	0	0	0	0	0	368,000	92,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460,000		
			After		183	0	0	0	0	0	0	0	368,000	92,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460,000		
HOWELVILLE BR O/ RR(C) CHESTER SR,7236,BRG	14363	UTL	Before		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	RETRO-REIMBURSEMENT. PROJECT COMPLETED, TREDYFFRIN TOWNSHIP SEEKING REIMBURSEMENT.	
			Adjust		183	0	0	0	0	0	0	0	224,000	56,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	280,000		
			After		183	0	0	0	0	0	0	0	224,000	56,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	280,000		
HOWELVILLE BR O/ RR(C) CHESTER SR,7236,BRG	14363	CON	Before		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	RETRO-REIMBURSEMENT. PROJECT COMPLETED, TREDYFFRIN TOWNSHIP SEEKING REIMBURSEMENT.	
			Adjust		183	0	0	0	0	0	0	0	860,502	215,125	0	1,507,498	376,875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,960,000		
			After		183	0	0	0	0	0	0	0	860,502	215,125	0	1,507,498	376,875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,960,000		
Before FFY Totals						0	0	0	0	932,800	232,700	0	2,743,502	671,167	0	2,678,000	668,000	0	1,934,000	483,000	15,000,000	11,158,000	2,789,000	18,000,000	18,318,000	4,579,000	17,000,000	15,610,000	3,902,000	0	8,000,000	2,000,000	126,699,169		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	0	0	0	932,800	232,700	0	2,743,502	671,167	0	2,678,000	668,000	0	1,934,000	483,000	15,000,000	11,158,000	2,789,000	18,000,000	18,318,000	4,579,000	17,000,000	15,610,000	3,902,000	0	8,000,000	2,000,000	126,699,169		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR JULY 2023
(Chart #79)

Chart: 079

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	40,000	0	459,832	102,000	210,000	2,638,677	245,000	250,000	2,524,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,070,000	0	0	9,022,509	LINE ITEM
			Adjust	STU	581	1,393,000	0	255,000	0	0	(210,000)	(250,000)	0	0	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(388,000)	0	0	550,000	
			After	STU	581	1,393,000	40,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900,000	3,436,000	176,000	807,000	0	194,000	896,000	316,000	194,000	807,000	1,098,890	334,000	318,970	9,477,860	LINE ITEM
			Adjust	STP	581	1,305,000	0	327,000	500,000	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	0	0	0	0	0	0	(100,000)	0	0	(388,000)	0	0	(356,000)	
			After	STP	581	1,305,000	0	327,000	500,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	9,121,860	
ALMSHOUSE AT JACKSONVILLE RD BUCKS SR,2089,ALM	110310	CON	Before	STP	TC	0	0	0	3,278,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,278,000	CASH FLOWING BASED ON CURRENT LET DATE
			Adjust	STP	TC	0	0	0	(3,278,000)	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	100,000	0	0	388,000	0	0	(790,000)	
			After	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	100,000	0	0	388,000	0	0	2,488,000	
ALMSHOUSE AT JACKSONVILLE RD BUCKS SR,2089,ALM	110310	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT LET DATE
			Adjust	STU	TC	0	0	0	0	0	0	250,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388,000	0	0	888,000	
			After	STU	TC	0	0	0	0	0	0	250,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388,000	0	0	888,000	
AMBLER BOROUGH STREET IMP(L) MONTGOMERY SR,----,AS2	74813	CON	Before	STU	TC	375,000	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	375,000	CASH FLOWING BASED ON CURRENT LET DATE
			Adjust	STU	TC	(375,000)	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	(375,000)	
			After	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AMBLER BOROUGH STREET IMP(L) MONTGOMERY SR,----,AS2	74813	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT LET DATE
			Adjust	STP	TC	0	0	0	386,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386,000	
			After	STP	TC	0	0	0	386,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386,000	
CITYWIDE ADA RAMPS 3 PHILADELPHIA SR,----,AD3	112527	FD	Before	STP	LOC	1,305,000	0	327,000	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	1,632,000	CASH FLOWING BASED ON ANTICIPATED FUNDING USE.
			Adjust	STP	LOC	(1,305,000)	0	(327,000)	1,344,000	0	336,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,000	
			After	STP	LOC	0	0	0	1,344,000	0	336,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CITYWIDE ADA RAMPS 4 PHILADELPHIA SR,----,AD4	116807	PE	Before	STU	LOC	1,018,000	0	255,000	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	1,273,000	CASH FLOWING BASED ON ANTICIPATED FUNDING USE.
			Adjust	STU	LOC	(1,018,000)	0	(255,000)	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	(1,273,000)	
			After	STU	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CITYWIDE ADA RAMPS 4 PHILADELPHIA SR,----,AD4	116807	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON ANTICIPATED FUNDING USE.
			Adjust	STP	LOC	0	0	0	1,048,000	0	262,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,310,000	
			After	STP	LOC	0	0	0	1,048,000	0	262,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,310,000	

Chart: 079

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,393,000	40,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	9,572,509	LINE ITEM
			Adjust	STU	581	(1,393,000)	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	(1,393,000)		
			After	STU	581	0	40,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	8,179,509	
ST P LINE ITEM BUCKS	79927	CON	Before	STP	581	1,305,000	0	327,000	500,000	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	9,121,860	LINE ITEM
			Adjust	STP	581	(773,000)	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	(773,000)		
			After	STP	581	532,000	0	327,000	500,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	
VICTORY AVE O/ SEPTA DELAWARE SR,2041,DSB	84269	FD	Before	BRIP	TC	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000	MOVING FUNDS FROM FD TO PE TO START THE DESIGN OF THE PROJECT.	
Adjust			BRIP	TC	0	0	0	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(250,000)			
After			BRIP	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		
VICTORY AVE O/ SEPTA DELAWARE SR,2041,DSB	84269	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MOVING FUNDS FROM FD TO PE TO START THE DESIGN OF THE PROJECT.	
Adjust			BRIP	TC	0	0	0	250,000	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		
After			BRIP	TC	0	0	0	250,000	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		
VICTORY AVE O/ SEPTA DELAWARE SR,2041,DSB	84269	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
Adjust			STU	TC	550,000	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	550,000		
After			STU	TC	550,000	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	550,000		
RIDLEY CR RD O/ BR RIDLEY CR DELAWARE SR,4003,DRC	118006	FD	Before	STP	TC	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000	MOVING FUNDS FROM FD TO PE TO START THE DESIGN OF THE PROJECT.	
Adjust			STP	TC	0	0	0	(250,000)	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)		
After			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		
RIDLEY CR RD O/ BR RIDLEY CR DELAWARE SR,4003,DRC	118006	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
Adjust			STP	TC	350,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000		
After			STP	TC	350,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000		
OLD ALLENTOWN RD O/ BR TOWAMENCIN CR MONTGOMERY SR,1001,DEM	117963	FD	Before	STP	TC	250,000	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	250,000	MOVING FUNDS FROM FD TO PE TO START THE DESIGN OF THE PROJECT.	
Adjust			STP	TC	(250,000)	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	(250,000)		
After			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		
OLD ALLENTOWN RD O/ BR TOWAMENCIN CR MONTGOMERY SR,1001,DEM	117963	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MOVING FUNDS FROM FD TO PE TO START THE DESIGN OF THE PROJECT.	
Adjust			STP	TC	250,000	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	250,000		
After			STP	TC	250,000	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	250,000		
CITYWIDE RESURF/RAMPS 107(C) PHILADELPHIA SR,----,107	108092	PE	Before	STU		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION.	
Adjust			STU		250,000	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	250,000		
After			STU		250,000	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	250,000		
US 422: W OF ROYERSFORD - W OF SANATOGA(C) MONTGOMERY	86924	CON	Before	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	PREVIOUSLY OBLIGATED TO COVER AUCS.	
Adjust			STP	TC	10,000	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	10,000		

* Positive number denotes a surplus/Negative denotes a deficit																																			
Administrative Action					Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
SR,0422,PM2			After	STP	TC	10,000	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	10,000			
US 202 & PA 179 ROUNDABOUT	118022	PE	Before	STU	TC	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	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
BUCKS			Adjust	STU	TC	355,000	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	355,000			
SR,0202,BSR			After	STU	TC	855,000	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	855,000			
PA 29 & PA 113	118031	PE	Before	STU	TC	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
MONTGOMERY			Adjust	STU	TC	238,000	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	238,000			
SR,0029,RHN			After	STU	TC	638,000	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	638,000			
PA 29 & PA 113	118031	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
MONTGOMERY			Adjust	STP	TC	413,000	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	413,000			
SR,0029,RHN			After	STP	TC	413,000	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	413,000			
Before FFY Totals						6,546,000	80,000	1,164,000	5,197,664	204,000	210,000	5,027,354	490,000	500,000	4,798,000	1,424,000	1,542,000	0	0	1,800,000	4,872,000	352,000	1,614,000	0	388,000	1,792,000	532,000	388,000	1,614,000	3,561,780	668,000	637,940	45,402,738	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.	
FFY Adjustment Totals						0	0	0	0	0	388,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388,000			
After FFY Totals						6,546,000	80,000	1,164,000	5,197,664	204,000	598,000	5,027,354	490,000	500,000	4,798,000	1,424,000	1,542,000	0	0	1,800,000	4,872,000	352,000	1,614,000	0	388,000	1,792,000	532,000	388,000	1,614,000	3,561,780	668,000	637,940	45,790,738		

MA ID#s 131470, 131473, 131474

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR JULY 2023
(Chart #80)

Chart: 080

* Positive number denotes a surplus/Negative denotes a deficit																																		
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	40,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	8,179,509	LINE ITEM
			Adjust	STU	581	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	190,000		
			After	STU	581	0	230,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	53,318	0	0	0	0	0	203,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257,318	LINE ITEM
			Adjust	NHPP	581	0	0	0	0	0	0	0	(200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(200,000)		
			After	NHPP	581	0	53,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,318	
HOLLAND @ BUCK RD O/ MILL CR	102272	ROW	Before		581	0	431,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431,000	CSAH FLOWING.	
BUCKS			Adjust		581	0	(190,000)	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000		
SR,0532,PH1			After		581	0	241,000	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	441,000		
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	230,000	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	8,369,509	LINE ITEM
			Adjust	STU	581	0	(230,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(230,000)		
			After	STU	581	0	0	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	8,139,509	
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	53,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,318	LINE ITEM
			Adjust	NHPP	581	0	(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	(50,000)		
			After	NHPP	581	0	3,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	7,318		
RIDGE/GERMANTOWN INTERSECTION RE- ALIGNMENT	102273	FD	Before		581	0	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	125,000	ADDITIONAL FUNDS NEEDED FOR OUT OF SCOPE UTILITY WORK AND ADDITIONAL ROW WORK.	
MONTGOMERY			Adjust		581	0	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90,000		
SR,4031,PH1			After		581	0	215,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215,000		
MAIN ST, 6TH ST & CSX CROSSING IMP	103217	FD	Before		581	0	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	150,000	ADDITIONAL FUNDS NECESSARY FOR COORDINATION WITH FRA GRANT FUNDING.
			DELAWARE	Adjust		581	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		
			SR,2005,383	After		581	0	340,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340,000		
Before FFY Totals						0	1,082,636	510,000	919,664	204,000	0	4,777,354	696,000	500,000	4,548,000	1,424,000	1,542,000	2,000	0	0	0	0	0	0	0	0	0	0	1,364,000	0	0	17,569,654		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						0	1,082,636	510,000	919,664	204,000	0	4,777,354	696,000	500,000	4,548,000	1,424,000	1,542,000	2,000	0	0	0	0	0	0	0	0	0	0	0	1,364,000	0	0	17,569,654	

MA ID#s 131486, 131488, 131490, 131492, 131493, 131494

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR JULY 2023
(Chart #81)

Chart: 081

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	550,000	0	0	500,000	0	0	2,000,000	0	0	3,100,000	LINE ITEM
			Adjust	BRIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(50,000)	0	0	(550,000)	0	0	(500,000)	0	0	(2,000,000)	0	0	(3,100,000)	
			After	BRIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	621,210	430,526	88,835	2,690,000	537,093	485,896	0	205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	162,030,565	LINE ITEM
			Adjust	BOF	185	0	1,160,000	0	0	159,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,319,000	
			After	BOF	185	621,210	1,590,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,349,565	
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	682,000	0	0	8,139,509	LINE ITEM
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(399,000)	0	0	(399,000)	
			After	STU	581	0	0	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	7,740,509	
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	3,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,318	LINE ITEM
			Adjust	NHPP	581	1,180,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,180,000	
			After	NHPP	581	1,180,000	3,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,187,318	
PA 663 @ ALLENTOWN(2 BR) BUCKS SR,0663,VY2	13440	CON	Before	NHPP	185	4,576,000	1,160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,736,000	TOLL CREDITING THE PHASE, AND CASH FLOWING BASED ON LET DATE	
			Adjust	NHPP	185	(1,180,000)	(1,160,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,340,000)		
			After	NHPP	TC	3,396,000	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	3,396,000	
PA 663 @ ALLENTOWN(2 BR) BUCKS SR,0663,VY2	13440	CON	Before	STU	185	0	0	0	699,000	159,000	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,858,000	TOLL CREDITING THE PHASE, AND CASH FLOWING BASED ON LET DATE	
			Adjust	STU	185	0	0	0	0	(159,000)	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	399,000	0	0	(760,000)		
			After	STU	TC	0	0	0	699,000	0	0	4,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	399,000	0	0	5,098,000	
PA 663 @ ALLENTOWN(2 BR) BUCKS SR,0663,VY2	13440	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOLL CREDITING THE PHASE, AND CASH FLOWING BASED ON LET DATE	
			Adjust	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	550,000	0	0	500,000	0	0	2,000,000	0	0	3,100,000		
			After	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	550,000	0	0	500,000	0	0	2,000,000	0	0	3,100,000		

Chart: 081

TIP MODIFICATIONS FOR JULY 2023
(Chart #81)

Administrative Action			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	1,180,000	3,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	1,187,318	LINE ITEM		
			Adjust	NHPP	581	(1,180,000)	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		(1,180,000)	
			After	NHPP	581	0	3,318	0	0	0	0	0	3,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0		7,318	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	621,210	1,590,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,349,565	LINE ITEM
			Adjust	BOF	185	0	(295,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(295,000)		
			After	BOF	185	621,210	1,295,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,054,565	
CITY AVE O/ SEPTA PHILADELPHIA SR,0001,PCS	17511	FD	Before	NHPP	185	0	0	0	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, SEPTA AND UTL COORDINATION FOR THE PROJECT HAS RESULTED IN ADDITIONAL DESIGN EFFORT TO INCORPORATE ADA RAMPS AND STAIR STRUCTURES, AND ALL OF THE UTL RELOCATIONS BEING REQUESTED.	
			Adjust	NHPP	185	400,000	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	500,000			
			After	NHPP	185	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000				
CITY AVE O/ SEPTA PHILADELPHIA SR,0001,PCS	17511	ROW	Before	NHPP	185	0	0	0	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, NEGOTIATIONS WITH PROPERTY OWNERS HAS RESULTED IN INCREASED COSTS FOR BOTH TEMPORARY AND PERMANENT ROW.	
			Adjust	NHPP	185	360,000	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000				
			After	NHPP	185	360,000	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000				
SKIPPACK PK O/ SKIPPACK CR MONTGOMERY SR,0073,MS2	92807	FD	Before	NHPP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
			Adjust	NHPP	185	300,000	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000			
			After	NHPP	185	300,000	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000				
SKIPPACK PK O/ SKIPPACK CR MONTGOMERY SR,0073,MS2	92807	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE TO AMEND THE APPROVED MOU AND FOR DCNR ACQUISITION.	
			Adjust	NHPP	185	120,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000				
			After	NHPP	185	120,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000				
Before FFY Totals						6,998,420	3,187,688	432,670	6,538,832	1,494,186	971,792	6,388,677	2,661,000	300,000	2,274,000	950,010	1,753,000	9,166,000	378,000	0	50,000	530,000	0	1,096,000	0	0	1,094,000	76,000	0	138,762,000	165,306,000	0	350,408,275	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						6,998,420	3,187,688	432,670	6,538,832	1,494,186	971,792	6,388,677	2,661,000	300,000	2,274,000	950,010	1,753,000	9,166,000	378,000	0	50,000	530,000	0	1,096,000	0	0	1,094,000	76,000	0	138,762,000	165,306,000	0	350,408,275	

MA ID#s

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #82)

Chart: 082

* Positive number denotes a surplus/Negative denotes a deficit																																			
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
S T U LINE ITEM	BUCKS	79980	CON	Before	STU	581	0	0	255,000	459,832	102,000	0	2,388,677	245,000	250,000	2,274,000	712,000	771,000	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	7,740,509	LINE ITEM	
				Adjust	STU	581	0	0	0	983,000	247,000	0	(1,020,000)	(233,000)	0	(506,000)	(127,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(656,000)			
				After	STU	581	0	0	255,000	1,442,832	349,000	0	1,368,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0		7,084,509
S T P LINE ITEM	BUCKS	79927	CON	Before	STP	581	532,000	0	327,000	500,000	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	8,348,860	LINE ITEM
				Adjust	STP	581	402,000	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	502,000		
				After	STP	581	934,000	100,000	327,000	500,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	
PA 41 & PA 841 IMPROVEMENTS	CHESTER	102708	FD	Before	STP	581	338,000	84,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	422,000	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED	
Adjust				STP	581	(338,000)	(84,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(422,000)			
After						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PA 41 & PA 841 IMPROVEMENTS	CHESTER	102708	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED	
Adjust				STU	581	0	0	0	0	0	0	447,000	89,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536,000		
After				STU	581	0	0	0	0	0	0	0	447,000	89,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536,000		
PA 41 & PA 841 IMPROVEMENTS	CHESTER	102708	UTL	Before	STP	581	64,000	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80,000	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED	
Adjust				STP	581	(64,000)	(16,000)	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	(80,000)		
After						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PA 41 & PA 841 IMPROVEMENTS	CHESTER	102708	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED	
Adjust				STU	581	0	0	0	0	0	0	67,000	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84,000		
After				STU	581	0	0	0	0	0	0	0	67,000	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84,000		
PA 41 & PA 841 IMPROVEMENTS	CHESTER	102708	ROW	Before	STU	581	0	0	0	983,000	247,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,230,000	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED	
Adjust				STU	581	0	0	0	(983,000)	(247,000)	0	506,000	127,000	0	506,000	127,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36,000		
After				STU	581	0	0	0	0	0	0	0	506,000	127,000	0	506,000	127,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,266,000		
S T U LINE ITEM	BUCKS	79980	CON	Before	STU	581	0	0	255,000	1,442,832	349,000	0	1,368,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	283,000	0	0	7,084,509	LINE ITEM		
				Adjust	STU	581	0	0	0	176,000	0	0	(176,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				After	STU	581	0	0	255,000	1,618,832	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0		0	
BRISTOL RD EXTENSION	BUCKS	12923	FD	Before	STU	TC	0	0	0	2,176,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,176,000	CASH FLOWING		
				Adjust	STU	TC	0	0	0	(176,000)	0	0	176,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After	STU	TC	0	0	0	2,000,000	0	0	176,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,176,000				

Chart: 082

* Positive number denotes a surplus/Negative denotes a deficit

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #82)

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
PA 41 & PA 926 ROUNDAABOUT	102709	CON	Before	STU	TC	2,307,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,307,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
CHESTER			Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,0041,926			After	STU	TC	2,307,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,307,000	
PA 41 & PA 926 ROUNDAABOUT	102709	CON	Before	SXF	TC	2,060,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,060,000	REDUCING THE PROGRAMMED AMOUNT OF SXF FUNDS TO SHOW THE ACTUAL AMOUNT OF FUNDS REMAINING. PA ID# 122		
CHESTER			Adjust	SXF	TC	(764,592)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(764,592)			
SR,0041,926			After	SXF	TC	1,295,408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,295,408			
S T U LINE ITEM	79980	CON	Before	STU	581	0	0	255,000	1,618,832	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	7,084,509	LINE ITEM	
BUCKS			Adjust	STU	581	0	0	0	(1,601,920)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,601,920)		
			After	STU	581	0	0	255,000	16,912	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	5,482,589		
S T P LINE ITEM	79927	CON	Before	STP	581	934,000	100,000	327,000	500,000	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	8,850,860	LINE ITEM
BUCKS			Adjust	STP	581	(934,000)	0	0	(500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,434,000)		
			After	STP	581	0	100,000	327,000	0	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	7,416,860
PA 41 & PA 926 ROUNDAABOUT	102709	CON	Before	STU	TC	2,307,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,307,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
CHESTER			Adjust	STU	TC	0	0	0	1,601,920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,601,920			
SR,0041,926			After	STU	TC	2,307,000	0	0	1,601,920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,908,920			
PA 41 & PA 926 ROUNDAABOUT	102709	CON	Before	SXF	TC	1,295,408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,295,408	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
CHESTER			Adjust	SXF	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	
SR,0041,926			After	SXF	TC	1,295,408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,295,408			
PA 41 & PA 926 ROUNDAABOUT	102709	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
CHESTER			Adjust	STP	TC	859,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,359,000			
SR,0041,926			After	STP	TC	859,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,359,000			
PA 41 & PA 926 ROUNDAABOUT	102709	FD	Before	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	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.		
CHESTER			Adjust	STP	TC	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000			
SR,0041,926			After	STP	TC	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000			
Before FFY Totals						9,837,408	200,000	1,419,000	7,680,496	1,047,000	0	4,950,031	269,000	750,000	5,810,000	1,882,000	2,313,000	0	0	1,800,000	2,872,000	352,000	1,614,000	0	388,000	1,792,000	432,000	388,000	1,614,000	2,270,780	668,000	637,940	50,986,655	TOTAL ADJUST IS DUE TO THE REDUCTION OF SXF FUNDS.
FFY Adjustment Totals						(764,592)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(764,592)			
After FFY Totals						9,072,816	200,000	1,419,000	7,680,496	1,047,000	0	4,950,031	269,000	750,000	5,810,000	1,882,000	2,313,000	0	0	1,800,000	2,872,000	352,000	1,614,000	0	388,000	1,792,000	432,000	388,000	1,614,000	2,270,780	668,000	637,940	50,222,063	

Non-zero amount is due to adjustment in SXF funding to reflect current available balance

MA ID#s

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #83)

Chart: 083

* Positive number denotes a surplus/negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	621,210	1,295,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,054,565	LINE ITEM
			Adjust	BOF	185	0	(183,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(183,000)		
			After	BOF	185	621,210	1,112,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	163,871,565	
PA 32 O/ TRIB DELAWARE RIVER	116892	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING CON FUNDS AS PROJECT TEAM WILL SOON BE SUBMITTING THE PS&E.	
BUCKS			Adjust	FFL	185	732,000	183,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915,000			
SR,0032,ID2			After	FFL	185	732,000	183,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915,000		
Before FFY Totals						621,210	1,295,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,054,565	TOTAL ADJUST IS DUE TO THE USE OF FFL FUNDS.
FFY Adjustment Totals						732,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	732,000			
After FFY Totals						1,353,210	1,295,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	164,786,565	

MA ID#s

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #84)

Chart: 084

* Positive number denotes a surplus/Negative denotes a deficit																																			
Administrative Action					Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	3,318	0	0	0	0	0	3,000	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	7,318	LINE ITEM	
			Adjust	NHPP	581	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
			After	NHPP	581	2,000,000	3,318	0	0	0	0	0	3,000	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,007,318		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	255,000	16,912	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,482,589	LINE ITEM
			Adjust	STU	581	149,000	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	149,000		
			After	STU	581	149,000	0	255,000	16,912	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,631,589	
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	100,000	327,000	0	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	7,416,860	LINE ITEM
			Adjust	STP	581	490,000	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	490,000		
			After	STP	581	490,000	100,000	327,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	7,906,860		
PA309- SELLERSVILLE BYPASS(PARENT)/C.1 BUCKS SR,0309,PM1	86923	CON	Before	NHPP		2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	FUNDS PROGRAMMED FOR AC CONVERSION. ALL FUNDS CONVERTED UNDER 2021 TIP. NO ADDITIONAL FUNDING NEEDED.		
			Adjust	NHPP		(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)			
			After	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
ADA RAMPS IN CENTER CITY PHILA PHILADELPHIA SR,3010,ADM	112463	FD	Before	STU	TC	149,000	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	149,000	FD PHASE NOT NEEDED. ALL DESIGN ACTIVITIES BEING DONE UNDER THE PE PHASE.	
			Adjust	STU	TC	(149,000)	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	(149,000)		
			After	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CITYWIDE ADA RAMPS 3 PHILADELPHIA SR,-----,AD3	112527	PE	Before	STP		490,000	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	490,000	FUNDS PROGRAMMED FOR AC CONVERSION. ALL FUNDS CONVERTED UNDER THE 2021 TIP.		
			Adjust	STP		(490,000)	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		(490,000)	
			After	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	
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	149,000	0	255,000	16,912	349,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,631,589	LINE ITEM	
			Adjust	STU	581	0	116,682	0	0	(116,682)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STU	581	149,000	116,682	255,000	16,912	232,318	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,631,589		
W BRIDGE ST O/ TRIB DELAWARE BUCKS SR,0032,BWB	104746	CON	Before		581	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	CASH FLOWING		
			Adjust		581	0	(116,682)	0	0	116,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
			After		581	0	383,318	0	0	116,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		500,000	

Chart: 084

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	2,000,000	3,318	0	0	0	0	0	3,000	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	2,007,318	LINE ITEM	
			Adjust	NHPP	581	(2,000,000)	(3,318)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,003,318)		
			After	NHPP	581	0	0	0	0	0	0	0	3,000	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	4,000		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	149,000	116,682	255,000	16,912	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,635,271	LINE ITEM
			Adjust	STU	581	(149,000)	(116,682)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(265,682)		
			After	STU	581	0	0	255,000	16,912	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	0	0	0	0	0	0	0	0	0	283,000	0	0	5,369,589	
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	490,000	100,000	327,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	7,906,860	LINE ITEM
			Adjust	STP	581	(490,000)	(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	(590,000)		
			After	STP	581	0	0	327,000	0	0	0	0	0	0	0	0	0	0	0	900,000	1,436,000	176,000	807,000	0	194,000	896,000	216,000	194,000	807,000	710,890	334,000	318,970	7,316,860	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	621,210	1,112,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	163,871,565	LINE ITEM
			Adjust	BOF	185	0	(377,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(377,000)		
			After	BOF	185	621,210	735,526	88,835	2,690,000	696,093	485,896	0	1,205,000	25,000	0	119,005	491,000	4,582,000	189,000	0	0	265,000	0	273,000	0	0	297,000	38,000	0	68,040,000	82,653,000	0	163,494,565	
202-510 MARKLEY ST SOUTH(C) MONTGOMERY SR,3020,510	80021	CON	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #3 DISTRICT AUC.	
			Adjust	NHPP	581	784,000	196,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	980,000		
			After	NHPP	581	784,000	196,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	980,000		
W GIRARD AVE O/CSX(C) PHILADELPHIA SR,0030,PGC	78764	CON	Before	NHPP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #6 DISTRICT AUC.	
			Adjust	NHPP	185	784,000	196,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	980,000		
			After	NHPP	185	784,000	196,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	980,000		
W GIRARD AVE O/CSX(C) PHILADELPHIA SR,0030,PGC	78764	UTL	Before	NHPP		0	0	0	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 AC CONVERSION TO ADDRESS DISTRICT AUC.	
			Adjust	NHPP		250,000	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	250,000		
			After	NHPP		250,000	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	250,000		
CHESTNUT ST @ 30TH ST O/SCHUYLKILL(C) PHILADELPHIA SR,0003,CH1	17816	CON	Before	NHPP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #6 DISTRICT AUC.	
			Adjust	NHPP	185	182,000	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	363,000		
			After	NHPP	185	182,000	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	363,000		
CHESTNUT ST @ 30TH ST O/SCHUYLKILL(C) PHILADELPHIA SR,0003,CH1	17816	CON	Before	STP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #6 DISTRICT AUC.	
			Adjust	STP	185	490,000	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	490,000		
			After	STP	185	490,000	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	490,000		
CHESTNUT ST @ 30TH ST O/SCHUYLKILL(C) PHILADELPHIA SR,0003,CH1	17816	CON	Before	STU	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #6 DISTRICT AUC.	
			Adjust	STU	185	51,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51,000		
			After	STU	185	51,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51,000		
EDGE HILL RD & TYSON AVE(C) MONTGOMERY SR,2034,MG1	57865	CON	Before	STU	581	275,000	69,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344,000	ADDING FUNDS TO ADDRESS AUC SO THE PROJECT CAN BE CLOSED OUT.	
			Adjust	STU	581	98,000	24,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122,000		
			After	STU	581	373,000	93,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	466,000		
Before FFY Totals						6,323,210	2,004,844	1,507,835	2,740,736	1,630,093	485,896	3,578,031	1,247,000	775,000	5,304,000	1,874,005	2,804,000	4,584,000	189,000	1,800,000	2,872,000	617,000	1,614,000	273,000	388,000	1,792,000	729,000	426,000	1,614,000	70,310,780	83,321,000	637,940	201,442,370	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						6,323,210	2,004,844	1,507,835	2,740,736	1,630,093	485,896	3,578,031	1,247,000	775,000	5,304,000	1,874,005	2,804,000	4,584,000	189,000	1,800,000	2,872,000	617,000	1,614,000	273,000	388,000	1,792,000	729,000	426,000	1,614,000	70,310,780	83,321,000	637,940	201,442,370	

MA ID#s

Chart: 085

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #85)

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		1,915,256	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	235,547,986	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		1,055,000	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	1,055,000			
			After	HSIP		2,970,256	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	236,602,986		
PENNDel BOROUGH INTERSECTION IMPROVEMENTS	115420	FD	Before	HSIP		139,000	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	139,000	PROJECT BEING CANCELLED, REMOVING FUNDS FROM TIP.		
BUCKS			Adjust	HSIP		(139,000)	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	(139,000)			
SR,2037,SP2			After	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PENNDel BOROUGH INTERSECTION IMPROVEMENTS	115420	UTL	Before	HSIP		492,000	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	492,000	PROJECT BEING CANCELLED, REMOVING FUNDS FROM TIP.		
BUCKS			Adjust	HSIP		(492,000)	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	(492,000)			
SR,2037,SP2			After	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BETHLEHEM PIKE SAFETY IMPROVEMENTS(C)	114944	CON	Before	HSIP		1,703,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,703,006	SAVINGS BASED ON RECENT LOW BID RESULT.		
MONTGOMERY			Adjust	HSIP		(424,000)	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	(424,000)			
SR,2018,SIP			After	HSIP		1,279,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,279,006		
BETHLEHEM PIKE SAFETY IMPROVEMENTS(C)	114944	CON	Before	sHSIP		1,496,994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,496,994	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
MONTGOMERY			Adjust	sHSIP		0	0	0	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,2018,SIP			After	sHSIP		1,496,994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,496,994	
PA896 SAFETY: ELBOW LN - SHEPHERD LN	85949	CON	Before	HSIP		6,672,000	0	0	2,998,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,670,000	CASH FLOWING BASED ON CURRENT LET DATE.		
CHESTER			Adjust	HSIP		(1,560,000)	0	0	1,560,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,0896,SIP			After	HSIP		5,112,000	0	0	4,558,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11,670,000	
VERREE RD CORRIDOR SAFETY IMP(PARENT)	115431	CON	Before	HSIP		0	0	0	1,560,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,560,000	ADVANCING FUNDS BASED ON OBLIGATION TIMEFRAME		
PHILADELPHIA			Adjust	HSIP		1,560,000	0	0	(1,560,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,1001,SP2			After	HSIP		1,560,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,560,000	
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		2,970,256	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	236,602,986	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		(2,300,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,300,000)		
			After	HSIP		670,256	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	234,302,986		
VERREE RD CORRIDOR SAFETY IMP(PARENT)	115431	CON	Before	HSIP		1,560,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,560,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
PHILADELPHIA			Adjust	HSIP		2,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,300,000			
SR,1001,SP2			After	HSIP		3,860,000	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		3,860,000	
Before FFY Totals						16,948,512	0	0	6,266,000	0	0	2,828,000	0	0	34,311,460	0	0	49,952,000	0	0	54,352,000	0	0	54,352,000	0	0	54,352,000	0	0	217,410,000	0	0	490,771,972		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						16,948,512	0	0	6,266,000	0	0	2,828,000	0	0	34,311,460	0	0	49,952,000	0	0	54,352,000	0	0	54,352,000	0	0	54,352,000	0	0	217,410,000	0	0	490,771,972		

MA ID#s

Chart: 086

* Positive number denotes a surplus/negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
PA896 SAFETY: ELBOW LN - SHEPHERD LN	85949	CON	Before	HSIP		5,112,000	0	0	4,558,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,670,000	CASH FLOWING BASED ON CURRENT LET DATE.		
CHESTER			Adjust	HSIP		(3,303,044)	0	0	3,303,044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,0896,SIP			After	HSIP		1,808,956	0	0	7,861,044	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11,670,000	
WELSH RD CORRIDOR SAFETY IMPROVEMENTS	115433	CON	Before	HSIP		0	0	0	2,209,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,209,000	ADVANCING FUNDS BASED ON OBLIGATION TIMEFRAME		
PHILADELPHIA			Adjust	HSIP		2,209,000	0	0	(2,209,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,1011,SIP			After	HSIP		2,209,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,209,000	
PENNDDEL BOROUGH INTERSECTION IMPROVEMENTS	115420	CON	Before	HSIP		0	0	0	1,848,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,848,000	ADVANCING FUNDS.		
BUCKS			Adjust	HSIP		1,094,044	0	0	(1,094,044)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,2037,SP2			After	HSIP		1,094,044	0	0	753,956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,848,000	
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		670,256	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	234,302,986	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		1,094,044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,094,044		
			After	HSIP		1,764,300	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	235,397,030	
PENNDDEL BOROUGH INTERSECTION IMPROVEMENTS	115420	CON	Before	HSIP		1,094,044	0	0	753,956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,848,000	PROJECT BEING CANCELLED, REMOVING FUNDS FROM TIP.		
BUCKS			Adjust	HSIP		(1,094,044)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(1,094,044)	
SR,2037,SP2			After	HSIP		0	0	0	753,956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		753,956	
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		1,764,300	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	235,397,030	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		(1,764,300)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,764,300)		
			After	HSIP		0	0	0	854,000	0	0	414,000	0	0	17,155,730	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	233,632,730	
WELSH RD CORRIDOR SAFETY IMPROVEMENTS	115433	CON	Before	HSIP		2,209,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,209,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
PHILADELPHIA			Adjust	HSIP		431,000	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		431,000	
SR,1011,SIP			After	HSIP		2,640,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,640,000	
WELSH RD CORRIDOR SAFETY IMPROVEMENTS	115433	UTL	Before	HSIP		35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
PHILADELPHIA			Adjust	HSIP		527,000	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		527,000	
SR,1011,SIP			After	HSIP		562,000	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		562,000	
SR 23 CORRIDOR SAFETY IMP CHESTER COUNTY	115423	FD	Before	HSIP		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	190,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
CHESTER			Adjust	HSIP		310,000	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		310,000	
SR,0023,SIP			After	HSIP		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	
5TH ST SAFETY: SPRING GARDEN ST - ERIE AVE	115445	FD	Before	HSIP		286,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286,000	ADDING FUNDS TO MATCH LATEST COST ESTIMATE.		
PHILADELPHIA			Adjust	HSIP		114,000	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		114,000	
SR,----,SIP			After	HSIP		400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		400,000	

* Positive number denotes a surplus/Negative denotes a deficit																																		
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
LANCASTER & REMINGTON RD INT IMP	114948	PE	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO MATCH LATETST COST ESTIMATE.
MONTGOMERY			Adjust	HSIP		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	350,000	
SR,0030,SIP			After	HSIP		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	
ALLEGHENY AVE: RIDGE-ARAMINGO(F)	85417	UTL	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO COVER AUCS SO THE PROJECT CAN BE CLOSED OUT.
PHILADELPHIA			Adjust	HSIP		32,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,300	
SR,2016,SIP			After	HSIP		32,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Before FFY Totals						11,360,600	0	0	11,076,956	0	0	2,828,000	0	0	34,311,460	0	0	49,952,000	0	0	54,352,000	0	0	54,352,000	0	0	54,352,000	0	0	217,410,000	0	0	489,995,016	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						11,360,600	0	0	11,076,956	0	0	2,828,000	0	0	34,311,460	0	0	49,952,000	0	0	54,352,000	0	0	54,352,000	0	0	54,352,000	0	0	217,410,000	0	0	489,995,016	

Chart: 087

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS			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			
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRPU		0	0	0	6,891,410	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	28,485,246	LINE ITEM
			Adjust	CRPU		0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
			After	CRPU		0	0	0	8,891,410	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	0	30,485,246	
ADA RAMPS CHESTER & DELAWARE	119558	CON	Before	CRPU	TC	3,411,000	0	0	3,589,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	ADVANCING FUNDS.
CHESTER			Adjust	CRPU	TC	2,000,000	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,1013,A10			After	CRPU	TC	5,411,000	0	0	1,589,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	
HIGH STREET PED SAFETY IMP	115425	FD	Before	CRPU	TC	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	THE PROJECT'S HSIP APPLICATION WAS RECENTLY APPROVED (8/8/23) TO ADD SET ASIDE HSIP FUNDING IN THE AMOUNT OF \$183,000 FOR FD & \$1,843,806 FOR CON. CRPU FUNDS ARE NO LONGER NEEDED, AND BEING RETURNED TO THE LI IN FFY 24.
CHESTER			Adjust	CRPU	TC	(200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(200,000)		
SR,2003,SIP			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HIGH STREET PED SAFETY IMP	115425	FD	Before	HSIP		141,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
CHESTER			Adjust	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,2003,SIP			After	HSIP		141,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141,000	
HIGH STREET PED SAFETY IMP	115425	CON	Before	CRPU	TC	1,800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800,000	THE PROJECT'S HSIP APPLICATION WAS RECENTLY APPROVED (8/8/23) TO ADD SET ASIDE HSIP FUNDING IN THE AMOUNT OF \$183,000 FOR FD & \$1,843,806 FOR CON. CRPU FUNDS ARE NO LONGER NEEDED, AND BEING RETURNED TO THE LI IN FFY 24.
CHESTER			Adjust	CRPU	TC	(1,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,800,000)	
SR,2003,SIP			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HIGH STREET PED SAFETY IMP	115425	CON	Before	HSIP		0	0	0	1,639,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,639,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
CHESTER			Adjust	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,2003,SIP			After	HSIP		0	0	0	1,639,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,639,000	
Before FFY Totals						5,552,000	0	0	12,119,410	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	39,265,246		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						5,552,000	0	0	12,119,410	0	0	10,690,018	0	0	10,903,818	0	0	0	0	0	0	0	0	39,265,246		

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #88)

Chart: 088

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS			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				
MLK DRIVE BRIDGE(C)	108129	CON	Before	BRIP	TC	2,296,000	0	0	2,603,000	0	0	1,814,000	0	0	1,522,000	0	0	0	0	0	0	0	0	0	8,235,000	ADVANCING FUNDS FOR AC CONVERSION SO INVOICES CAN BE PAID.	
PHILADELPHIA			Adjust	BRIP	TC	5,065,000	0	0	(2,603,000)	0	0	(1,814,000)	0	0	(648,000)	0	0	0	0	0	0	0	0	0	0		
SR,7301,MLK			After	BRIP	TC	7,361,000	0	0	0	0	0	0	0	874,000	0	0	0	0	0	0	0	0	0	0	0		8,235,000
MLK DRIVE BRIDGE(C)	108129	CON	Before	STU	TC	24,500	0	0	4,000,000	0	0	2,000,000	0	0	7,856,000	0	0	0	0	0	0	0	0	0	0	13,880,500	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
PHILADELPHIA			Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,7301,MLK			After	STU	TC	24,500	0	0	4,000,000	0	0	2,000,000	0	0	7,856,000	0	0	0	0	0	0	0	0	0	0	13,880,500	
OLD BETHLEHEM RD O/ KIMPLE	13240	CON	Before	BRIP	TC	5,065,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,065,000	CASH FLOWING BASED ON CURRENT LET DATE.	
BUCKS			Adjust	BRIP	TC	(5,065,000)	0	0	2,603,000	0	0	1,814,000	0	0	648,000	0	0	0	0	0	0	0	0	0	0		
SR,4101,76S			After	BRIP	TC	0	0	0	2,603,000	0	0	1,814,000	0	0	648,000	0	0	0	0	0	0	0	0	0	0		5,065,000
Before FFY Totals						7,385,500	0	0	6,603,000	0	0	3,814,000	0	0	9,378,000	0	0	0	0	0	0	0	0	0	27,180,500		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						7,385,500	0	0	6,603,000	0	0	3,814,000	0	0	9,378,000	0	0	0	0	0	0	0	0	0	27,180,500		

TIP MODIFICATIONS FOR SEPTEMBER 2023
(Chart #89)

Chart: 089
* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS			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		
US 1: BROAD ST - ADAMS AVE	119822	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDITIONING MEGA GRANT AWARD TO THE TIP.
PHILADELPHIA			Adjust	MEGA		0	0	0	0	0	0	0	0	0	33,300,000	0	0	0	0	0	0	0	0	33,300,000	
SR,0001,RB1			After	MEGA		0	0	0	0	0	0	0	0	0	33,300,000	0	0	0	0	0	0	0	0	0	33,300,000
US 1: ADAMS AVE - OLD LINCOLN HWY	119836	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDITIONING MEGA GRANT AWARD TO THE TIP.
PHILADELPHIA			Adjust	MEGA		0	0	0	0	0	0	0	0	44,700,000	0	0	0	0	0	0	0	0	0	44,700,000	
SR,0001,RB2			After	MEGA		0	0	0	0	0	0	0	0	44,700,000	0	0	0	0	0	0	0	0	0	0	44,700,000
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL ADJUST IS DUE TO THE USE OF MEGA GRANT FUNDS.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	78,000,000	0	0	0	0	0	0	0	78,000,000		
After FFY Totals						0	0	0	0	0	0	0	0	0	78,000,000	0	0	0	0	0	0	0	78,000,000		

Non-zero amount is due to the addition of federal MEGA Grant Funds which are additional to the TIP

MA ID#s

DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2023
(Chart #90)

Chart: 090

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS			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		
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	255,000	16,912	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	283,000	0	0	5,369,589	LINE ITEM
			Adjust	STU	581	0	0	0	(20)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(20)	
			After	STU	581	0	0	255,000	16,892	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	283,000	0	0	5,369,569	
US 1: BROAD ST - ADAMS AVE	119822	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING SMALL AMOUNT OF FEDERAL FUNDS IN ORDER TO PROCESS A 4232. THIS WILL ALLOW US TO ESTABLISH AN END DATE FOR THE PROJECT SO THE CITY CAN START THEIR DESIGN AND RECEIVE CREDIT TOWARDS THEIR LOCAL MATCH.
PHILADELPHIA			Adjust	STU	TC	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
SR,0001,RB1			After	STU	TC	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
US 1: ADAMS AVE - OLD LINCOLN HWY	119836	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING SMALL AMOUNT OF FEDERAL FUNDS IN ORDER TO PROCESS A 4232. THIS WILL ALLOW US TO ESTABLISH AN END DATE FOR THE PROJECT SO THE CITY CAN START THEIR DESIGN AND RECEIVE CREDIT TOWARDS THEIR LOCAL MATCH.
PHILADELPHIA			Adjust	STU	TC	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
SR,0001,RB2			After	STU	TC	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
Before FFY Totals						0	0	255,000	16,912	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	283,000	0	0	5,369,589	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	255,000	16,912	236,000	0	1,192,677	12,000	250,000	1,768,000	585,000	771,000	0	0	0	283,000	0	0	5,369,589	

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131010) STWD - DVRPC				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve	60560	CON	Before	TAP		559,011						7,918,810			29,104,000			Funding source
/			Adjust	TAP		(125,027)												
Central Office			After	TAP		433,984						7,918,810			29,104,000			
Shady Retreat SRTS Trail(L)	111464	CON	Before	TAP		2,385,000												Increase for updated estimate
/SRT			Adjust	TAP		125,027												
Bucks			After	TAP		2,510,027												
Before Totals						\$2,944,011	\$0	\$0	\$0	\$0	\$0	\$7,918,810	\$0	\$0	\$29,104,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$2,944,011	\$0	\$0	\$0	\$0	\$0	\$7,918,810	\$0	\$0	\$29,104,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131563) STWD - DVRPC				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve / Central Office	60560	CON	Before	TAP		433,984			475,000			7,443,810			29,104,000			TAP Reserve line item will be used as balancing source.
			Adjust	TAP		(400,000)			475,000			(127,000)						
			After	TAP		33,984			950,000			7,316,810			29,104,000			
Cramp Elementary Safety /CES Philadelphia	111507	CON	Before	TAP					1,245,000									Increase and cashflow
			Adjust	TAP		1,297,000			(1,245,000)									
			After	TAP		1,297,000												
Walkable Chadds Ford(L) 1/WCF Delaware	111487	CON	Before	TAP		1,739,000			261,000									Cashflow
			Adjust	TAP		(897,000)			770,000			127,000						
			After	TAP		842,000			1,031,000			127,000						
Before Totals						\$2,172,984	\$0	\$0	\$1,981,000	\$0	\$0	\$7,443,810	\$0	\$0	\$29,104,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$2,172,984	\$0	\$0	\$1,981,000	\$0	\$0	\$7,443,810	\$0	\$0	\$29,104,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 130954) District 6-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	9,096,429	1,699,184		2,921,012			2,697,762			4,859,637			Interstate Contingency LI utilized as funding source of funds to maintain fiscal constraint.
			Before	BRIP	185	1,035,675	2,006,002			4,820,788			5,124,239			23,531,600		
			Adjust	NHPP	581	(6,200,590)	(688,954)											
			Adjust	BRIP	185													
			After	NHPP	581	2,895,839	1,010,230		2,921,012			2,697,762			4,859,637			
			After	BRIP	185	1,035,675	2,006,002			4,820,788			5,124,239			23,531,600		
I-476: I-76 Interchange to I-95 476/IMP Delaware	112298	CON	Before	NHPP	581	26,402,101	1,200,000		20,800,000	3,200,000		9,700,399	1,922,500					Increase project to match low-bid plus inspection.
			Adjust	NHPP	581	6,200,590	688,954											
			After	NHPP	581	32,602,691	1,888,954		20,800,000	3,200,000		9,700,399	1,922,500					
Before Totals						\$36,534,205	\$4,905,186	\$0	\$23,721,012	\$8,020,788	\$0	\$12,398,161	\$7,046,739	\$0	\$4,859,637	\$23,531,600	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$36,534,205	\$4,905,186	\$0	\$23,721,012	\$8,020,788	\$0	\$12,398,161	\$7,046,739	\$0	\$4,859,637	\$23,531,600	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131035) District 6-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
I-95 Congestion Managemnt 95/CMP Philadelphia	98207	PRA	Before	NHPP		12,100,000			12,100,000			12,200,000						Defer program funding to intended use.
			Adjust	NHPP		(12,100,000)			12,100,000									
			After	NHPP					24,200,000			12,200,000						
I-76: Rte 1- I 676 Paving/Guiderail (C) 76/IMP Philadelphia	112299	CON	Before	NHPP		20,000,000			20,574,592									Advance program funding to maximize fund use.
			Adjust	NHPP		12,100,000			(12,100,000)									
			After	NHPP		32,100,000			8,474,592									
Before Totals						\$32,100,000	\$0	\$0	\$32,674,592	\$0	\$0	\$12,200,000	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$32,100,000	\$0	\$0	\$32,674,592	\$0	\$0	\$12,200,000	\$0	\$0	\$0	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131239) District 6-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	4,915,736	924,465		1,117,845	2,853		697,762	1,125,508		859,637			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Adjust	NHPP	581	(1,224,744)	(122,474)											
			After	NHPP	581	3,690,992	801,991		1,117,845	2,853		697,762	1,125,508		859,637			
I95 Delaware Line-Phila NB(Parent) (C) 95/PM5 Delaware	92581	CON	Before	NHPP	581													Increase to cover AUC
			Adjust	NHPP	581	1,224,744	122,474											
			After	NHPP	581	1,224,744	122,474											
Before Totals						\$4,915,736	\$924,465	\$0	\$1,117,845	\$2,853	\$0	\$697,762	\$1,125,508	\$0	\$859,637	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$4,915,736	\$924,465	\$0	\$1,117,845	\$2,853	\$0	\$697,762	\$1,125,508	\$0	\$859,637	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 130758) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		1,268,978			1,361,708			26,032,671			35,704,396			HSIP Set Aside Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust	sHSIP		(97,600)												
			After	sHSIP		1,171,378			1,361,708			26,032,671			35,704,396			
ISIP Open End Project (C) /SIP Montgomery	104363	CON	Before	sHSIP														Add phase to TIP to cover AUC
			Adjust	sHSIP		95,000												
			After	sHSIP		95,000												
5th Street Signal Improvements (C) /SIP Philadelphia	106991	CON	Before	sHSIP														Add phase to TIP to cover AUC
			Adjust	sHSIP		2,600												
			After	sHSIP		2,600												
Before Totals						\$1,268,978	\$0	\$0	\$1,361,708	\$0	\$0	\$26,032,671	\$0	\$0	\$35,704,396	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$1,268,978	\$0	\$0	\$1,361,708	\$0	\$0	\$26,032,671	\$0	\$0	\$35,704,396	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 130772) STWD - DVRPC				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve	60560	CON	Before	TAP		625,330						8,223,116			29,104,000			Funding source
/			Adjust	TAP			(117,500)											
Central Office			After	TAP			507,830						8,223,116			29,104,000		
Pennypack Trail Ext. State & Rhawn Crossing (C)	105849	CON	Before	TAP		1,000,000												Increase to cover low-bid.
/PTE			Adjust	TAP			117,500											
Philadelphia			After	TAP			1,117,500											
Before Totals						\$1,625,330	\$0	\$0	\$0	\$0	\$0	\$8,223,116	\$0	\$0	\$29,104,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$1,625,330	\$0	\$0	\$0	\$0	\$0	\$8,223,116	\$0	\$0	\$29,104,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 130856) DVRPC & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Highway Reserve / Central Office	77786	CON	Before		581		6,758,279			16,536,500			25,000,000			23,000,000		Statewide Highway Reserve utilized as source of funds to maintain fiscal constraint.
			Adjust		581		(356,400)			(330,000)			(2,144,000)			(2,669,600)		
			After		581		6,401,879			16,206,500			22,856,000			20,330,400		
St. Peters Rd Retaining Wall 4041/SLP Chester	111572	PE	Before		581													Add phase for project approved by Secretary Carroll and Deputy Secretary Shifflet 6/26/2023.
			Adjust		581		356,400											
			After		581		356,400											
St. Peters Rd Retaining Wall 4041/SLP Chester	111572	FD	Before		581					330,000								Add phase for project approved by Secretary Carroll and Deputy Secretary Shifflet 6/26/2023.
			Adjust		581					330,000								
			After		581													
St. Peters Rd Retaining Wall 4041/SLP Chester	111572	UTL	Before		581													Add phase for project approved by Secretary Carroll and Deputy Secretary Shifflet 6/26/2023.
			Adjust		581								72,000					
			After		581								72,000					
St. Peters Rd Retaining Wall 4041/SLP Chester	111572	ROW	Before		581													Add phase for project approved by Secretary Carroll and Deputy Secretary Shifflet 6/26/2023.
			Adjust		581								72,000					
			After		581								72,000					
St. Peters Rd Retaining Wall 4041/SLP Chester	111572	CON	Before		581													Add phase for project approved by Secretary Carroll and Deputy Secretary Shifflet 6/26/2023.
			Adjust		581								2,000,000			2,669,600		
			After		581								2,000,000			2,669,600		
Before Totals						\$0	\$6,758,279	\$0	\$0	\$16,536,500	\$0	\$0	\$25,000,000	\$0	\$0	\$23,000,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$6,758,279	\$0	\$0	\$16,536,500	\$0	\$0	\$25,000,000	\$0	\$0	\$23,000,000	\$0	

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 130911) STWD Items and DVRPC TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TIIF Reserve / Central Office	60469	CON	Before		e581		8,567,161			5,016,095			13,428,376			20,920,000		Statewide TIIF Reserve utilized as source of state funds to maintain fiscal constraint.
			Adjust		e581		(180,000)			(1,101,158)								
			After		e581		8,387,161			3,914,937			13,428,376			20,920,000		
Lincoln Highway Streetscape 3070/DCA Chester	111761	PE	Before		e581													Add phase for approved Transportation Infrastructure Investment Fund project. Project approved in email dated 8/2/2018 from former Deputy Secretary Ritzman.
			Adjust		e581		90,000											
			After		e581		90,000											
Lincoln Highway Streetscape 3070/DCA Chester	111761	FD	Before		e581													Add phase for approved Transportation Infrastructure Investment Fund project. Project approved in email dated 8/2/2018 from former Deputy Secretary Ritzman.
			Adjust		e581		90,000											
			After		e581		90,000											
Lincoln Highway Streetscape 3070/DCA Chester	111761	UTL	Before															Add local funds.
			Adjust					50,000										
			After					50,000										
Lincoln Highway Streetscape 3070/DCA Chester	111761	CON	Before		e581													Add phase for approved Transportation Infrastructure Investment Fund project. Project approved in email dated 8/2/2018 from former Deputy Secretary Ritzman.
			Adjust		e581					1,101,158								
			After		e581					1,101,158								
Before Totals						\$0	\$8,567,161	\$0	\$0	\$5,016,095	\$0	\$0	\$13,428,376	\$0	\$0	\$20,920,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$8,567,161	\$50,000	\$0	\$5,016,095	\$0	\$0	\$13,428,376	\$0	\$0	\$20,920,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 131225) SEDA-COG and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
River Road RR Warning Device /R12 Juniata	111074	CON	Before Adjust	RRX RRX	 	500 (500)	 	 	 500	 	 	 	 	 	 	 	 	Cashflow funds to 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX	 	680,424 500 680,924	 	 	773,813 (500) 773,313	 	 	100,000 100,000	 	 	270,683 270,683	 	RRX Reserve line item	
Administrative Action (MA ID: 131230) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
4th Street RR WD 2029/388 Delaware	115872	CON	Before Adjust After	RRX RRX RRX	 	55,000 (55,000) 	 	 	220,000 55,000 275,000	 	 	 	 	 	 	 	 	Cashflow funds to 2024
Wanamaker St. RR WD 2002/387 Delaware	115873	CON	Before Adjust After	RRX RRX RRX	 	50,000 (50,000) 	 	 	220,000 50,000 270,000	 	 	 	 	 	 	 	Cashflow funds to 2024	
Jansen Ave. RR WD /385 Delaware	115874	CON	Before Adjust After	RRX RRX RRX	 	50,000 (50,000) 	 	 	190,000 50,000 240,000	 	 	 	 	 	 	 		Cashflow funds to 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX	 	680,924 155,000 835,924	 	 	773,313 (155,000) 618,313	 	 	100,000 100,000	 	 	270,683 270,683	 	RRX Reserve line item	
Administrative Action (MA ID: 131231) York and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Maple St RRX 921/018 York	117967	CON	Before Adjust After	RRX RRX RRX	 	25,000 (25,000) 	 	 	 25,000 25,000	 	 	 	 	 	 	 	 	Cashflow funds to 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX	 	835,924 25,000 860,924	 	 	618,313 (25,000) 593,313	 	 	100,000 100,000	 	 	270,683 270,683	 	RRX Reserve line item	
Administrative Action (MA ID: 131233) SPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NCIR at Cherry Street 2032/0 Lawrence	114621	CON	Before Adjust After	RRX RRX RRX	 	409 (409) 	 	 	 409 409	 	 	 	 	 	 	 	 	Cashflow funds to 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX	 	860,924 409 861,333	 	 	593,313 (409) 592,904	 	 	100,000 100,000	 	 	270,683 270,683	 	RRX Reserve line item	
Before Totals						\$3,239,105	\$0	\$0	\$3,388,752	\$0	\$0	\$400,000	\$0	\$0	\$1,082,732	\$0		\$0
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$3,239,105	\$0	\$0	\$3,388,752	\$0	\$0	\$400,000	\$0	\$0	\$1,082,732	\$0	\$0	

NOTES

NJDOT's Fiscal Constraint Charts ***(September 2023)***

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

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

DVRPC Local Fiscal Constraint Chart (September 2023)

DVRPC FY2022 TIP for New Jersey (FY22-FY25)

Fiscal Constraint Chart #29

DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY22–25)					Out Years (FY26–31)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2022	2023	2024	2025	4-Yr Total	2026	2027	2028	2029	2030	2031	Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA		0.129	0.000	3.331	3.460	5.460	12.736	17.956	17.240	18.526	17.816	89.734	93.194	Administrative action NJ22-146 will modify the TIP by increasing the FY23 ERC Phase by \$3.470 M STBGP-PHILA from \$0.129 M STBGP-PHILA to \$3.599 M STBGP-PHILA, decreasing the FY25 ERC Phase by \$3.331 M STBGP-PHILA from \$3.331 M STBGP-PHILA to \$0.00 M SBGP-PHILA, and decreasing the FY26 ERC Phase by \$0.569 M STBGP-PHILA from \$5.46 M STBGP-PHILA to \$4.891 M STBGP-PHILA.
			Adjust	STBGP-PHILA		3.470	-3.331	0.139	(0.569)						(0.569)	(0.430)		
			After	STBGP-PHILA	0.000	3.599	0.000	0.000	3.599	4.891	12.736	17.956	17.240	18.526	17.816	89.165	92.764	
Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail Local Gloucester	D1203	CON	Before	STBGP-PHILA		3.900			3.900							0.000	3.900	Administrative action NJ22-146 will modify the TIP by delaying the CON Phase from FY23 to FY25 \$3.331 M STBGP-PHILA and FY26 \$0.569 M STBGP-PHILA.
			Adjust	STBGP-PHILA		-3.900		3.331	-0.569	0.569						0.569	0.000	
			After	STBGP-PHILA	0.000	0.000	0.000	3.331	3.331	0.569	0.000	0.000	0.000	0.000	0.000	0.569	3.900	
Bridge No. C4.13 over Parkers Creek on Centerton Road Local Burlington	D2018	PE	Before	STBGP-PHILA		0.450			0.450							0.000	0.450	Administrative action NJ22-146 will modify the TIP by increasing the FY23 PE Phase by \$0.430 M STBGP-PHILA from \$0.450 M STBGP-PHILA to \$0.880 M STBGP-PHILA.
			Adjust	STBGP-PHILA		0.430			0.430							0.000	0.430	
			After	STBGP-PHILA	0.000	0.880	0.000	0.000	0.880	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.880	
Total Before					0.000	4.479	0.000	3.331	7.810	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.810	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					0.000	4.479	0.000	3.331	7.810	5.460	0.000	0.000	0.000	0.000	0.000	5.460	13.270	

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

DVRPC FY2022 TIP for New Jersey (FY22-FY25)

Fiscal Constraint Chart #31

DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY22–25)					Out Years (FY26–31)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2022	2023	2024	2025	4-Yr Total	2026	2027	2028	2029	2030	2031	Out Yrs Total		
Arena Drive (CR 620) and South Broad Street (CR 524) Multimodal Safety Local Mercer	D2308	LCD	Before	STBGP-PHILA		1.000			1.000							0.000	1.000	Informational action NJ22-152 will modify the TIP by decreasing the FY23 LCD Phase by \$0.249 M STBGP-PHILA from \$1.000 M STBGP-PHILA to \$0.751 M STBGP-PHILA.
			Adjust	STBGP-PHILA		-0.249			-0.249							0.000	(0.249)	
			After	STBGP-PHILA	0.000	0.751	0.000	0.000	0.751	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.751	
Congestion Management in the Trenton Urbanized Area Local Mercer	D2307	LCD	Before	STBGP-PHILA		1.800			1.800							0.000	1.800	Informational action NJ22-152 will modify the TIP by decreasing the FY23 LCD Phase by \$0.162 M STBGP-PHILA from \$1.800 M STBGP-PHILA to \$1.638 M STBGP-PHILA.
			Adjust	STBGP-PHILA		-0.162			-0.162							0.000	(0.162)	
			After	STBGP-PHILA	0.000	1.638	0.000	0.000	1.638	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.638	
NJ 29, Landing Street to North of Calhoun Street (CR 653) Local Mercer	D2310	LCD	Before	STBGP-PHILA		1.102			1.102							0.000	1.102	Informational action NJ22-152 will modify the TIP by increasing the FY23 LCD Phase by \$0.411 M STBGP-PHILA from \$1.102 M STBGP-PHILA to \$1.513 M STBGP-PHILA.
			Adjust	STBGP-PHILA		0.411			0.411							0.000	0.411	
			After	STBGP-PHILA	0.000	1.513	0.000	0.000	1.513	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.513	
Total Before					0.000	3.902	0.000	0.000	3.902	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.902	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					0.000	3.902	0.000	0.000	3.902	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.902	

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

SEPTA Fiscal Constraint Charts ***(September 2023)***

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments	
			Amts	Fed	State	Fed	State	Local		
Projects of Significance	115472	ERC	Before	5307	1514	0	0	0	Amendment to add new competitive grant award	
			Before	5305	1514	0	0	0		
			Before	5337	1514	18,568	4,492	150		
			Before	RAISE	1514	0	0	0		
			Before	5339B	1514	0	0	0		
			Before	OTH	1514	0	0	94,892		
			Before	n/a	1514	0	91,843	3,061		
			Adjust	5307	1514	0	0	0		
			Adjust	5305	1514	0	0	0		
			Adjust	5337	1514	0	0	0		
			Adjust	RAISE	1514	25,000	0	0		
			Adjust	5339B	1514	0	0	0		
			Adjust	OTH	1514	0	0	0		
			Adjust	n/a	1514	0	0	0		
			Total Adjust			25,000	0	0		
			After	5307	1514	0	0	0		
			After	5305	1514	0	0	0		
			After	5337	1514	18,568	4,492	150		
			After	RAISE	1514	25,000	0	0		
			Maintenance & Transportation Facilities	102569	ERC	Before	5307	1514		0
Before	5337	1514				0	0	0		
Before	5339B	1514				0	0	0		
Before	OTH	1514				0	0	14,544		
Before	n/a	1514				0	19,738	38,008		
Adjust	5339C	1514				0	0	0		
Adjust	5307	1514				0	0	0		
Adjust	5337	1514				0	0	0		
Adjust	5339B	1514				80,000	0	0		
Adjust	OTH	1514				0	0	0		
Adjust	n/a	1514				0	0	0		
Total Adjust						80,000	0	0		
After	5339C	1514				0	0	0		
After	5307	1514				0	0	0		
After	5337	1514				0	0	0		
After	5339B	1514				80,000	0	0		
After	OTH	1514				0	0	14,544		
After	n/a	1514				0	19,738	38,008		
Summary of Changes			Before			344,060	369,550	244,260		
			Adjust			105,000	0	0		
			After			449,060	369,550	244,260		

NJ Transit Fiscal Constraint Charts (September 2023)

DVRPC FY2022 TIP for New Jersey
Fiscal Constraint Chart
DVRPC Regional Transit (NJ TRANSIT) Program (in Millions)
DVRPC Fiscal Constraint Chart #30

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return

					Prior Years		Four Years of the TIP (FY22–25)					Out Years								10-Yr Total	Remarks
Project Title/ Program/ County	DB #	Phase	Action	Fund Type	2020	2021	2022	2023	2024	2025	4-Yr Total	2026	2027	2028	2029	2030	2031	Out Yrs Total			
Preventive Maintenance-Bus	T135	CAP	Before	SECT 5307			29.992	29.769	33.081	33.081	125.923	33.081	33.081	33.081	33.081	33.081	33.081	198.486	324.409	Administrative Action NJ22-149 will decrease FY23 Section 5307 from \$29.769M to \$17.904M and increase FY23 Section 5337 from \$0.0M to \$11.865M. Section 5307 and 5337 is interchangeable.	
			Adjust	SECT 5307				-11.865			-11.865							0.000	-11.865		
			After	SECT 5307		0.000	29.992	17.904	33.081	33.081	114.058	33.081	33.081	33.081	33.081	33.081	33.081	198.486	312.544		
Preventive Maintenance-Bus	T135	CAP	Before	SECT 5337			0.623	0.000			0.623							0.000	0.623	Administrative Action NJ22-149 will decrease FY23 Section 5307 from \$29.769M to \$17.904M and increase FY23 Section 5337 from \$0.0M to \$11.865M. Section 5307 and 5337 is interchangeable.	
			Adjust	SECT 5337				11.865			11.865							0.000	11.865		
			After	SECT 5337		0.000	0.623	11.865	0.000	0.000	12.488	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.488		
Grand Total (Before)						0.000	30.615	29.769	33.081	33.081	126.546	33.081	33.081	33.081	33.081	33.081	33.081	198.486	325.032	Financial Constraint is Maintained	
Grand Total (Adjust)						0.000		0.000			0.000						0.000	0.000			
Grand Total (After)						0.000	30.615	29.769	33.081	33.081	126.546	33.081	33.081	33.081	33.081	33.081	33.081	198.486	325.032		

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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

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

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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S – Denotes State Funding
L – Denotes Local Funding

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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






OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

ACTION ITEM

Date Prepared: August 14, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

September 12, 2023

Agenda Item:

3. Adoption of Conformity Determination of the *Connections 2050* Long-Range Plan, FY 2023 TIP for Pennsylvania, and Draft FY 2024 TIP for New Jersey

Background/Analysis/Issues:

Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity for amendments of regionally significant projects to the *Connections 2050* Long-Range Plan (Plan) and FY 2023 TIP for Pennsylvania and the Draft FY 2024 TIP for New Jersey.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual PM_{2.5} (Delaware County Maintenance Area);
- Annual and 24-hour PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area); and
- Annual and 24-hour PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Maintenance Area).

DVRPC held a public comment period from July 24, to August 25, 2023. DVRPC held two public meetings: in-person in Camden, New Jersey on July 31, and a virtual public meeting, on August 10, 2023. DVRPC received no comments to date on the Draft Conformity determination.

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the RTC recommend that the DVRPC Board adopt the conformity finding of the Amendments to the *Connections 2050* Long-Range Plan and FY 2023 Transportation Improvement Program (TIP) for Pennsylvania and the Draft FY 2024 TIP in New Jersey in the DVRPC planning area.

Staff Contact:

Sean Greene, Manager Office of Freight and Clean Transportation

Attachments:

DVRPC Final Conformity Report Executive Summary

Transportation Conformity Demonstration:

Connections 2050 Long-Range Plan,
DRAFT FY2024 New Jersey, and FY2023
Pennsylvania TIPs



September 2023



The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

Table of Contents

Executive Summary	1
Overview	1
Analysis Approach	2
• Regional Emissions Analysis of Plan and TIP Projects	2
• Conformity Test	2
• Analysis Years	2
Findings	3
CHAPTER 1: Introduction	9
Overview	9
NAAQS	12
Transportation Conformity	13
CHAPTER 2: Conformity Demonstration Overview	15
DVRPC Plan and TIP	15
• DVRPC AQ Code	16
• Analysis Year	18
Emissions Analysis	19
• Latest Planning Assumptions	19
• Travel Demand Simulation	22
• Emissions Model	22
Conformity Tests	23
CHAPTER 3: Regional Emissions Analysis	27
Travel Demand Simulation Results	27
Emissions Estimate Results	27
Meeting the Conformity Criteria	29
CHAPTER 4: Stakeholder Participation	33
Interagency Consultation Group Meetings	33
Public Participation	33
CHAPTER 5: Conclusion	35

Figures

• Figure 1: VOCs Emissions Analysis Results (Tons/Day)	4
• Figure 2: NO _x Emissions Analysis Results (Tons/Day)	4
• Figure 3: Annual and 24-Hour Direct PM _{2.5} Emissions Analysis Results (Tons/Year)	5
• Figure 4: Annual and 24-Hour NO _x Precursor Emissions Analysis Results (Tons/Year)	5
• Figure 5: Delaware County Annual Direct PM _{2.5} Emissions Analysis Results (Tons/Year)	6
• Figure 6: Delaware County Annual NO _x Precursor Emissions Analysis Results (Tons/Year)	6
• Figure 7: Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Eight-Hour Ozone Nonattainment Area	10
• Figure 8: DVRPC Annual and 24-Hour PM _{2.5} Maintenance Areas	11

Tables

• Table 1: Mobile Source Analysis Years	3
• Table 2: Current NAAQs	12
• Table 3: AQ Codes for Projects in the Plan and TIPs	17
• Table 4: Mobile Source Analysis Years	18
• Table 5: Projects Included in the Regional Emissions Analysis	18
• Table 6: Transit Operation Assumptions	22
• Table 7: Ozone Emissions Budgets (Tons/Day)	24
• Table 8: New Jersey PM _{2.5} Emissions Budgets (Tons/Year)	24
• Table 9: Pennsylvania PM _{2.5} Emissions Budgets (Tons/Year)	24
• Table 10: Delaware County PM _{2.5} Emissions Budgets (Tons/Year)	25
• Table 11: VOCs Emissions Analysis Results (Tons/Day)	27
• Table 12: NO _x Emissions Analysis Results (Tons/Day)	28
• Table 13: Annual and 24-Hour Direct PM _{2.5} and NO _x Emissions Analysis Results (Tons/Year) for New Jersey	28
• Table 14: Annual and 24-Hour Direct PM _{2.5} and NO _x Emissions Analysis Results (Tons/Year) for Pennsylvania	29
• Table 15: 2012 Annual Direct PM _{2.5} and NO _x Emissions Analysis Results (Tons/Year) for Delaware County, Pennsylvania	29
• Table 16: Evaluation of the Plan, TIPs, and Conformity Determination Criteria	30

Appendix: Regionally Significant and Nonexempt Projects in the <i>Connections 2050</i> Long-Range Plan, Draft FY2024 TIP for New Jersey and FY2023 TIP for Pennsylvania	A-1
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Glossary of Acronyms and Terms

AQ	Air Quality	Nonattainment Area	Area currently not meeting the NAAQS
CAA	Clean Air Act (as amended)	NO_x	Nitrogen Oxides
CFR	Code of Federal Regulations	NRS	Not Regionally Significant
CO	Carbon Monoxide	PATCO	Port Authority Transit Corporation
DEP	State Department of Environmental Protection	PennDOT	Pennsylvania Department of Transportation
DOT	State Department of Transportation	Plan	DVRPC's Long-Range Plan
DRPA	Delaware River Port Authority	PM	Particulate Matter
DVRPC	Delaware Valley Regional Planning Commission	PM_{2.5}	Fine Particulate Matter
FHWA	Federal Highway Administration	PM₁₀	Coarse Particulate Matter
Final Rule	Current conformity guidance under CAA	ppm	Parts per Million
FR	<i>Federal Register</i>	SIP	State Implementation Plan
FTA	Federal Transit Administration	SEPAT	Southeastern Transportation Authority
FY	Fiscal Year	SO_x	Sulfur Oxides
Maintenance Area	Area that previously did not meet NAAQS	TAZ	Traffic Analysis Zone
MOVES	Motor Vehicle Emissions Simulator: the most recent emissions estimation model approved by the US EPA	TCICG	Transportation Conformity Interagency Consultation Group
MPO	Metropolitan Planning Organization	TCM	Transportation Control Measure
MVEB	Motor Vehicle Emissions Budget	TDM	Travel Demand Model
NAAQS	National Ambient Air Quality Standards	TIP	Transportation Improvement Program
NH₃	Ammonia	U.S.C.	U.S. Code
NJT	New Jersey Transit	US EPA	U.S. Environmental Protection Agency
		VMT	Vehicle Miles Traveled
		VOCs	Volatile Organic Compounds

Executive Summary

Where is Transportation Conformity required?

Nonattainment

Areas: a region that currently does not meet the NAAQS.

Maintenance Areas: a region that **previously** violated air quality standards but currently meets them and has an approved Clean Air Act (CAA) section 175(a) maintenance plan.

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to Amendment 2 (publication #24110) to the *Connections 2050* Long-Range Plan ('Plan') and amendments to the Fiscal Year (FY) 2023–2026 Pennsylvania TIP (TIP Action #23073) and a new FY 2024–2027 TIP for New Jersey (publication #24002).

The Delaware Valley Regional Planning Commission (DVRPC) region includes a complex combination of nonattainment and maintenance areas for ozone and fine particulate matter (PM_{2.5}). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the PM_{2.5} maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for

each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct PM_{2.5} and precursor NO_x meeting the 2006 24-Hour, and 2012 Annual PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE Annual and 24-Hour PM_{2.5} Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the Delaware County, PA Annual PM_{2.5} Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan, Draft New Jersey TIP, and Pennsylvania TIP with all applicable SIPs and NAAQS

requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Rule (Final Rule) requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP must be included in the regional Travel Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest U.S. Environmental Protection Agency (US EPA)-approved emissions modeling system, in this case the Motor Vehicle Emissions Simulator version 3.1 (MOVES 3.1). DVRPC has used the MOVES 3.1 model for this transportation conformity demonstration.

Conformity Test

Modeled emissions results from the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard, 1997 and 2012 Annual PM_{2.5} standards, and 2006 24-Hour PM_{2.5} standards. These budgets are used to demonstrate conformity for all of the current NAAQs requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year's emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, the final year of the Plan, and interim analysis years that are no more than 10 years apart extending out to the horizon year of the Plan.

MVEBs are established in each state's SIP for specific years. The MVEBs set the emissions limits moving forward until the next SIP budget year. For example, the 2017 PM_{2.5} SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2017 but before the new SIP budget year of 2025. The 2025 PM_{2.5} SIP budgets establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the US EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions.

In the DVRPC region, the analysis years are 2025, 2035, 2045, and 2050. Delaware County has an additional SIP budget analysis year for annual PM_{2.5} and the PM_{2.5} precursor chemical NO_x, which is 2030.

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2025	√	√	Interim Year and PM _{2.5} SIP budget year
2030		√	PM _{2.5} SIP budget year (Delaware County only)
2035	√	√	Year within 10 years of previous analysis
2045	√	√	Year within 10 years of previous analysis
2050	√	√	DVRPC Plan horizon year

Source: DVRPC, 2023

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets established by the states' Departments of Environmental Protection (DEP) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

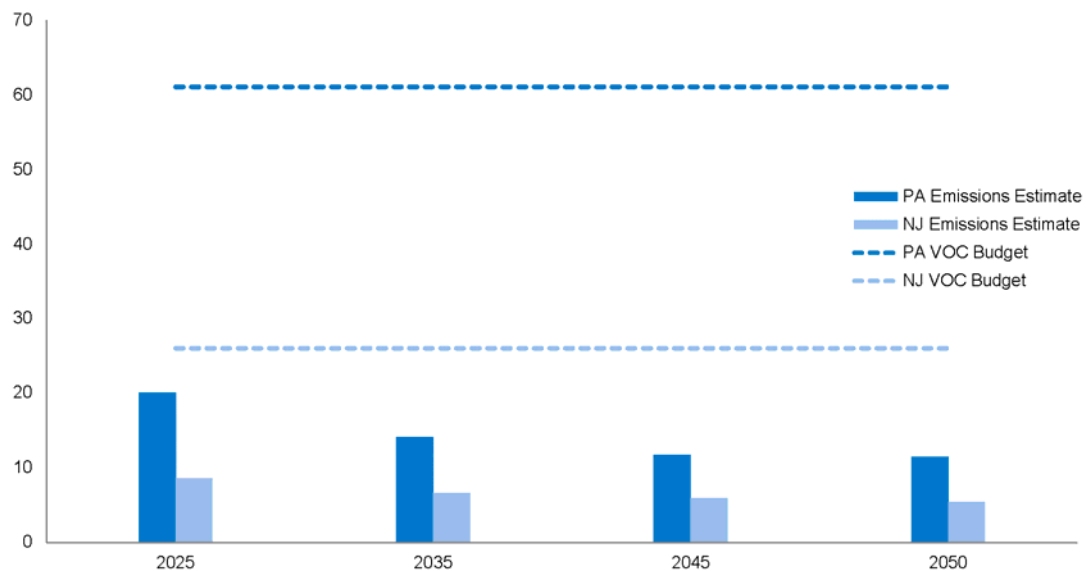
The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIP do not interfere with the timely implementation of transportation control measures (TCMs)¹ [40 CFR 93.113]; and
- that the Plan and the TIP are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for New Jersey and Pennsylvania. The data for these figures is detailed beginning on page 25 of the full conformity document. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

¹TCMs are strategies that reduce transportation-related air pollution, greenhouse gas emissions, and fuel use by reducing vehicle miles traveled and improving roadway operations.

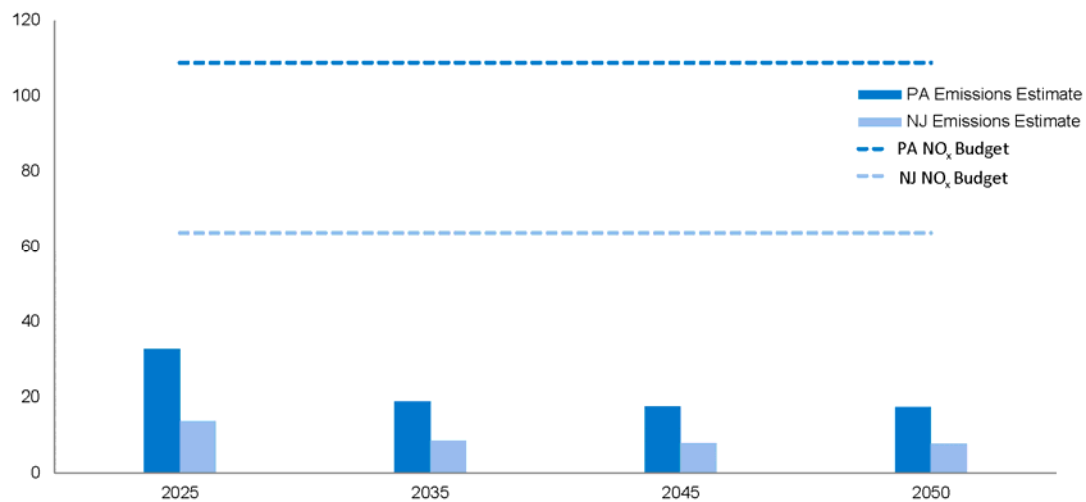
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2023

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

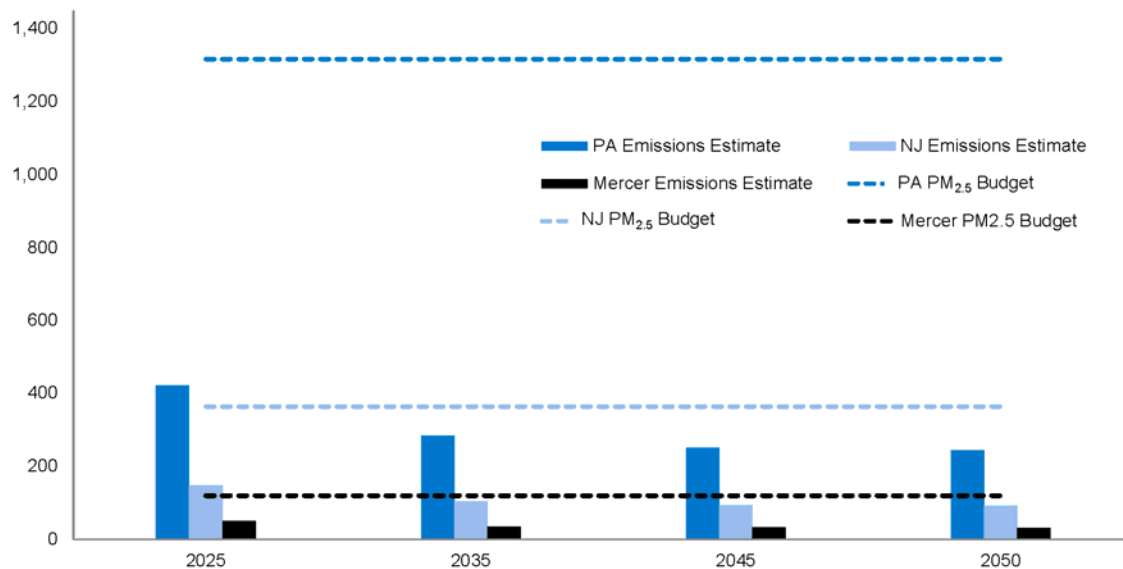
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2023

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

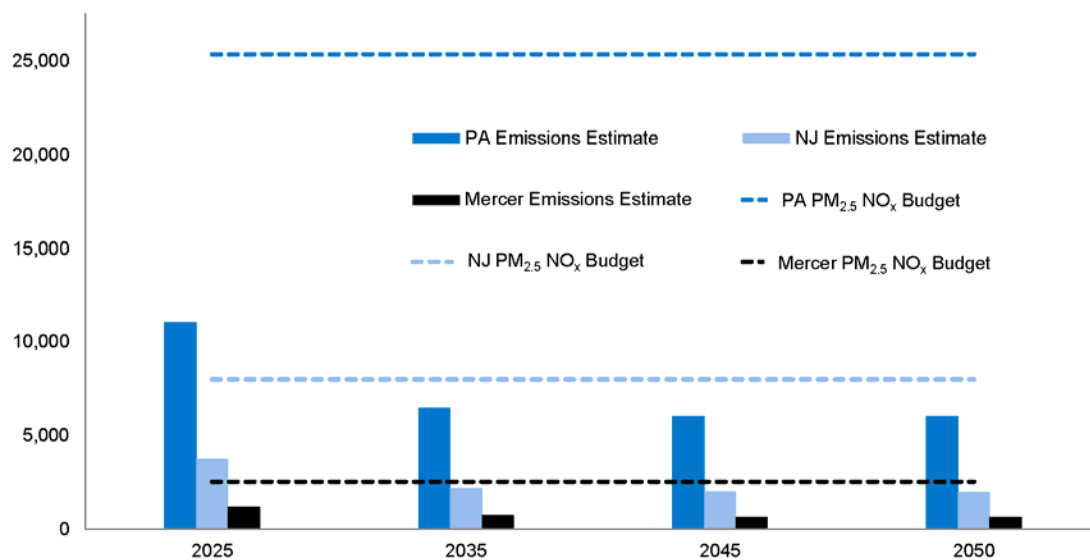
Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

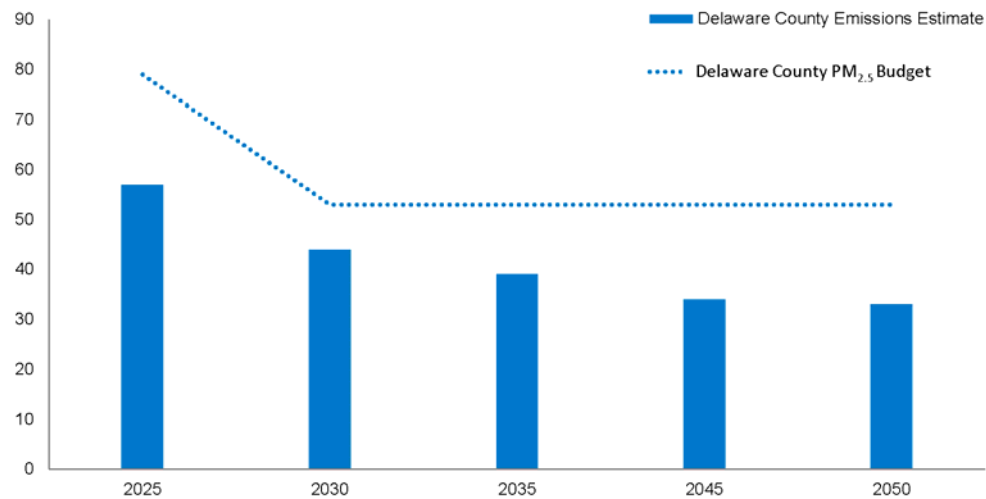
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

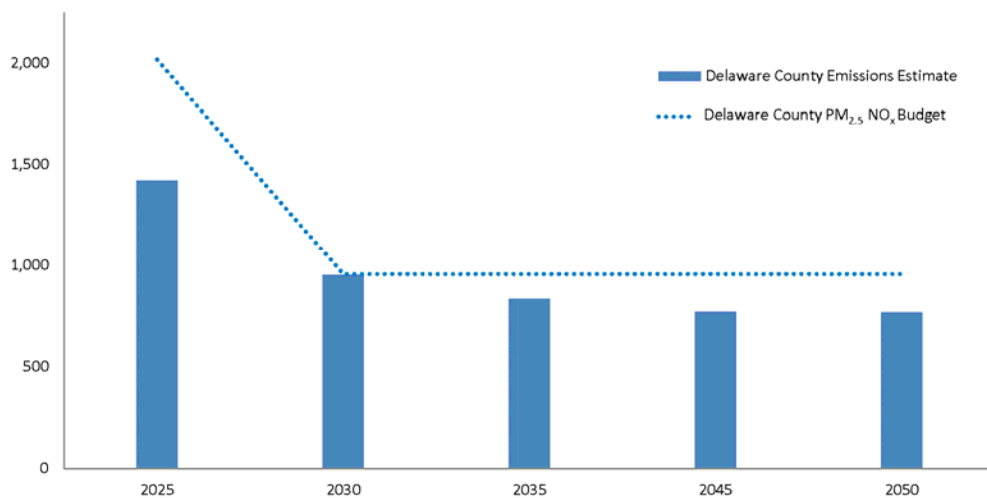
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC *Connections 2050* Long-Range Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the 2012 Annual PM_{2.5} Delaware County, PA Maintenance Area.

CHAPTER 1: Introduction

Overview

This report documents the demonstration of transportation conformity for the DVRPC *Connections 2050* Long-Range Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP with the respective SIPs and applicable NAAQS requirements under the CAA, as amended.

This report documents transportation conformity for the following specific pollutants within the stated designation areas. Those pollutants are:

VOCs and NO_x meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct PM_{2.5} and precursor NO_x meeting the 2006 24-Hour and 2012 Annual PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE Annual and 24-Hour PM_{2.5} Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, (NY–NJ–CT) Annual and 24-Hour PM_{2.5} Maintenance Area; and
- the Delaware County, PA Annual PM_{2.5} Maintenance Area.

In July 2013, the US EPA revoked the 1997 Ozone Standard with the publication of the Implementation Rule for the 2008 Ozone Standard. In February 2018, the District of Columbia Court of Appeals ruled in the case of *South Coast Air Quality Management District v. EPA* that the implementation of this revocation of the standard violated the CAA. Subsequent court rulings and US EPA guidance declared that states with SIP budgets whose 1997 Ozone Nonattainment areas are contained within the 2008 Ozone Nonattainment areas meet the 1997 conformity requirements by demonstrating conformity to the 2008 standard.

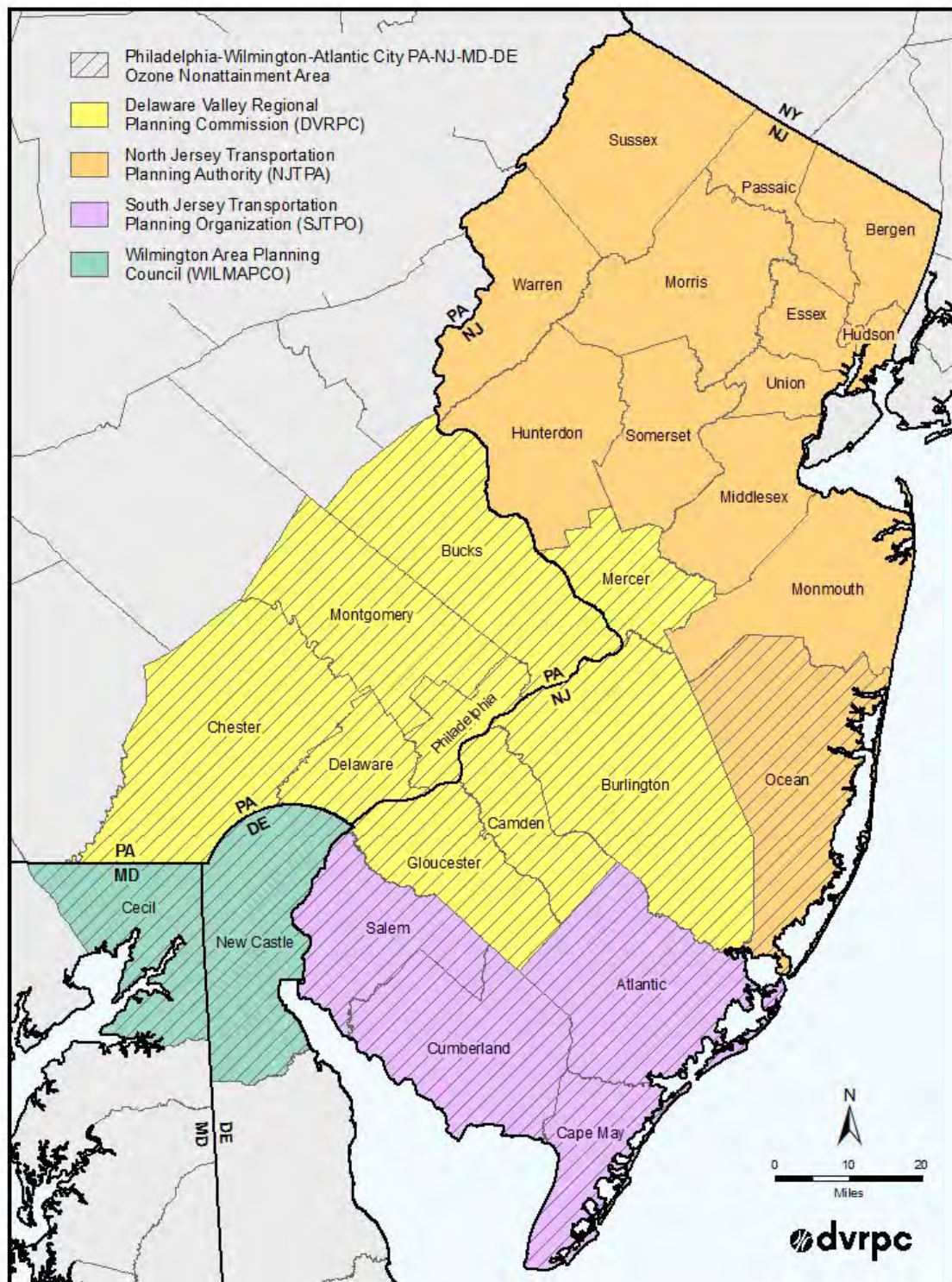
On August 24, 2016, the US EPA revoked the 1997 Annual PM_{2.5} Standard. The DVRPC region was in maintenance of this standard and DVRPC is not required to demonstrate conformity to this standard due to this action.

The DVRPC planning area also includes former carbon monoxide (CO) maintenance areas for portions of the cities of Philadelphia, Pennsylvania, and Burlington, Camden, and Trenton in New Jersey. These areas have achieved their 20-year maintenance plans (New Jersey on July 10, 2016, and Pennsylvania on December 4, 2017) and are no longer required to demonstrate conformity for CO.²

Figures 7 and 8 detail the current ozone and PM_{2.5} nonattainment and maintenance areas that are relevant to the DVRPC region.

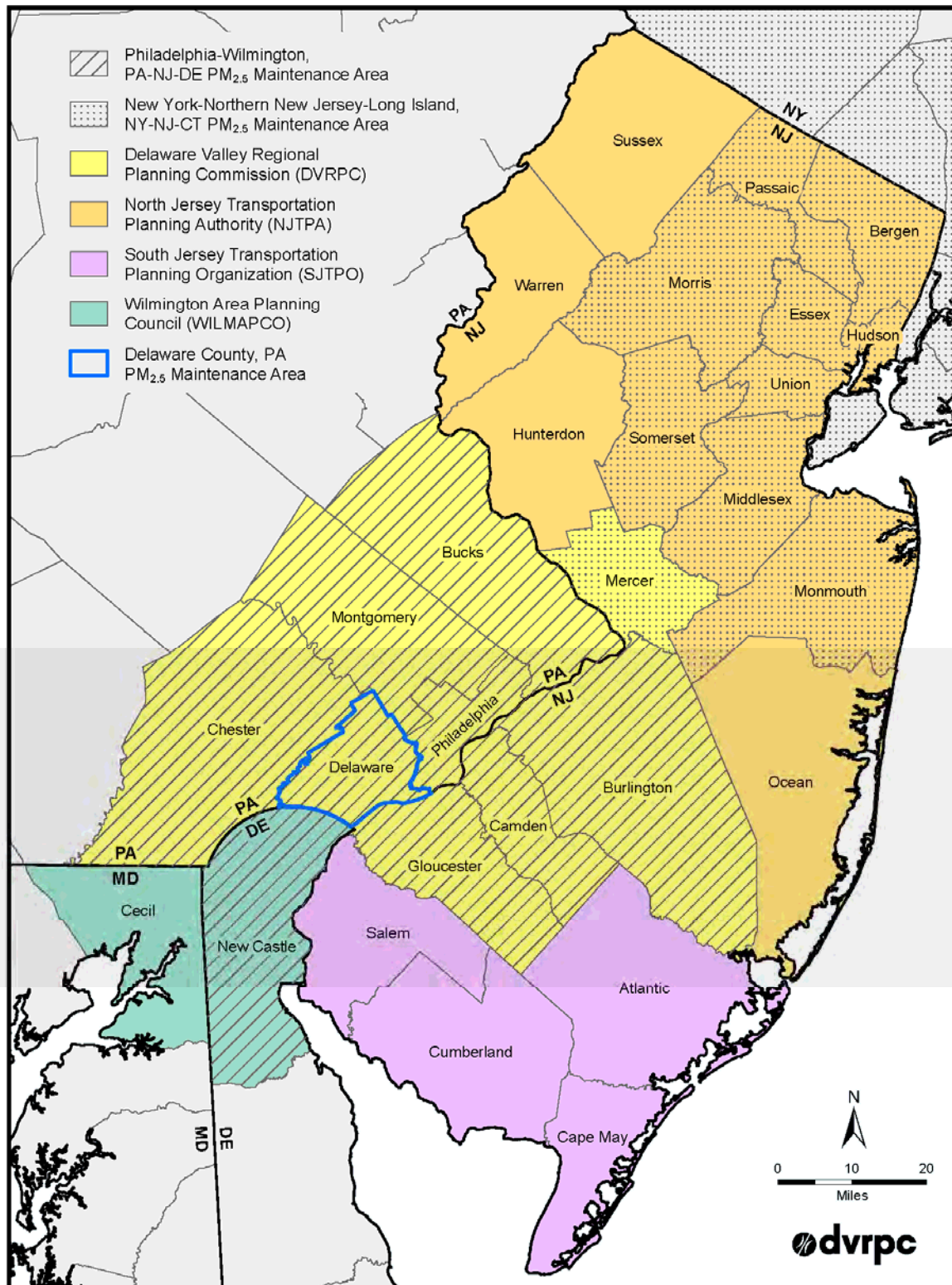
² *Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period*, EPA-420-B-14-093

Figure 7: Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Eight-Hour Ozone Nonattainment Area



Source: DVRPC, 2023

Figure 8: DVRPC Annual and 24-Hour PM_{2.5} Maintenance Areas



Source: DVRPC, 2023

NAAQS

The CAA, first enacted in 1963 and last amended in 1990, mandates the US EPA to set national air quality standards for air pollutants that are considered harmful to public health and the environment. The CAA requires the agency to periodically review the standards and to update those standards as necessary. These standards are set at the level required to provide an ample margin of safety to protect public health and welfare.

The US EPA has set NAAQS for several principal air pollutants, which are called criteria pollutants. The NAAQS criteria pollutants include ozone, CO, coarse and fine particulate matter (PM₁₀ and PM_{2.5}, respectively), sulfur dioxide, nitrogen dioxide, and lead.

The DVRPC region must demonstrate transportation conformity for ozone and PM_{2.5}, and Table 2 lists the current NAAQS for ozone and PM_{2.5} and the date of adoption by the US EPA.

Table 2: Current NAAQS

NAAQS	Standard	Date Adopted	Final NAA Designations	FR Notice
Ozone (2015)	70 ppb	October 2015	June 2018	80 FR 65292
Annual PM _{2.5} (2012)	12 µg/m ³	December 2012	April 2015	78 FR 3086
24-Hour PM _{2.5} (2006)	35 µg/m ³	October 2006	December 2009	71 FR 61144

Source: US EPA, 2023

Note: NAA = Nonattainment Area; FR = Federal Register.

When a region is designated as a nonattainment area by the US EPA, states are required to develop SIPs. The SIP represents the state's roadmap to meet or "attain" air quality standards contained in the NAAQS. Implemented SIPs contain an MVEB. Regional emissions estimates are compared against these budgets to determine progress toward meeting air quality goals.

The nonattainment areas for each of the criteria pollutants can be viewed at: www.epa.gov/green-book. Detailed information on the SIPs can be viewed at: www.epa.gov/air-quality-implementation-plans/sip-status-reports.

Public Health Impacts

Ozone is a photochemical oxidant and a major component of smog. Ozone is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of VOCs and NO_x in the presence of sunlight. Although ozone in the upper atmosphere shields and protects the earth from harmful radiation from the sun, high concentrations of ozone at ground level are a serious health and environmental concern. Even at low levels, ozone can damage lung tissue, reduce lung function, and sensitize the respiratory system to other irritants. Additionally, scientific evidence has indicated that ambient levels of ozone not only affect people with pulmonary conditions, such as asthma, but also normal, healthy adults and children.

Particulate Matter (PM) includes both solid particles and liquid droplets found in air. Many man-made and natural sources emit PM directly or emit other pollutants that react in the atmosphere to form PM. These solid and liquid particles come in a wide range of sizes. The coarse particles, less than 10 micrometers (µm) in diameter (PM₁₀), pose a health concern since they can be inhaled into and accumulate in the respiratory system. The fine particles, less than 2.5 µm in diameter (PM_{2.5}), are believed to pose even greater health risks. Due to their small size, these fine particles can lodge deep in the lungs. Individuals particularly sensitive to PM_{2.5} exposure include older adults, people with heart and lung disease, and children. Health studies have shown a significant association between exposure to PM_{2.5} and premature mortality.

PM_{2.5} can be emitted directly from combustion engines or chemically formed in the atmosphere when certain gases are present. Direct PM_{2.5} emissions can result from particles in exhaust fumes, from brake and tire wear, from road dust kicked up by vehicles (called fugitive road dust), and from highway and transit construction. Indirect PM_{2.5} emissions can result from one or more of several exhaust components, including VOCs, NO_x, sulfur oxides (SO_x), and ammonia (NH₃).

Transportation Conformity

The CAA section 176(c) (42 US Code [U.S.C.] 7506(c)) requires that federally funded highway and transit project activities “conform to” state air quality goals found in SIPs. This process ensures that transportation and air quality agencies are consulting one another to look for strategies to relieve traffic congestion, improve air quality, and provide communities with a safe and efficient transportation system.

The transportation conformity process is required in areas that have been designated by the US EPA as nonattainment or maintenance areas (see Figures 7 and 8 on pages 10 and 11). A transportation conformity demonstration is required at least once every four years; or when an MPO adopts a new Plan or TIP; adds or deletes a regionally significant, nonexempt project in a Plan or TIP, or when an MPO amends the scope or timing of construction.

Transportation conformity is demonstrated when federally funded highway and transit activities are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly make conformity determinations within air quality nonattainment and maintenance areas to ensure that federal actions are consistent with corresponding SIPs. The U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the CAA requirements governing the current NAAQS for transportation conformity.

This conformity demonstration is based on the current Final Rule under the CAA, including 40 CFR Part 93, as revised. The Final Rule dictates that conformity findings within the DVRPC planning area must be based on the applicable SIP budgets in all target analysis years. The demonstration process estimates emissions that will result from the region's transportation system and determines whether those emissions are within the limits outlined in respective SIPs and other applicable NAAQS requirements.

CHAPTER 2: Conformity Demonstration Overview

DVRPC Plan and TIP

The New Jersey and Pennsylvania TIPs are staged, multiyear, intermodal programs of transportation projects covering the nine counties in the DVRPC planning area. The DVRPC TIPs are consistent with

There are three categories of projects in the Plan and TIPs:

Regionally Significant Project: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel demand model.

Exempt Project: a project listed in Table 2 or Table 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

Not Regionally Significant Project/Nonexempt: a nonexempt highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel simulation model, and does not fit into an exempt project category in Table 2 or Table 3 of the Final Rule (40 CFR 93).

the Plan and are developed, pursuant to 23 CFR Part 450, to meet the federal requirement of being financially constrained to a funding level that is available to the region as established in the financial guidance provided by the respective states. All Plan and TIP project descriptions have been reviewed and approved by DVRPC's Transportation Conformity Interagency Consultation Group (TCICG) for appropriate Air Quality (AQ) code and analysis year.

The *Connections 2050* Long-Range Plan, adopted by the DVRPC Board in September 2021, provides a broad planning framework for the region. The transportation component of the Plan articulates a vision and a comprehensive long-range transportation blueprint for the DVRPC planning area. The *Connections 2050* Long-Range Plan includes over \$67 billion from traditional sources for regional transportation improvements. The Plan is fiscally constrained and focuses transportation funding on rebuilding the region's transportation infrastructure, but it also includes new major regional transportation projects to achieve its goals and objectives. The Plan advances and supports the region's land use plans and policies and proposes strategies to carry out those policies.

The Plan's financial component reflects current and projected federal authorization levels. Projected costs for future Plan projects have been adjusted to account for inflation and to reflect the year of expenditure, as required by the FHWA/FTA Final Rule on Statewide and Metropolitan Transportation Planning and Programming.³

The CAA requires that, in nonattainment or maintenance areas, all regionally significant and nonexempt projects included in a Plan or TIP on principal arterials and higher classifications—that is, those that can impact regional air quality—meet the conformity requirements established in the Final Rule. DVRPC must identify these projects in the Plan and TIPs and conduct an emissions analysis on those projects in order to demonstrate that the projects included in the Plan and TIPs do not worsen air quality or inhibit the region's progress toward meeting the NAAQS.

³ See 23 CFR 450.216(1), 23CFR 450.322(f) (10) (iv), and 23 CFR 450.23(h).

The project set, analyzed for conformity, includes all regionally significant projects funded in the Plan,⁴ those in the current TIP, and those that have been introduced in previous TIPs but are not yet completed. Each project is classified by the first year that the project is included in the regional emissions analysis, also known as the analysis year. The emissions estimates for a particular analysis year include all of the projects that are expected to be open to traffic by that year.

DVRPC AQ Code

DVRPC has developed an AQ coding scheme to identify projects that are included in the emissions analysis and the project's analysis year. The coding scheme is also used to identify which projects are exempt from the emissions analysis. All regionally significant, nonexempt projects are assigned a five-character alphanumeric AQ code that begins with a four-digit analysis year followed by the letter "M" to indicate that it was included in the TDM. For instance, a Plan or TIP project may have an AQ code of 2025M, in which case the project is identified as a regionally significant, nonexempt project, the emissions estimates of which are (1) included in the 2025 and all subsequent future analysis years, and (2) performed using the TDM network analysis technique.

DVRPC has also developed an internal coding scheme to identify each exempt project type based on those defined in the Final Rule. Table 3 shows the exempt project categories in the Final Rule and their corresponding DVRPC AQ codes. In cases in which multiple codes can apply to a project, the most representative code is assigned. The AQ code for each project is shown in the respective Plan and TIP documents.

Projects that have been determined not to be regionally significant as defined in the Final Rule, and do not fit into an exempt category, are labeled as "NRS." The TCICG has reviewed all projects and concurred on all assigned AQ codes in the Plan and the TIP.

⁴ The *Connections 2050* Plan also includes a list of unfunded aspirational projects that are consistent with the Plan's vision, but can be not afforded within fiscal constraint. As a result, these projects are not included in the Conformity analysis.

Table 3: AQ Codes for Exempt and Not Regionally Significant Projects in the Plan and TIPs

	Exempt Project Category†	AQ Code		Exempt Project Category†	AQ Code
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ridesharing and vanpooling promotion activities at current levels	A1
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2
	Safer non-federal-aid system roads	S3	Other Projects	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Shoulder improvements	S4		Grants for training and research programs	X2
	Increasing sight distance	S5		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety improvement program	S6		Federal aid systems revisions	X4
	Traffic control device and operating assistance other than signalization projects	S7		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Railroad/highway crossing warning devices	S8		Noise attenuation	X6
	Guardrails, median barriers, crash cushions	S9		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Pavement resurfacing and/or rehabilitation	S10		Acquisition of scenic easements	X8
	Pavement marking demonstration	S11		Plantings, landscaping, etc.	X9
	Emergency relief (23 U.S.C. 125)	S12		Sign removal	X10
	Fencing	S13		Directional and informational signs	X11
	Skid treatments	S14		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
	Safety roadside rest areas	S15		Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
	Adding medians	S16	No Regional Emissions Analysis Required	Intersection channelization projects	R1
	Truck-climbing lanes outside the urbanized area	S17		Intersection signalization projects at individual intersections	R2
	Lighting improvements	S18		Interchange reconfiguration projects	R3
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Changes in vertical and horizontal alignment	R4
	Emergency truck pullovers	S20		Truck size and weight inspection stations	R5
				Bus terminals and transfer points	R6
Mass Transit Projects	Operating assistance to transit agencies	M1	Not Regionally Significant	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS
	Purchase of support vehicles	M2			
	Rehabilitation of transit vehicles	M3			
	Purchase of office, shop, and operating equipment for existing facilities	M4			
	Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5			
	Construction or renovation of power, signal, and communications systems	M6			
	Construction of small passenger shelters and information kiosks	M7			
	Reconstruction or renovation of transit buildings and structures	M8			
	Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9			
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10			
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11			

Source: DVRPC, 2023

†40 CFR 93 Sections 126 and 127.

Analysis Year

Required analysis years include SIP budget years, designated NAAQS attainment dates, and the Plan horizon year. All other analysis years must be no more than 10 years apart.

The analysis years for this conformity demonstration are listed in Table 4. The years 2025 (PM_{2.5} SIP budget year), 2030 (PM_{2.5} SIP budget year for Delaware County only), and 2050 (the Plan horizon year) are required analysis years, and 2035 and 2045 are interim years within 10 years of the previous analysis.

Table 4: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2025	√	√	Interim Year and PM _{2.5} SIP budget year
2030		√	PM _{2.5} SIP budget year (Delaware County only)
2035	√	√	Year within 10 years of previous analysis
2045	√	√	Year within 10 years of previous analysis
2045	√	√	Year within 10 years of previous analysis
2050	√	√	Horizon Year of the Plan

Source: DVRPC, 2023

Table 5 describes the project sets that are considered in each future-year analysis.

Table 5: Projects Included in the Regional Emissions Analysis

Analysis Year	Project Set
2025 (PM _{2.5} budget years and interim year)	All regionally significant highway and transit facilities, services, and activities currently in place and Additional highway and transit projects that are scheduled to open prior to 2025
2030 (SIP budget year for Delaware County, PA only)	All regionally significant highway and transit projects in the 2025 model network and Additional highway and transit projects that are scheduled to open from 2025 to 2029 in Delaware County
2035 (interim year)	All regionally significant highway and transit projects in the 2025 model network and Additional highway and transit projects that are scheduled to open from 2025 to 2034
2045 (interim Year)	All regionally significant highway and transit projects in the 2035 model network and Additional highway and transit projects that are scheduled to open from 2035 to 2044
2050 (DVRPC Plan horizon year)	All regionally significant highway and transit projects in the 2045 model network and Additional highway and transit projects that are scheduled to open from 2045 to 2049

Source: DVRPC, 2023

Emissions Analysis

Once the regionally significant and nonexempt projects in the Plan and TIP are identified and analysis years are assigned, regional emissions estimates are developed through a series of models that simulate travel demand in the region and then convert those travel characteristics into estimates of emissions of the pollutants of concern.

Plan and TIP projects are coded into the DVRPC TDM (Travel Improvement Model version 2.5.1). The TDM represents the regional transportation network and uses inputs like population, employment, and land use data to develop estimates for trip length, vehicle miles traveled (VMT), and traffic volumes on the transportation network. The model includes the base transportation network of roads and transit projects that have been constructed, and new networks are built to include projects from the Plan and TIP according to the projects' analysis years.

Outputs of the TDM are then processed and entered into the emissions estimation model, MOVES 3.1. The MOVES model will then take the TDM outputs, information on meteorology, fuel information, data on vehicle types and vehicle populations, and other critical inputs to develop a projected emissions estimate for a given analysis year and pollutant, which is then compared against SIP MVEBs to demonstrate conformity.

Latest Planning Assumptions

The Final Rule requires that the most current available planning assumptions be used in determining transportation conformity. In addition to the Plan and TIP projects that are included in the conformity analysis, planning assumptions, such as population and employment estimates, transit and toll road policies, land use assumptions, VMT, vehicle mix percentages, travel time-of-day patterns, transit ridership, and vehicle fleet age are critical inputs to the TDM.

Planning assumptions are updated following US EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet, and environmental data to estimate regional highway emissions.

In New Jersey, the New Jersey Department of Environmental Protection (NJ DEP) updates many of the planning assumptions to meet the transportation conformity requirements. For this conformity determination, NJ DEP has updated vehicle age distribution assumptions using 2022 vehicle registration data provided by the New Jersey Department of Motor Vehicles. VMT were also adjusted to the latest available Highway Performance Monitoring System factors, which are from 2021.

In Pennsylvania, the Pennsylvania Department of Transportation (PennDOT) updates the key planning assumptions on a triennial basis to support the US EPA's National Emissions Inventory and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is typically used to inform the planning assumptions for the future analysis years used for transportation conformity.

Due to the impacts that Coronavirus Disease 2019 (COVID-19) has had on the latest 2020 triennial data update, PennDOT has determined that these estimates of VMT, vehicle mix percentages, travel time-of-day patterns, transit ridership, and vehicle fleet age may not be reflective of future conditions or longer-term trends. The 2020 information indicates significant reductions in passenger vehicle travel and transit ridership. In addition, vehicle registration data shows very low vehicle sales and older vehicle scrappage. The 2020 information is not reflective of other historic data collected over the last 15–20 years, other than in 2010

during the last economic recession. PennDOT, in coordination with the Pennsylvania Air Quality Workgroup (which serves as the TCICG), decided not to use the 2020 VMT, traffic, and transit data to inform future VMT projections for conformity. The MPO's travel model continued to utilize the latest socioeconomic forecasts to guide VMT growth rates, although in most cases these had not been updated with data from the COVID-19 period. In addition, PennDOT, in consultation with the Air Quality Workgroup, decided not to use the 2020 vehicle age data to inform future age distributions and vehicle sales as this information is not reflective of historic trends. For both cases, the VMT growth and vehicle age assumptions relied on previous planning assumptions used for past conformity analyses.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and the US EPA's technical guidance. This includes information and characteristics related to fuels, inspection and maintenance program parameters, heavy-truck long duration idling, and environmental data (e.g., temperatures and humidity).

Planning assumptions, as well as the list of Plan and TIP projects, are reviewed and approved by the TCICG in each state before DVRPC begins the regional emissions analysis.

The planning assumptions and project lists used in this demonstration are the latest and most current assumptions available as of June 1, 2023, for New Jersey and June 6, 2023, for Pennsylvania. These dates function as the "start of analysis" dates for the conformity determination in each state.

Population and Employment Estimates

The population and employment estimates used in this conformity determination are the latest available at the traffic analysis zone (TAZ) level. Population and employment forecasts were adopted by the DVRPC Board on June 24, 2021. These estimates include forecasts for the Plan horizon year of 2050 and are posted on the DVRPC website under the Quick Links at <https://www.dvrpc.org/plan/>. This data can also be reviewed upon request.

Transit and Toll Road Policies

As part of the latest planning assumptions, current transit operations policies and road toll structures are considered. The transit person trips produced by the modal split component of the DVRPC TDM are considered "linked" in the sense that they do not include any transfers that may have occurred either between transit trips or between auto approaches and transit lines. Therefore, the transit assignment procedure accomplishes two major tasks. First, the transit trips are "unlinked" to include transfers; and second, these "unlinked" transit trips are associated with specific transit facilities to produce link, line, and station volumes. These tasks are performed simultaneously within the transit assignment model, which assigns the transit trip matrix to paths built through the transit network, which is not capacity constrained.

All fares entering the transit network are "blended" by operating entity. For each operator, different existing fare types (e.g., cash; transfer charge; and daily, weekly, and monthly passes) are blended into a single fare policy based on the percentage of each fare type and use in the 2019 fare structure. Then the future fare for each operator is held constant in current dollars. All current operating plans, ridership, and service levels of transit systems are built into the transit network and incorporated into the future-year networks, as well. Future-year transit networks are also augmented with any new services identified in the corresponding DVRPC Plan and TIPs. Table 6 details all transit operators included in the transit network and their operational assumptions.

Other transportation-related costs, such as automobile operating costs, gasoline costs, parking costs, and road/bridge tolls, are also based on current and available data and are held constant in current dollars into the future analysis years.

Table 6: Transit Operation Assumptions

Transit Companies	Fares	Operating Plan /Service Level
SEPTA City Transit Division	Specified in the transit network by operator and by analysis year; held constant in year 2019 dollars	Specified in the transit network by operator and by analysis year
SEPTA Suburban Victory Division		
SEPTA Suburban Frontier Division		
SEPTA Regional Rail Division		
NJ Transit Mercer Division		
NJ Transit Southern Division		
NJ Transit Railroad Division		
PATCO High-Speed Line (DRPA)		
Pottstown Area Rapid Transit		
Krapf's Coaches		

Source: DVRPC, 2023

Note: SEPTA = Southeastern Pennsylvania Transportation Authority; NJ Transit = New Jersey Transit; DRPA = Delaware River Port Authority; PATCO = Port Authority Transit Corporation.

Travel Demand Simulation

DVRPC's TDM was validated in 2019 following FHWA guidance and features an expanded geography to improve travel simulation within, through, and across the region. The current model includes detailed transportation network data on the DVRPC region, plus less detailed information on the transportation network in the 16 counties surrounding the DVRPC region. The current DVRPC TDM meets the federal transportation authorization and planning requirements, as well as requirements included in the CAA and the Final Rule.

DVRPC's TDM is a four-step process that ultimately assigns travel patterns among and within TAZs and modes of transportation using the built transportation networks, along with the planned highway and transit networks described by the Plan and the TIP. Travel patterns and modal splits are then run through a postprocessor in preparation for emissions analysis by MOVES 3.1. The TCICG has reviewed and approved DVRPC's travel demand modeling process.

Emissions Model

The CAA requires the US EPA to regularly update emissions models. In 2009, the US EPA required that the MOVES model become the official emissions estimation model used for SIP development and transportation conformity determinations. The MOVES family of models estimates on-road mobile emissions based on an operational mode that accounts for different driving patterns and emissions profiles from various vehicle types. Beginning in January 2023, MPOs and state DOTs are required to use the MOVES 3.1 emissions model to demonstrate transportation conformity. For a detailed description of the MOVES model, please visit: www.epa.gov/moves.

Conformity Tests

The DVRPC region must demonstrate transportation conformity for ozone and PM_{2.5}, and governing SIPs are in place for these pollutants in New Jersey and Pennsylvania. DVRPC utilizes the budget test to demonstrate conformity using applicable SIP budgets.

The DVRPC region was designated as a marginal nonattainment area for the 2015 Ozone Standard on June 4, 2018. Implementation guidance for this standard was released by the US EPA in December 2018, and this conformity determination was conducted following the 2015 Eight-Hour Ozone NAAQS implementation guidance (83 FR 62988). The Philadelphia Ozone Nonattainment Area did not meet the August 2021 designated attainment date for ozone (87 FR 21842), and each state is currently revising the Ozone SIPs to redesignate the area to moderate nonattainment for the 2015 Ozone Standard.

DVRPC is using the 2008 Ozone SIP Budget in Pennsylvania and 2009 Ozone SIP Budget in New Jersey. These budgets were approved by the US EPA for conformity purposes in February 2011 and May 2009, respectively. All ozone budgets have been established by the state DEPs using MOBILE 6.2. The regional emissions analysis for ozone was conducted using MOVES 3.1. Analysis is conducted for ozone emissions for a typical summer work weekday.

The US EPA has approved maintenance plans for the 2006 24-Hour PM_{2.5} standards in the New Jersey and Pennsylvania counties in the DVRPC region (approved by the US EPA in September 2013 and April 2015, respectively). The US EPA approved a maintenance plan for the 2012 Annual PM_{2.5} standard in Delaware County in November 2019. All of these state SIPs contain MVEBs for direct PM_{2.5} and precursor NO_x to be used to demonstrate transportation conformity. All PM_{2.5} MVEBs are expressed in tons of emissions per year for both the annual and 24-hour standards.

The US EPA has ruled that exhaust and brake/tire wear must be included in the regional analysis of direct PM_{2.5} emissions but has also ruled that fugitive road dust does not need to be included in this analysis in the DVRPC region. Thus, the only components of direct PM_{2.5} emissions in this DVRPC conformity iteration are tailpipe exhaust and brake/tire wear.

For the indirect PM_{2.5} emissions (also called PM_{2.5} precursors), the US EPA has identified four potential transportation-related PM_{2.5} precursors: VOCs, NO_x, SO_x, and NH₃. Both New Jersey and Pennsylvania DEPs have determined that NO_x is contributing to regional PM_{2.5} formation and therefore must be included in the PM_{2.5} precursor analysis.

Tables 7–10 show governing MVEBs to be utilized in this iteration of conformity demonstration.

Table 7: Ozone Emissions Budgets (Tons/Day)

Pollutant	Budget†	Pennsylvania Subregion (tons/day)	New Jersey Subregion (tons/day)
VOCs	2008 Budget (tons per day)	61.09 (all counties)	-
	2009 Budget (tons per day)	-	25.98 (all counties)
NO _x	2008 Budget (tons per day)	108.78 (all counties)	-
	2009 Budget (tons per day)	-	63.66 (all counties)

Source: DVRPC, 2023

†Ozone budgets are reported to the second decimal in accordance with the SIP. Both state SIP budgets for ozone are for a typical July day.

Table 8: New Jersey PM_{2.5} Emissions Budgets (Tons/Year)

Pollutant	Budget†	Burlington, Camden, and Gloucester counties (tons/year)	Mercer County (tons/year)
Annual and 24-Hour Direct PM _{2.5} ♦	2025 Budget (tons per year)	363	119
Annual and 24-Hour Precursor NO _x ♦		8,003	2,551

Source: DVRPC, 2023

†PM_{2.5} budgets are rounded off to the nearest integer in accordance with the SIP.

♦Both state SIP budgets for Annual and 24-Hour PM_{2.5} are the same value expressed in tons/year.

Table 9: Pennsylvania PM_{2.5} Emissions Budgets (Tons/Year)

Pollutant	Budget†	Pennsylvania Subregion (tons/year)
Annual and 24-Hour Direct PM _{2.5} ♦	2025 Budget (tons per year)	1,316
Annual and 24-Hour Precursor NO _x ♦		25,361

Source: DVRPC, 2023

†PM_{2.5} budgets are rounded off to the nearest integer in accordance with the SIP.

♦Both state SIP budgets for Annual and 24-Hour PM_{2.5} are the same value expressed in tons/year.

Table 10: Delaware County PM_{2.5} Emissions Budgets (Tons/Year)

Pollutant	Budget [†]	Delaware County (tons/year)
Annual and 24-Hour Direct PM _{2.5} ♦.	2022 Budget (tons per year)	79
Annual and 24-Hour Precursor NO _x ♦.		2,016
Annual and 24-Hour Direct PM _{2.5} ♦.	2030 Budget (tons per year)	53
Annual and 24-Hour Precursor NO _x ♦.		956

Source: DVRPC, 2023

[†]PM_{2.5} budgets are rounded off to the nearest integer in accordance with the SIP.

♦Both state SIP budgets for Annual and 24-Hour PM_{2.5} are the same value expressed in tons/year.

CHAPTER 3: Regional Emissions Analysis

Travel Demand Simulation Results

Quantitative analyses for this iteration of transportation conformity determination for the DVRPC region began on June 1, 2023 in New Jersey and June 6, 2023 in Pennsylvania. All planning assumptions utilized in this demonstration are the latest and most current as of that date. The TDM analysis includes all regionally significant and nonexempt projects from the *Connections 2050* Long-Range Plan, the Draft FY2024 TIP for New Jersey, and the FY2023 TIP for Pennsylvania segregated into networks according to the anticipated date that the facilities will be open to traffic.

Results from the TDM, including speed distribution, VMT by vehicle type, road-type distribution, ramp fraction, VMT by day and month, and VMT by hour, were input into the MOVES 3.1 emissions analysis model. These input files are provided to the US EPA for review and are available upon request.

For ozone analysis, a second speed distribution is performed before being analyzed by the MOVES 3.1 model. The postprocessor applies a factor to the assigned volumes from the TDM that increases the annual average weekday volume to an average July weekday volume (these factors vary by county and functional class). This speed distribution is then organized into a MOVES-formatted input file, and the daily speed distribution is used for ozone emissions analysis to determine VOC and NO_x emissions estimates for a typical summer work weekday.

Emissions Estimate Results

Mobile source emissions estimates are outputs of the MOVES 3.1 model. The regional emissions analysis must meet all conformity tests in the Final Rule. Specifically, emissions of VOCs, NO_x, and PM_{2.5} must be less than the approved MVEBs.

Tables 11 and 12 present the results of these calculations for the transportation conformity simulation for the critical ozone precursors. The Final Rule requires that until MVEBs are established for the 2008 or 2015 Eight-Hour Ozone NAAQS, the approved SIP MVEBs for the 1997 Ozone Standard are to be used to demonstrate conformity.

Table 11: VOCs Emissions Analysis Results (Tons/Day)

		2008 SIP MVEB [†]	2009 SIP MVEB [†]	2025 Emissions	2035 Emissions	2045 Emissions	2050 Emissions
New Jersey	Emissions from MOVES 3.1	–	25.98	8.63	6.63	5.96	5.41
Pennsylvania	Emissions from MOVES 3.1	61.09	–	20.07	14.05	11.73	11.49

Source: DVRPC, 2023

[†]The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.

Table 12: NO_x Emissions Analysis Results (Tons/Day)

		2008 SIP MVEB[†]	2009 SIP MVEB[†]	2025 Emissions	2035 Emissions	2045 Emissions	2050 Emissions
New Jersey	Emissions from MOVES 3.1	–	63.66	13.74	8.54	7.86	7.71
Pennsylvania	Emissions from MOVES 3.1	108.78	–	32.76	18.85	17.55	17.45

Source: DVRPC, 2023

[†]The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth of a ton per day.

Tables 13 and 14 provide the emissions estimate results for the 2006 PM_{2.5} Maintenance Areas in New Jersey and Pennsylvania, and Table 15 provides the emissions estimates and MVEB for the Delaware County 2012 Annual PM_{2.5} Maintenance Area.

Governing SIP MVEBs for the year 2025 were approved for both the Annual and 24-Hour PM_{2.5} standards in September 2013 in New Jersey and April 2015 in Pennsylvania. In Delaware County, Pennsylvania, governing SIP MVEBs were approved for the 2012 Annual PM_{2.5} standard in November 2019.

Since the PM_{2.5} SIPs provide MVEBs expressed in annual values (tons/year), conformity is demonstrated by comparing emissions estimates against these budgets in those terms. Each future-year emissions estimate needs to be less than its associated SIP MVEB budget.

Table 13: Annual and 24-Hour Direct PM_{2.5} and NO_x Emissions Analysis Results (Tons/Year) for New Jersey

		2025 SIP MVEB[†]	2025 Emissions	2035 Emissions	2045 Emissions	2050 Emissions
Direct PM _{2.5}	Burlington, Camden, and Gloucester counties*	363	148	105	94	92
	Mercer County [¶]	119	50	35	32	31
PM _{2.5} Precursor (NO _x)	Burlington, Camden, and Gloucester counties*	8,003	3,759	2,189	2,026	1,986
	Mercer County [¶]	2,551	1,216	733	675	662

Source: DVRPC, 2023

[†] The most recent MVEBs apply to all future analysis years. All emissions are rounded to the nearest integer.

*Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area.

[¶]Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area.

Table 14: Annual and 24-Hour Direct PM_{2.5} and NO_x Emissions Analysis Results (Tons/Year) for Pennsylvania

		2025 SIP MVEB [†]	2025 Emissions	2035 Emissions	2045 Emissions	2050 Emissions
Direct PM _{2.5}	DVRPC—PA	1,316	421	283	250	244
PM _{2.5} Precursor (NO _x)	DVRPC—PA	25,361	11,060	6,470	6,060	6,039

Source: DVRPC, 2023

[†]The most recent MVEBs apply to all future analysis years. All emissions are rounded to the nearest integer.

Table 15: 2012 Annual Direct PM_{2.5} and NO_x Emissions Analysis Results (Tons/Year) for Delaware County, Pennsylvania

		2022 SIP MVEB [†]	2025 Emiss- ions	2030 SIP MVEB [†]	2030 Emiss- ions	2035 Emiss- ions	2045 Emiss- ions	2050 Emiss- ions
Direct PM _{2.5}	Delaware County	79	57	53	44	39	34	33
PM _{2.5} Precursor (NO _x)	Delaware County	2,016	1,422	956	953	833	771	766

Source: DVRPC, 2023

[†] Associated 2022 and 2030 MVEBs apply to all future analysis years. All emissions are rounded to the nearest integer.

Meeting the Conformity Criteria

Collectively, these tables show that the estimated emissions of VOCs, NO_x, and PM_{2.5} do not exceed the respective MVEBs included in approved SIPs discussed in the previous sections of this conformity demonstration. Tables 11 through 15 cumulatively demonstrate that the Plan and the TIPs conform to the SIPs with respect to the MVEBs in the corresponding analysis year.

Table 16 indicates DVRPC's responses to the evaluation criteria for the Plan and TIPs, as well as the conformity evaluation criteria from 40 CFR Part 93.

Table 16: Evaluation of the Plan, TIPs, and Conformity Determination Criteria

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC Response
§93.106(a)(1)	Are the transportation plan horizon years correct?	Yes. The analysis years of 2025, 2030 (Delaware County, Pennsylvania, only), 2035, 2045, and 2050 correspond to the SIP budget, interim years within a 10-year timeframe, and the DVRPC Plan horizon year.
§93.106(a)(2)(i)	Does the Plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. The <i>Connections 2050</i> Long-Range Plan does quantify and document demographic and employment factors influencing transportation demand. Future population and employment forecasts were developed with member counties and adopted by the DVRPC Board.
§93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network that the transportation Plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective Plan and TIP documents.
§93.108	Are the transportation Plan and TIPs fiscally constrained?	Yes. The Plan and the TIP are constrained to reasonably anticipated financial resources, as required by federal regulations, and are based on year-of-expenditure costs.
§93.109(c)	Are the regional conformity tests requirements met for all nonattainment and maintenance areas?	Yes. PM _{2.5} , VOCs, and NO _x MVEBs have been approved by the US EPA. DVRPC performs budget tests to demonstrate the PM _{2.5} and ozone conformity of the Plan and the TIPs.

<continued>

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC's Response
	Are the conformity determinations based upon the latest planning assumptions?	Yes.
	Is the conformity determination, with respect to all other applicable criteria in §93.111-93.119, based upon the most recent planning assumptions in force at the time that the conformity determination began?	Yes. This conformity determination utilizes the most recent planning assumptions as of June 1, 2023 (New Jersey) and June 6, 2023 (Pennsylvania), the start of analysis dates for this conformity determination for the Plan and TIP.
	Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion the most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Yes. This conformity determination utilizes the most recent demographic and employment data, which were adopted by the DVRPC Board in June 2021. Also, other planning assumptions and travel data are derived from the most current information available to DVRPC.
§93.110	Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Yes. Applicable transit operating policies and transit ridership are discussed in this document and were verified through the consultation process. (See Chapter 2, pp. 20–21).
	Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?	Key transit and toll assumptions outlined in this document were verified through the consultation process. (See Chapter 2, pp. 20–21).
	Does the conformity determination use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures that have already been implemented?	Currently, there are no adopted TCMs in the corresponding SIPs.
	Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation, as required by §93.105?	Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the TCICG and the public.
<continued>		

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	DVRPC's Response
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the Plan and the TIP is based on MOVES 3.1.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP?	<p>Yes. Formal interagency consultation meetings with the US EPA, FHWA, FTA, and state environmental and transportation agencies were held according to the consultation procedures consistent with the requirements of all applicable regulations, including §93.105(a) and (e), to consider input assumptions and to review findings regarding transportation conformity.</p> <p>In compliance with 23 CFR 450, a 30-day public comment period and public meetings were held to receive comments regarding the transportation conformity of the Plan and the TIP under all governing NAAQS.</p>
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted TCMs in the SIPs.
§93.118	For areas with SIP Budgets: is the Plan, TIP, or project consistent with the established MVEB(s) in the applicable SIP?	Yes. Projects contained in the Plan and the TIP result in fewer emissions than the established budgets for all applicable pollutants in each analysis year.
§93.122(a)(1)	Does the conformity analysis include all regionally significant projects?	Yes. The project sets for the Plan and the TIP include all regionally significant projects.
§93.122(a)(6) §93.122(a)(7)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable SIP?	Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed, have been reviewed by the TCICG and deemed reasonable.
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?	Yes. DVRPC uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.

Source: DVRPC, 2023

CHAPTER 4: Stakeholder Participation

Interagency Consultation Group Meetings

DVRPC participated in a series of TCICG meetings and correspondence for this iteration of the transportation conformity demonstration of the Plan and the TIP.

For New Jersey, a TCICG meeting was held via video conference on June 1, 2023. Prior to the meeting DVRPC provided the TCICG with the proposed conformity schedule, the lists of planning assumptions and MOVES model inputs for the emissions analysis, and the lists of projects from the Plan and Draft FY2024 New Jersey TIP that will be analyzed for this conformity determination. The TCICG reviewed the planning and model inputs and project lists and approved DVRPC to start the conformity analysis on June 1, 2023.

In Pennsylvania, consultation with the TCICG was conducted through email and phone discussions. Planning assumptions, model inputs, and project lists that included amendments to the Plan and Pennsylvania TIP were discussed and approved by the TCICG. All comments approving the DVRPC conformity process were submitted to PennDOT by the TCICG by June 6, 2023.

Additional consultation occurred via email and phone correspondence between TCICG members throughout the conformity determination process. Final decisions on items of discussion were summarized and shared with the TCICG.

Represented federal, state, and local partners on the TCICG included US EPA Region II and III offices, FHWA NJ Division Office, FHWA PA Division Office, New Jersey Department of Transportation, NJ Transit, NJ DEP, Pennsylvania DEP, PennDOT, SEPTA, and DRPA/PATCO. The consultant firm of Michael Baker Jr., Inc., also participated in the TCICG process because of its extensive involvement and expertise in the transportation conformity processes in both Pennsylvania and New Jersey.

Public Participation

DVRPC scheduled a mandated 30-day public comment period to begin on July 24, 2023, to receive comments on the draft conformity findings. The announcement for the public comment period for the conformity determination of the Plan and the TIPs appeared in five major newspapers throughout the region during the week of July 17, 2023. Announcement of the public comment period appeared in DVRPC's July and August newsletters, which goes to nearly 13,000 subscribers. This draft conformity document was made available online at www.dvrpc.org/AirQuality/Conformity/.

Hard copies of the Executive Summary of the draft document were made available at 42 libraries throughout the region and at DVRPC's offices.

As part of the comment period, an in-person public information session was held on July 31, 2023, at 5:00 PM, and an online meeting was held on August 10, 2023 at 7:00 PM, via webinar and a call-in function. The meeting presentations were recorded and posted on the DVRPC website for additional access to the public. The comment period closed on August 25, 2023, at 5:00 PM.

DVRPC will accepted public comments on the draft conformity document:

- online at www.dvrpc.org/AirQuality/Conformity/,
- by email at airconformity@dvrpc.org; and
- by mail at the address at the end of this document, Attention: TIP/Plan/Conformity Comments.

TO BE ADDED: Summary of Comments Received

The DVRPC Board is scheduled to adopt the conformity findings on September 28, 2023.

CHAPTER 5: Conclusion

The DVRPC Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets established by the state in accordance with the Final Rule under the current NAAQS governing applicable pollutants. DVRPC confirms that the transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIPs do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and
- that the Plan and the TIPs are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

These findings demonstrate transportation conformity of the DVRPC *Connections 2050* Long-Range Plan, Draft FY2024 TIP for New Jersey, and the FY2023 TIP for Pennsylvania with the corresponding state SIPs and the Final Rule requirements under the CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia-Wilmington-Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the 2012 Annual PM_{2.5} NAAQS in the Delaware County, PA, PM_{2.5} Maintenance Area.



Appendix

Appendix: Regionally Significant and Nonexempt Projects in the *Connections 2050* Long-Range Plan, Draft FY2024 TIP for New Jersey, and FY2023 TIP for Pennsylvania

The projects listed in this Appendix were included in the regional conformity analysis. Descriptions of the improvements for Plan projects are included in the tables. Full descriptions of TIP projects are available in the relevant TIP documents by referencing the MPMS number.

Air Quality Significant New Jersey *Connections 2050* Long-Range Plan Major Regional Projects (MRPs)

MRP ID	Project Title	Improvements	AQ Analysis Code
Highway			
36	I-295 Scudder Falls Bridge Replacement	Complete replacement of the existing four-lane, 4.4-mile Scudder Falls Bridge over the Delaware River from the Route 332 interchange in Bucks County, Pennsylvania, to the Bear Tavern Road interchange in New Jersey.	2025M
75	I-295/NJ 42 (Missing Moves)	Add missing movements to interchange at I-76/NJ 42.	2035M
77	I-295 (Direct Connect)	Direct connection of I-295 through interchange at I-76/NJ 42.	2035M
79	US 322	Widen from US 130 to NJ Turnpike.	2045M
83	West Trenton Bypass	New connector from Bear Tavern Road to intersection of Decou Avenue and Parkway Avenue.	2035M
84	US 1 Alexander Road to Mapleton Road	Widen from six to eight lanes from Dinky Bridge to Scudders Mill Road; intersection improvements at Washington Road and Harrison Street.	2035M
103	Atlantic City Expressway	Construction of a third lane in the westbound direction from milepost 31 to milepost 44.	2035M
159	US 130 Corridor Improvements	Realign sections of US 130 corridor and redesign multiple intersections with new signals.	2050M
168	AC Expressway Electronic Tolling & ITS Upgrades	Upgrade of toll collection using innovative technology through electronic tolling. Atlantic City Expressway milepost 0.0-44, ACE Connector (South Jersey Transportation Authority).	2035M
172	I-295 and Route 38 Interchange Operational Improvements	Add missing movements to interchange at NJ 38	2035M
209	NJ 73 from Dutch Road to NJ 70	Intersection improvements at NJ 73 and Evesham Road (CR 544).	2035M
210	NJ 73 and Church Road	Intersection improvements at Church Road (CR 616) and Fellowship Road (CR 673).	2035M
237	US 322 Bypass near Rowan University	Bypass around US 322 and NJ 55 Intersection; intersection improvements at US 322 and Joseph Bowe Boulevard; corridor improvements in campus/downtown area between Lehigh and Yale streets.	2045M
307	Trenton City traffic signal upgrades	Mark comprehensive upgrades and interconnect 127 urban traffic signals.	2045M

MRP ID	Project Title	Improvements	AQ Analysis Code
308	Trenton Station Area Access	Revise operations to Market, Clinton, Wallenberg, and Greenwood to improve multimodal access to Trenton Transit Center.	2045M
311	NJ 133 / Cranbury Station Road Interchange	Construct new interchange to facilitate access to distribution centers.	2035M
320	I-295, Sloan Avenue to CR 583	The project involves ramp widening within the interchange, a new ramp to segregate US 1 northbound local/mall traffic to outer lanes, and widening a portion of US 1.	2035M
401	Delaware River Joint Tollbridge Commission All Electronic Tolling - Multiple Bridges	Design and construction of implementing All Electronic Tolling at Trenton-Morrisville (US 1);.	2035M
403	I-95 at PA Turnpike Interchange - Stage 3 - Replacement of the Delaware River Bridge	Includes the complete replacement of the Delaware River Bridge and the reconstruction of the approach roadways.	2045M
412	NJ Turnpike Interchange 1 to 4 Widening Program	Widening of one additional lane in each direction from the existing four-lane Interchange 1 at milepost 0.0 to just north of the existing Interchange 4 at milepost 36.5.	2045M
Transit			
CF	Franklin Square Station	New station on PATCO Line in Philadelphia.	2025M

Source: DVRPC, 2023.

New Air Quality Significant New Jersey Connections 2050 Long-Range Plan MRPs

MRP ID	Project Title	Improvements	AQ Analysis Code
Highway			
172	I-295 and Route 38 Interchange Operational Improvements	Add missing movements to interchange at NJ 38	2035M
320	I-295, Sloan Avenue to CR 583	The project involves ramp widening within the interchange, a new ramp to segregate US 1 northbound local/mall traffic to outer lanes, and widening a portion of US 1.	2035M
403	I-95 at PA Turnpike Interchange - Stage 3 - Replacement of the Delaware River Bridge	Includes the complete replacement of the Delaware River Bridge and the reconstruction of the approach roadways.	2045M

Source: DVRPC, 2023

Note: AQ Codes for Long-Range Plan projects indicate when the project is expected to be complete. Phases of these projects are often programmed in the TIP as breakout projects. These phases are analyzed for conformity when the breakout project is expected to open to traffic.

Air Quality Significant Pennsylvania *Connections 2050* Long-Range Plan MRPs

MRP ID	Project Title	Improvements	AQ Analysis Code
Highway			
20	I-95 and I-476 Interchange	One new lane in each direction on I-95 through the interchange. Addition of lane on ramp from southbound I-476 to southbound I-95.	2050M
32	I-476 (PA Turnpike Northeast Extension) Widening	Reconstruct and widen to six lanes from Lansdale to Quakertown.	2035M
34	County Line Road	Reconstruct and widen between US 202 and Stump Road and between Kulp Road and PA 611.	2035M
35	I-95 at PA Turnpike Interchange - Stage 2	New partial interchange directly connects these two highways. Includes Sections A, C, D30, and E, which are primarily the Turnpike mainline reconstruction and widening; and D40, which completes the remaining movements at the new interchange.	2035M
36	I-95 at Scudders Falls Bridge Widening	Complete replacement of the existing four-lane, 4.4-mile, Scudder Falls Bridge over the Delaware River from the Route 332 interchange in Bucks County, PA, to the Bear Tavern Road interchange in Mercer County, NJ. Includes six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel.	2025M
37	US 1 at PA Turnpike	Reconstruct from I-276 (PA Turnpike) to NJ state line; widen from PA Turnpike to PA 413.	2045M
48	US 30/Coatesville-Downingtown Bypass (Western Section)	Reconstruct from PA 10 to just west of Reeceville Road; complete missing movements at PA 82, Airport Road, and Bus. 30/PA 10 interchanges.	2035M
50	US 322 from Clayton Park Drive to I-95	Reconstruct and widen from Clayton Park Drive to I-95.	2035M
54	Henderson Road and South Gulph Road	Widen Henderson Road from South Gulph Road to Shoemaker; widen South Gulph Road from Crooked Lane to I-76 Gulph Mills intersection.	2045M
56	US 202 (Section 600) Widening	Widen and reconstruct from Johnson Highway to PA 309.	2035M
57	PA 309 Connector Road	Construct new road from Allentown Road to County Line Road; improve PA 309 interchange.	2035M
65	I-95 North Reconstruction	Reconstruct from Race Street to State Road; interchange improvements at Vine, Girard, Allegheny, Betsy Ross Bridge, Bridge, and Cottman interchanges.	2045M
98	US 422 Mainline Widening (River Crossing)	Reconstruct and widen from four to six lanes from US 202 to PA 363.	2045M
101	Bryn Mawr Avenue Extension	Bypass for PA 3 West Chester Pike and PA 252 Newtown Street intersection.	2050M
110	Route 611 Improvements Willow Grove Interchange	The project will be widening the southbound PA 611 ramp to the PA Turnpike from one lane to two lanes.	2035M
111	I-276 and Virginia Drive.	Add full movements.	2035M

MRP ID	Project Title	Improvements	AQ Analysis Code
112	I-276 and Henderson Road	New interchange.	2045M
113	I-276 and Lafayette Street/Ridge Avenue Ramp Modifications	Phases 4 and 5 of a new cashless tolling interchange at the intersection of I-276 / Lafayette Street/Ridge Pike in Norristown, PA.	2035M
114	I-276 and PA 63 Welsh Road	New interchange.	2035M
115	I-95/US 322/Highland Avenue Interchange Ramp Modifications	Realign I-95 and add new movements at interchange to US 322, Bethel Road, and Highland Avenue.	2035M
117	Bridgewater Road Extension	Extend roadway from Concord Road to PA 452/US 322.	2035M
119	Bristol Road Extension	Extend roadway from US 202 to Park Avenue.	2035M
120	Belmont Avenue at I-76 Interchange	Widen Belmont Avenue to provide additional lanes, intersection, and streetscape improvements; modify I-76 and railroad overpasses.	2045M
123	US 202 and US 1 Loop Road	Complete southwestern loop road.	2030M
130	I-476 Active Traffic Management	Part-time shoulder use and other operational strategies from PA 3 to I-95.	2035M
132	I-76 Integrated Corridor Management	Variable speed limits, queue detection, dynamic lane assignments, junction control improvements, adaptive ramp metering, continuous monitoring systems, and responsive traffic control, coordination with SEPTA.	2035M
137	US 30/Coatesville-Downingtown Bypass (Eastern)	Reconstruct and either part-time shoulder use or flex lanes from just west of Reeceville Road to Quarry Road including six interchange projects.	2035M
158	PA Turnpike	All-Electronic Tolling whereby drivers will pay their tolls using either E-ZPass or the PA Turnpike TOLL BY PLATE program.	2035M
161	PA 23 and Trout Creek Road Bridge	Replace weight-restricted bridge on a new alignment; realign roadway between Moore Road and Vandenberg Road, providing two westbound lanes and one eastbound lane.	2035M
163	Ridge Pike	Reconstruct from Butler Pike to Philadelphia City Line; widen from three to four lanes from Church Lane to Philadelphia. Interconnect signals.	2035M
207	Hillman Drive Extension	This project will complete the remaining unfinished section of the loop road system surrounding the intersection of US Routes 1 and 202. Completion will fully mitigate operational issues, including traffic and pedestrian safety and traffic delays.	2030M
226	Ship Road and US 30 Business Couplet	Convert present location of Ship Road to northbound only and construct a southbound leg, as well as a 10-foot-wide multimodal trail.	2035M
238	PA 663 from Portzer Road to Hickory Drive	Widen to four lanes between Portzer Road and Hickory Drive, including turn lanes; and construct eight-foot-wide bike/pedestrian pathway.	2025M
244	Horsham Road Widening	Widen to two through lanes in each direction from Limekiln Pike to Davis Grove. Widen Limekiln Pike to two through lanes at intersection with Horsham Road.	2035M

MRP ID	Project Title	Improvements	AQ Analysis Code
247	Ashburn Road Extension	0.34-mile extension to Township Line Road.	2035M
255	Route 332 bypass	Increase capacity of the Route 332 bypass between Stony Hill Road and the I-295 interchange in Lower Makefield Township, Bucks County.	2035M
264	US 202 at PA 100	Establishment of two southbound and two northbound lanes at the US 202 and High Street (US 322 Business) Interchange and additional eastbound left turn lane on Matlack to US 202 northbound.	2045M
401	Delaware River Joint Tollbridge Commission All Electronic Tolling-Multiple Bridges	Design and construction of implementing All Electronic Tolling at Trenton-Morrisville (US 1).	2035M
402	PA Turnpike Reconstruction & Widening - milepost 324-326	Total reconstruction and widening between the Valley Forge Road overpass and the Valley Forge interchange, Chester and Montgomery counties.	2025M
403	I-95 at PA Turnpike Interchange - Stage 3 - Replacement of the Delaware River Bridge	Includes the complete replacement of the Delaware River Bridge and the reconstruction of the approach roadways.	2045M
407	PA Turnpike Reconstruction & Widening - milepost 312-319	Total reconstruction and widening from four to six lanes of eight miles of the PA Turnpike (I-76) from just west of the Downingtown interchange to the Route 29 interchange in Chester County.	2025M
408	HILCO S. Philly Refinery Site Redevelopment	Reconfiguration of circulation paths and patterns, including signalization and possible new roadways at HILCO development site.	2035M
416	Collegeville Road Safety Improvements/ Multiuse Trail	The proposed project will widen PA 29/Collegeville Road from two-lanes to four-lanes; will add turn lanes and signalization/crosswalk at the Hopwood Road intersection and will build a multiuse trail extension from the intersection to Perkiomen Trail.	2035M
Transit			
P	Media-Elwyn Line Rail Extension	Extend from Elwyn to Middletown, Pennsylvania.	2025M
Q	Norristown High Speed Line King of Prussia Extension	Extend Norristown High Speed Line from Hughes Park to King of Prussia.	2045M
CF	Franklin Square Station	New station on PATCO Line in Philadelphia.	2025M

Source: DVRPC, 2023

New Air Quality Significant Pennsylvania *Connections 2050* Long-Range Plan MRPs

MRP ID	Project Name	Improvements	AQ Code
Highway			
110	Route 611 Improvements Willow Grove Interchange	The project will be widening the southbound PA 611 ramp to the PA Turnpike from one lane to two lanes.	2035M
403	I-95 at PA Turnpike Interchange - Stage 3 - Replacement of the Delaware River Bridge	Includes the complete replacement of the Delaware River Bridge and the reconstruction of the approach roadways.	2045M
416	Collegeville Road Safety Improvements/ Multiuse Trail	The proposed project will widen PA 29/Collegeville Road from two-lane to four-lane roadway; will add turn lanes and signalization/crosswalk at the Hopwood Road intersection and will build a multiuse trail extension from the intersection to Perkiomen Trail.	2035M

Source: DVRPC, 2023

Note: AQ Codes for Long-Range Plan projects indicate when the project is expected to be complete. Phases of these projects are often programmed in the TIP as breakout projects. These phases are analyzed for conformity when the breakout project is expected to open to traffic.

Air Quality Significant Projects in the Draft FY2024 New Jersey TIP

DB Number	Project Title	AQ Analysis Code
Highway		
Burlington County		
12307	NJ 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	2035M
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	2035M
13319	NJ 73, Dutch Road to NJ 70 Improvements	2035M
21311	I-295 and Route 38 Interchange Operational Improvements	2035M
Camden County		
355E	Route 295/42/I-76, Direct Connection, Contract 4	2035M
D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	2035M
Mercer County		
17419	US 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	2035M
18353	I-295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike) Improvements	2035M
D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)	2035M
D2023	Circulation Improvements Around Trenton Transit Center	2035M
Transit		
D1801	Reopening of Franklin Square Station	2025M

Source: DVRPC, 2023

New Air Quality Significant Projects in the Draft FY2024 New Jersey TIP

DB Number	Project Title	AQ Analysis Code
Highway		
Burlington County		
13319	NJ 73, Dutch Road to NJ 70 Improvements	2035M
21311	I-295 and Route 38 Interchange Operational Improvements	2035M
Mercer County		
18353	I-295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike) Improvements	2035M

Source: DVRPC, 2023

Air Quality Significant Projects in the FY2023 Pennsylvania TIP

MPMS Number	Project Title	AQ Analysis Code
Highway		
Bucks County		
12923	Bristol Road Extension	2035M
13549	US 1 (Bridges) Design (Section 03S) SR:0001	2025M
93445	Route 1 Improvement-North (Section RC2)	2035M
107794	Langhorne Yardley Road at Woodbourne Road and Bridgetown Pike Intersection Improvements	2035M
110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement	2035M
110310	Almshouse at Jacksonville Road Roundabout	2035M
111024	Easton Road Roundabouts	2025M
115418	Route 113 and Minsi Trail Road Roundabout	2035M
115419	US 202 & York Road Roundabout	2035M
115420	Penndel Borough Intersection Improvements	2035M
118020	Bustleton Pike/Second Street Pike Roundabout	2035M
118022	US 202 and Route 179 Roundabout	2035M
Chester County		
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design SR:0030	2045M
85949	PA 896 Safety Improvement (Roundabout)	2035M
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	2045M
102708	PA 41 at PA 841 Improvements	2035M
102709	PA 41 & SR 926 Improvements	2025M
107553	US 30 and Airport Road Interchange Improvement	2045M
110963	Manor Road Roundabout	2025M
115422	West Chester Pike Safety Improvements	2035M
115425	High Street Pedestrian Improvements	2025M
118025	PA 100 Northbound at Exton Station	2035M
Delaware County		
15477	I-95/ US 322/Conchester Highway Interchange Improvements	2035M
69817	US 322, Featherbed Lane to I-95 (Section 102)	2045M
79329	Bridgewater Road Extension	2035M
95429	US 202 and US 1 Intersection Area Improvements	2030M
104821	I-476 Travel Management	2030M
107642	Smithbridge Road Corridor	2025M
110951	Macdade Blvd. Corridor Safety Improvements	2025M
111022	Chichester Avenue Safety Corridor Improvements	2025M

MPMS Number	Project Title	AQ Analysis Code
114034	US 322, Chelsea Parkway to Market Street Interchange (Section 103)	2035M
114112	Media Bypass ITS (Competitive CMAQ)	2030M
118029	Bethel Roundabout	2035M
118030	Bryn Mawr Avenue Extension	2035M
118392	Hillman Drive Extension	2030M
Montgomery County		
16334	PA 73, Church Road Intersection and Signal Improvements	2035M
16577	Ridge Pike: Harmon Road to Crescent Avenue	2035M
48172	PA 23, Moore to Allendale and Trout Creek Road Bridge	2035M
48174	PA 63, Welsh Road SR:0063	2035M
48175	Ridge Pike: Belvoir Road to Chemical Road	2035M
48187	Henderson/Gulph Road Widen near I-76 Ramps	2045M
63486	US 202, Johnson Highway to Township Line Road (61S)	2035M
Montgomery County		
63491	US 202, Morris Road to Swedesford Road (65S)	2025M
63493	PA 309 Five-Points Intersection Improvements	2035M
64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road	2045M
77211	PA 309 Connector, Allentown Road to Souderton Pike (HT2)	2035M
102273	Ridge Pike and Germantown Pike Realignment	2035M
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	2035M
106662	I-76 Integrated Corridor Management	2035M
110971	Main Street Safety Improvements	2035M
111005	Conshohocken Garage (I-76 ICM)	2035M
114944	Bethlehem Pike Safety Improvements	2035M
115429	Belmont Avenue and Saint Asaph's Road Roundabout	2035M
118032	Dekalb Street Two-Way Reconstruction	2035M
118387	Collegeville Road Safety Improvement/Multiuse Trail	2035M
118389	Route 611 Improvements Willow Grove Interchange	2035M
Philadelphia County		
17697	Island Avenue Signals	2025M
17821	I-95, Shackamaxon Street to Ann Street (GIR)	2035M
47811	Bridge Street Design (Section BSR) (IMP) SR:0095	2035M
47812	I-95, Betsy Ross Interchange (BRI)–Design (IMP)	2035M
47813	I-95, Ann Street to Warrants Lane (AFC)	2035M
79827	I-95, Southbound, Columbia to Ann Street N (GR4)	2025M
79828	I-95, Race to Shackamaxon (GR5)	2035M
79905	I-95, Betsy Ross Mainline (BR3)	2035M
79908	I-95, Kennedy to Levick (Section BS1)	2025M
79910	I-95, Margaret to Kennedy (Section BS2)	2035M
79912	I-95, Allegheny Avenue and Castor Avenue Interchanges Connection (Section AF2)	2025M
103553	I-95, Southbound: Race to Shackamaxon (Section GR6)	2035M
103555	I-95, Corridor ITS (Section GR8)	2035M
103557	I-95, Ann Street to Warrants Lane (Section AF3)	2035M
103558	I-95, Southbound: Ann Street to Warrants Lane (Section AF4)	2035M
103559	I-95, Betsy Ross Mainline Southbound (Section BR4)	2035M
103563	I-95, Delaware Avenue Extension (Section BS5)	2035M
106993	Frankford Avenue Signal Improvements	2025M
110958	Castor Avenue Roundabout	2035M

MPMS Number	Project Title	AQ Analysis Code
115431	Veree Road Corridor Safety Improvements	2025M
115433	Welsh Road Corridor Safety Improvements	2025M
115434	Frankford Avenue Corridor Safety Improvements	2035M
115435	63rd Street Corridor Safety Improvements	2035M
115440	Washington Lane Corridor Safety Improvements	2035M
115687	I-95, Allegheny & Castor Avenue Interchanges	2025M
118035	Fifth Street Improvements	2035M
Transit		
60540	Regional Parking Improvements	2035M
60636	Elwyn to Middletown Rail Restoration	2025M
77183	Transit and Regional Rail Station Program	2035M
93586	Downingtown Train Station Rehabilitation	2035M
115472	Projects of Significance	2035M

Source: DVRPC, 2023

Air Quality Significant Projects in the Delaware County PM_{2.5} Networks

MPMS Number	Project Title	AQ Analysis Code
Highway		
60636	Elwyn to Middletown Service Restoration	2025M
107642	Smithbridge Road Corridor	2025M
95429	US 202 and US 1 Intersection Area Improvements	2030M
104821	I-476 Travel Management	2030M
110951	Macdade Boulevard Corridor Safety Improvements	2025M
111022	Chichester Avenue Corridor Safety Improvements	2025M
114112	Media Bypass ITS	2030M
118392	Hillman Drive Extension	2030M

Source: DVRPC, 2023

New Air Quality Significant Projects in the FY2023 Pennsylvania TIP

MPMS Number	Project Title	AQ Analysis Code
Highway		
Montgomery County		
118387	Collegeville Road Safety Improvement/Multiuse Trail	2035M
118389	Route 611 Improvements Willow Grove Interchange	2035M

Source: DVRPC, 2023

DRAFT Transportation Conformity Demonstration

Draft *Connections 2050* Long-Range Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP

Publication Number: 24111

Date Published: September 2023

Geographic Area Covered:

The nine-county DVRPC planning area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words:

Air Quality, *Connections 2050* Long-Range Plan, Multijurisdictional Nonattainment Area, National Ambient Air Quality Standards, Nonattainment Area, NO_x, Ozone, State Implementation Plan (SIP), Transportation Conformity, Transportation Improvement Program (TIP), Volatile Organic Compounds (VOCs).

Abstract:

The Delaware Valley Regional Planning Commission (DVRPC) demonstrates transportation conformity of its Draft *Connections 2050* Long-Range Plan, Draft Fiscal Year (FY) 2024 New Jersey Transportation Improvement Program (TIP), and FY2023 Pennsylvania TIP. A transportation conformity demonstration is required at least once every four years or when a metropolitan planning organization: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity finding of the DVRPC Plan and TIPs shows that they meet the National Ambient Air Quality Standards requirements governing ozone and fine particulate matter. This conformity finding reflects all amendments to the Plan and TIPs through June 2023.

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ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
September 12, 2023

Agenda Item:

4. Amendment 2 to the *Connections 2050 Plan for Greater Philadelphia*

Background/Analysis/Issues:

In September 2021, the Delaware Valley Regional Planning Commission Board adopted the *Connections 2050 Plan for Greater Philadelphia* as the region's comprehensive long-range plan. *Connections 2050* identifies a regional vision for Greater Philadelphia's around three core principles of equity, sustainability, and resiliency, which are applied to four focus areas: environment, communities, economy, and multimodal transportation. The Plan includes strategies to achieve the vision and a fiscally-constrained financial plan for investing in regional transportation infrastructure. Since identified needs are greater than anticipated funding, the financial plan prioritizes projects for funding by developing forecasts of reasonably anticipated revenue, allocating the revenue to categories of projects based on need and policy, and evaluating and selecting specific regionally significant projects for funding in the Plan. A Minor Amendment to the Plan (1) was made via a TIP Action in February 2023 as a result of a cost increase to MRP 164 Philadelphia Central Waterfront Access cap over I-95.

This Amendment (2) revises the *Connections 2050 Plan* to account for major changes to the cost, timing, and funding status of several Major Regional Projects. A Major Amendment is required when there is a change to an MRP's scope, timing, or cost (both an increase greater than 20 percent and \$10 million) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity. This Amendment ensures the Plan remains aligned with the regional TIP and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan.

A public comment period was held from July 17, 2023 to August 18, 2023. The draft document was posted online and was available for viewing at various public libraries around the region. The comment period was advertised by legal notice in area newspapers, on the DVRPC web page, via email to over 12,000 recipients on DVRPC's

distribution list, and to its list of tribal governments. Additional details were available on DVRPC's Long-Range Plan webpage (www.dvrpc.org/plan). As part of the comment period, two public information sessions were held: in-person in Camden, New Jersey on July 31, 2023 and online on August 10, 2023. Comments could be submitted during the meetings, by mail, or email. DVRPC has received one comment to date and drafted a response. In addition to the public comment, DVRPC made one change to Draft Amendment 2 after the close of the public comment period as a result of a change to the NJ STIP which removes Route 38 and Lenola Road (CR 608) (MRP 317) operational improvement project. This project was listed in Draft Amendment 2 as moving into the Funded Plan from the aspirational Vision Plan following a TIP action. Following removal from the NJ STIP, it will remain in the aspirational Vision Plan.

Date Action Required:

September 5, 2023

Recommendations:

RTC – Will make recommendations at the September 5, 2023 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the RTC recommends that the DVRPC Board adopt Amendment 2 to the *Connections 2050 Plan for Greater Philadelphia*, the region's Long-Range Plan, and revise the scope, funding, status, and/or timing of 16 major regional projects.

Attachment:

Draft Amendment 2 to the *Connections 2050 Plan for Greater Philadelphia*.



Connections 2050

DRAFT AMENDMENT 2

FOR PUBLIC COMMENT JULY 2023

PUBLIC COMMENT PERIOD:

July 17 - August 18, 2023

submit your comments:

by email: LRP@dvrpc.org

or by mail:

Public Comments

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520



The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DRAFT AMENDMENT 2 - JULY 2023

Publication #24110 for Public Comment

MAJOR AMENDMENT

In between four-year update cycles, the Long-Range Plan (Plan) is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects (MRP).¹ A Major Amendment is required when there is a change to an MRP's scope, timing, or cost (both an increase greater than 20 percent and \$10 million) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity.² Several projects in the *Connections 2050* Plan and Transportation Improvement Program (TIP) have seen changes to their cost, timing, or funding status that require an Amendment to the Plan. This Amendment ensures the Plan remains aligned with the regional TIP and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan.

Project Changes

Table 1 identifies MRPs that are changed or new since *Connections 2050* was adopted in September 2021 and includes a unique MRP identification number used to track projects across long-range plan documents, along with other pertinent information. As a summary of causes for these project changes:

External Funding:

Externally funded projects do not go through the same evaluation and selection process as regionally-funded projects. No regional funding is applied to the construction cost of these projects.

- **Walter Rand Transportation Center** (MRP DN) in NJ is moving into the Externally Funded project list from the unfunded, aspirational Vision Plan due to new outside funding from the State Debt Defeasance and Prevention Bill.
- **I-95 and I-276 (PA Turnpike) Interchange Stage 2 and Stage 3** (MRPs 35 & 403) in PA, with the bridge and associated approaches spanning to NJ, cost estimates have been updated as the projects have progressed through design, as applicable. The Pennsylvania Turnpike Commission (PTC) is the lead sponsor, though the Stage 3 bridge is jointly maintained and operated by the PTC and the New Jersey Turnpike Authority (NJTA). Both projects will be funded with toll revenues, and potentially through competitive federal grants.

¹ Funding status refers to whether a project is included in the fiscally constrained Funded Plan, meaning it can be afforded within reasonably anticipated transportation funding revenues. Projects that are desired in the region, but cannot be afforded within reasonably anticipated revenues, are shown as in an unfunded, aspirational Vision Plan. The Vision Plan is there for reference for a time when more funding becomes available.

² See Appendix D in the *Connections 2050 Process and Analysis Manual* for more information on the Plan Amendment process and various levels of amendments <https://www.dvrpc.org/products/21028>.

Regional Funding:

Regional funds are regular, anticipated funding to the region. Projects with this funding typically go through a standard screening and evaluation process for prioritization of funding.

- Four new projects were initiated from NJDOT's pavement and bridge management systems, drawing from existing line item funds for roadway system preservation in NJ. These include **North Olden Avenue (CR 622) Bridge over Amtrak, Route 64 Bridge over Amtrak, Route 30 from Cooper Street to Grove Street, Route 47 from Grove St. to Route 130, and Trenton Amtrak Bridges** (MRPs 417, 419, 420, & 421).
- **I-295 at NJ 38 Missing Moves** and **I-295** (MRPs 172 & 320) in NJ are moving into the Funded Plan from the unfunded, aspirational Vision Plan due to a TIP action.
- Three projects are also moving into the Funded Plan from the unfunded, aspirational Vision Plan, and each had modest cost increases. These include **Route 38 and Lenola Road Route 64 Bridge over Amtrak**, and **South Philadelphia Transportation Center** (MRPs 317, 306 & EM) in NJ and PA, respectively.
- **Henderson Road and South Gulph Road** (MRP 54) in PA is being pushed back from the first two Plan funding periods to the third funding period at the request of PennDOT to cover cost increases of more immediate projects.
- **I-295 Direct Connect through I-76/NJ 42** (MRP 77) in NJ had a cost increase of \$28.1 million as part of a TIP action.

State MTF Funding:

Pennsylvania State Multimodal Transportation Fund (MTF) are additional funds to the region. Projects receiving this funding go through a project selection process specifically for state competitive grant funding, separate from the process for regionally-funded projects.

- One new project—**Collegeville Road** (new MRP 408) in PA—must be added to the Plan, as it has been granted these funds.
- Finally, **Route 611 Improvements Willow Grove Interchange** and **Hillman Drive Extension** (new MRPs 110A & 123A) in PA have each been broken out from existing MRPs (110 & 123, respectively), as these portions of larger projects have received MTF funding.

Changes to these projects will be reflected in the *Connections 2050* Major Regional Projects webmap at: www.dvrpc.org/webmaps/mrp2050/#map upon DVRPC Board approval of the draft amendment.

Table 1: NEW AND REVISED MAJOR REGIONAL PROJECTS

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (millions)
DN	Walter Rand Transportation Center	Camden	Replace the existing facility with an expanded multi-purpose transit center with intermodal connectivity.	Move into Externally Funded projects from the aspirational Vision Plan, and cost update from \$275 million.	External	\$250 (2023 \$)
NEW 419	Route 30 from Cooper Street to Grove Street	Camden	Resurface the pavement within the project limits.	New project initiated from the NJDOT Pavement Management System, drawing from existing line item funds for system preservation.	Regional	\$46.5
77	I-295 Direct Connect through I-76/NJ 42	Camden, Gloucester	Direct Connection of I-295 through Interchange at I-76/NJ 42	Cost increase from \$320.4 million.	Regional	\$348.5
35	I-95 and I-276 (PA Turnpike) Interchange (Stage 2)	Bucks	Fully connect I-95, I-295 and I-276 and complete remaining planned sections of Tpk widening and reconstruction.	Cost update from \$190 million (2021 \$); update provided from Turnpike Commission.	External	\$550 (2023 \$)
403	I-95 and I-276 (PA Turnpike) Interchange (Stage 3)	Bucks, Burlington	Replace and widen the existing bridge over the Delaware River.	Cost update from \$500 million (2021 \$); update provided from Turnpike Commission.	External	\$1,000 (2023 \$)
172	I-295 at NJ 38 Missing Moves	Burlington	Add missing movements to interchange at NJ 38.	Move into Funded Plan from aspirational Vision Plan following TIP action.	Regional	\$204.9
317	Route 38 and Lenola Road (CR 608)	Burlington	Intersection improvements	Move into Funded Plan from aspirational Vision Plan following TIP action. Cost update from \$27.9 million, and timing change from 2032–2040 to 2026–2031.	Regional	\$29.3

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (millions)
123A	Hillman Drive Extension	Chester, Delaware	Complete remaining unfinished section of the loop road system surrounding the intersection of US Routes 1 and 202.	New breakout of MRP 123 ("US 202 at US 1 Loop Road and PA 926"), due to new state MTF funding for this portion.	State MTF	\$1.09
NEW 420	Route 47 from Grove St. to Route 130	Gloucester	Resurface, rehabilitate, and reconstruct within the project limits; meet ADA requirements; and correct a culvert which causes a flooding condition.	New project initiated from the NJDOT Pavement Management System, drawing from existing line item funds for system preservation.	Regional	\$46.5
NEW 421	Trenton Amtrak Bridges	Gloucester	Replaces East State Street and Monmouth Street Bridges with single-span, ABC (Accelerated Bridge Construction) systems. Remove Chestnut Avenue Bridge.	New project initiated from the NJ DOT Bridge Management System, drawing from existing line item funds for system preservation.	Regional	\$66.5
320	I-295	Mercer	Capacity and operational improvements from CR 649 (Sloan Avenue) to CR 583 (Princeton Pike).	Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$69.8 million (2021 \$) and scheduled for 2022–40.	Regional	\$157.8
NEW 417	North Olden Avenue (CR 622) Bridge over Amtrak	Mercer	Replace the structurally deficient and functionally obsolete bridge, built in 1923.	New project initiated from the NJ DOT Bridge Management System, drawing from existing line item funds for system preservation.	Regional	\$27.6
306	Route 64 Bridge over Amtrak	Mercer	Replace the structurally deficient and functionally obsolete bridge, built in 1923.	Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$32.7 million (2021 \$) and scheduled for 2026–31.	Regional	\$38.5

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (millions)
54	Henderson Road and South Gulph Road	Montgomery	Widen Henderson Road from South Gulph Road to Shoemaker; Widen South Gulph Road from Crooked Lane to I-76 Gulph Mills intersection.	Timing change from 2022–32 to 2033–40, resulting in an updated YOE cost, originally \$19.8 million. Action resulting from PennDOT request to use funding to support cost increases for other more immediate projects.	Regional	\$33.9
NEW 416	Collegeville Rd Safety Improvements/ Multiuse Trail	Montgomery	Widen SR 29/Collegeville Rd from 2-lane to 4-lane roadway; add turn lanes and signalization/crosswalk at the Hopwood Rd intersection, and build a multiuse trail extension from the intersection to Perkiomen Trail.	New project as a result of state MTF funding.	State MTF	\$2.93
110A	Route 611 Improvements Willow Grove Interchange	Montgomery	Phase 1 improvements to Route 611, in vicinity of the on-ramp of the Turnpike Interchange.	Breakout and timing change for a portion of MRP 110 from 2041–2050 to 2022–2026 due to state MTF funding.	State MTF	\$1.35
EM	South Philadelphia Transportation Center	Philadelphia	Construction of bus loops for E-W & N-S routes in South Philadelphia	Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$11.75 million.	Regional	\$12.25

* All project costs are presented in year of expenditure dollars, except for externally funded projects which use current-year dollars

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Fiscal Constraint and Conformity

Fiscal constraint is able to be maintained with these changes. Fiscal constraint means that total transportation expenditures identified in the Long-Range Plan must not exceed the total revenues reasonably expected to be available for the region over the life of the Plan, and over each individual funding period in the Plan. In addition, DVRPC and its planning partners have a self-imposed cap on new roadway capacity funding, set at 4 percent of total anticipated roadway revenue for the region. This cap is able to be maintained as well.

DVRPC has successfully demonstrated the transportation conformity of the Amended *Connections 2050* Plan and the Pennsylvania and New Jersey TIPs in accordance with the corresponding State Implementation Plans and Clean Air Act requirements. More details on these requirements are available at: www.dvrpc.org/AirQuality/Conformity/.

Externally Funded Turnpike Projects

In addition to those state and federally funded projects that are accounted for in fiscal constraint, *Connections 2050* includes a list of externally funded projects due to their impacts on the regional network and air quality conformity. These projects are largely developed outside the regional planning process. Due to the scope and cost of the two I-95 and I-276 (PA Turnpike) Interchange projects included in this Amendment, DVRPC has worked with PTC to identify a reasonable expectation of funding through completion.

The completion and related interstate widening and reconstruction of I-95 and I-276 (PA Turnpike) Interchange in Pennsylvania falls under Stage 2. Cost estimates have been updated as the projects have progressed through design, as applicable. The PTC is the lead sponsor of this stage, which will largely be funded with toll revenues, though PTC may seek additional competitive federal grants and dedicated bonds.

The Pennsylvania Turnpike Commission (PTC) and New Jersey Turnpike Authority (NJTA) jointly own the Delaware River Bridge (DRB), which carries I-95 (formerly I-276) across the river. Built by both agencies in 1956, the DRB currently carries two lanes of traffic in the I-95 NB (into New Jersey) and I-95 SB (into Pennsylvania) directions, respectively. The replacement of the structure, needing to accommodate increased capacity due to the re-routing of I-95 traffic onto the turnpikes, is considered Stage 3 of the PA Turnpike/I-95 Interchange Project. On October 31, 2019, a Memorandum of Understanding (MOU) was executed between PTC, the project's lead sponsor, and NJTA. The MOU details the responsibilities of the agencies in relation to the DRB's design, funding, construction, ownership, maintenance, inspection, rehabilitation, and insurance. The PTC's current 10 Year Capital Plan, updated annually, is currently programming \$7.2B over 10 years total, an amount they plan to grow moving forward considering larger unfunded programs like DRB on their system. PTC's Capital Plan is currently showing dedicated design funds only for the DRB project amounting to \$54.18 Million. Similarly, NJTA is currently showing a five (5) year commitment to the DRB project in its Capital Plan, which is also updated annually. The Authority will be modifying its Capital Plan in fall 2023 to mirror the Commission's Capital Plan DRB funding per year. Beyond the currently programmed funds, the PTC and NJTA are considering all means necessary to fund the project considering its significance and interstate designation, including additional toll revenue, bonds, and discretionary (competitive) grants. PTC and NJTA will continue to work with their respective State DOTs and FHWA Division Offices, as well as DVRPC as this important program advances.

Public Comment

A public comment period will be held from July 17th through August 18th, 2023 to accept input on the draft Long-Range Plan Amendment.

There are two ways to submit a public comment:

1. By Email to LRP@dvrpc.org.

2. By Mail to:

Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided, generally free of charge, to individuals who submit a request at least seven days prior to a public meeting. For more information, visit www.dvrpc.org/GetInvolved/TitleVI or call (215) 592-1800.

Connections 2050: Amendment 2 for Public Comment

Date Published: July 2023

Geography

The nine-county DVRPC region, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Abstract

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

Keywords

Amendment, Conformity, Connections, External Funding, Financial Plan, Fiscal Constraint, Funded Plan, Greater Philadelphia, Long-Range Plan, Major Regional Projects, Megaregional Planning, MPO, Multimodal, Multimodal Transportation Fund, Pennsylvania Turnpike Commission, Public Comment, Public Outreach, Regional Funding, Toll Revenue, Transit, Transportation, Transportation Improvement Program, Vision Plan

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REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

5. Adoption of the DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27)

Background/Analysis/Issues:

Staff will be presenting the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) and Recommended Changes as the region's official selection of transportation projects for federal funding and requesting that the Regional Technical Committee recommend adoption by the DVRPC Board. The List of Recommended Changes is one of the attachments in this packet.

A Transportation Improvement Program (TIP) is required by federal law and planning regulations for the metropolitan region to be eligible to receive and spend federal transportation funds. The TIP is required to cover a minimum of four federal fiscal years (FY) of programming and must be consistent with the Long-Range Plan. DVRPC TIP documents for both New Jersey and Pennsylvania cover a longer planning and programming horizon (10 years for NJ; 12 years for PA) to better understand expected resources and provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. DVRPC updates the Pennsylvania TIP or the New Jersey TIP on alternating years.

DVRPC develops the TIP in cooperation with member governments, the state Department of Transportation, and transit operators, and must provide an opportunity for public input and comment. Work on the development of the FY2024 TIP for New Jersey commenced in November of 2022. The New Jersey Subcommittee of the RTC ("NJ TIP Subcommittee") under the direction of DVRPC staff has worked to develop a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, Long-Range Plan consistency, Performance-Based Planning and Programming, and Environmental Justice.

The Draft DVRPC FY2024 TIP for New Jersey contains 146 projects over the First-Four Years (FY24 to FY27) that are worth \$2.226 billion (an average of \$557 million per year), including \$1.351 billion for projects addressing the highway system and nearly \$878 million for the transit system (approximately \$761 million for NJ TRANSIT and close to \$113 million for DRPA/PATCO).

The projects in the Draft TIP represent a consensus of the regional priority improvements to be made. It has been fiscally constrained based on the financial resources identified by NJDOT and transit operators NJ TRANSIT and the DRPA/PATCO, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality. For information purposes, there are 11 project studies displayed in the Draft TIP's Study and Development Program that are technically "pre-TIP" and could advance to engineering/design/construction in the future. The Draft TIP also displays 108 NJDOT-managed statewide highway programs for the State of New Jersey worth \$984.227 million over the First-Four Years.

Public Involvement

A minimum 30-day public comment period must be conducted prior to a formal action to adopt the TIP. The Draft TIP, including the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT, opened for public review and comment on July 17, 2023 at 5:00 PM and closed on August 18, 2023 at 5:00 PM.

Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, the Courier Post, Trenton Times, Philadelphia Tribune, South Jersey Times, and the Burlington County Times. The public comment period was announced on the DVRPC homepage at www.dvrpc.org. An email notice was also sent to over 3,000 individuals, organizations, and DVRPC affiliated groups. In addition, DVRPC utilized social media outlets (Twitter (now "X"), Instagram, Facebook, and LinkedIn) to highlight the Draft TIP and promote the public comment period. The public comment period was also included in DVRPC's monthly newsletter, which goes to over 14,000 individuals. All TIP-related documents were published on the Internet; hardcopies were mailed to major public libraries throughout the New Jersey region and in Philadelphia; and printed documents were distributed to many stakeholders.

DVRPC's website and online presence continue to play a vital part in public outreach efforts. The interactive web-based online commenting application at www.dvrpc.org/TIP/Draft was available for the public's convenience to directly submit comments to DVRPC about the draft program or a particular project listed in the draft program. A dedicated email address, tip@dvrpc.org, was available for anyone who preferred to send their comments via email. The Draft TIP and Draft STIP documents were placed on DVRPC's website along with the virtual public meeting/informational

session dates and times, locations of libraries where the printed Draft TIP was displayed, general information about the TIP and how it was developed, and all the project listings and financial information.

DVRPC invited interested members of the public to attend either or both an in-person meeting or the online public meeting. The in-person public meeting was held at the Camden County Library System - Riletta L. Cream Ferry Ave Branch on July 31, 2023 from 7:00 PM - 8:00 PM. The online public meeting was held via Zoom webinar or by phone in listen-only mode on Thursday, August 10, 2023 from 7:00 PM - 8:00 PM. DVRPC staff presented the Draft TIP to the public and provided them an opportunity to ask questions and/or verbally present comments to state, county, transit, and DVRPC staff members.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities, as well as to the region as a whole. DVRPC also sent the Public Notice to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, and other interest groups. DVRPC also notified tribal governments that the draft program was available for review and consultation.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. US DOT cannot fund, authorize, or otherwise approve transportation programs or projects unless it is determined that the TIP and the Plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans.

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12, 2023 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend that the Board adopt the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) and Recommended Changes as the region's official selection of transportation projects for federal funding, by passing the appropriate Resolution.

Staff Contact:

Ethan Fogg

Attachments:

- 1) FY2024 TIP for NJ Adoption Resolution
- 2) Draft List of Recommended Changes to date
- 3) Public Comments received
- 4) Public Comment Responses received to date

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2024 Transportation Improvement Program (TIP)
for New Jersey (FY24-FY27)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden, and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, the nine-county planning area is part of two maintenance areas for the 2012 annual and 2006 24-hour fine particulate matter (PM_{2.5}) standards, and Delaware County has been designated a maintenance area for the 2012 annual PM_{2.5} standard, as required by CAAA under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in March 2012; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIP and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2025, 2035, 2045, and 2050 and direct PM2.5 and PM2.5 precursors in Delaware County are less in 2030 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and the TIP and long-range plan have been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Connections 2050 Long-Range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY2024 Transportation Improvement Program for New Jersey (FY24-FY27) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 28th day of September 2023 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY24-001.

Renee Wise, Recording Secretary

Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 12, 2023 DVRPC RTC

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	DB #	TITLE	CHANGE	REMARKS
Various	D026	DVRPC, Future Projects	Remove \$8.364 M (\$4.199 M STBGP-PHILA/\$1.163 M HWIZ919-PHILA/\$0.300 M HWIZ919-TRENTON/\$1.6 M CRRSAA-PHILA/\$2.102 M CRRSAA-TRENTON) from the FY24 ERC Phase. Remove \$0.400 STBGP-PHILA from the FY25 ERC Phase. Remove \$9.984 M STBGP-PHILA from the FY29 ERC Phase. Remove \$10.942 M STBGP-PHILA from FY30 Phase. Remove \$6.500 M STBGP-PHILA from the FY31 Phase. Remove \$8.000 M STBGP-PHILA from the FY32 Phase. Remove \$6.500 M STBGP-PHILA from the FY33 Phase. A total of \$46.525 M STBGP-PHILA will be removed. Funding will be broken down as follows: FY24: \$0.442 M STBGP-PHILA/\$2.65 M STBGP-TRENTON FY29: \$1.220 M STBGP-PHILA FY30: \$4.624 M STBGP-PHILA FY31: \$9.416 M STBGP-PHILA FY32: \$11.006 M STBGP-PHILA FY33: \$12.174 M STBGP-PHILA	CRSAA and HWIZ919 funding has expired. STBGP-PHILA funding used to support listed projects.
Camden	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave	Switch \$3.027 M (\$1.6 M CRSAA-PHILA/\$1.427 M HWIZ919-PHILA) to \$3.027 M STBGP-PHILA in the FY24 CON Phase.	CRSAA and HWIZ919 funding expired
Camden	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)	Remove \$2.651 M STBGP-PHILA from the FY25 CON Phase from \$4.659 M STBGP-PHILA to \$2.008 M STBGP-PHILA. Add \$1.351 M STBGP-PHILA to the FY29 CON Phase from \$0.00 M STBGP-PHILA to \$1.351 M STBGP-PHILA and add \$1.300 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$1.300 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Burlington	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)	Delay \$2.351 M STBGP-PHILA from the FY24 CON Phase to FY25 CON Phase. From \$4.707 M STBGP-PHILA to \$2.356 M STBGP-PHILA in FY24, and from \$0.000 M STBGP-PHILA to \$2.351 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Camden	D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	Remove \$2.800 M STBGP-PHILA from the FY25 CON Phase from \$3.560 M STBGP-PHILA to \$0.760 M STBGP-PHILA. Remove \$1.400 M STBGP-PHILA from the FY26 CON Phase from \$2.576 M STBGP-PHILA to \$1.176 M STBGP-PHILA. Remove \$1.200 M STBGP-PHILA from the FY27 CON Phase from \$2.159 M STBGP-PHILA to \$0.959 M STBGP-PHILA. Add \$2.700 M STBGP-PHILA to the FY29 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA and add \$2.700 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Delay \$2.183 M STBGP-PHILA from the FY27 CON Phase to the FY29 CON Phase. From \$3.873 M STBGP-PHILA to \$1.690 M STBGP-PHILA in FY27 and from \$0.000 M STBGP-PHILA to \$2.183 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Various	03304	Bridge Deck/Superstructure Replacement Program	Change total cost from \$444.482 M to \$482.684 M.	Programming update from NJDOT
Various	04314	Local Safety/ High Risk Rural Roads Program	Change total cost from \$22.544 M to \$21.547 M.	Programming update from NJDOT

Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 12, 2023 DVRPC RTC

Various	08381	Bridge Replacement, Future Projects	Change total cost from \$731.475 M to \$676.605 M. From \$14.704 M NHPP to \$6.754 M NHPP in FY24	Programming update from NJDOT
Various	13306	Mobility and Systems Engineering Program	Change total cost from \$105 M to \$90 M.	Programming update from NJDOT
Burlington	13319	Rt 73, Dutch Road to Rt 70	Change total cost from \$37.79 M to \$39.99 M.	Programming update from NJDOT
Various	15343	Intelligent Traffic Signal Systems	Increase total project cost by \$35 M from \$200.104 M to \$235.104 M.	Programming update from NJDOT
Various	19370	Safety Programs	Increase total project cost by \$21.274 M from \$222.908 M to \$244.182 M.	Programming update from NJDOT
Various	22355	CMAQ Initiatives, Statewide	Increase total project cost by \$29.3 M CMAQ from \$35.5 M CMAQ to \$64.8 M CMAQ.	Programming update from NJDOT
Various	99327A	Resurfacing, Federal	Increase the total project cost by \$45 M NHPP from \$350 M NHPP to \$395 M NHPP.	Programming update from NJDOT
Various	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Decrease total project cost by \$5.837 M from \$28.001 M to \$22.165 M.	Programming update from NJDOT
Various	T135	Preventive Maintenance-Bus	Decrease total project cost by \$2.304 M from \$550.129 M to \$547.825 M.	Programming update from NJDOT
Various	T39	Preventive Maintenance-Rail	Decrease total project cost by \$1.275 M from \$208.749 M to \$207.474 M.	Programming update from NJDOT
Various	X03A	Restriping Program & Line Reflectivity Management System	Increase total project cost by \$27 M from \$160 M to \$187 M.	Programming update from NJDOT
Various	X065	Local CMAQ Initiatives	Decrease total project cost by \$11.618 M from \$29.441 M to \$17.823 M.	Programming update from NJDOT
Various	X30	Planning and Research, Federal-Aid	Increase total project cost by \$41 M from \$403.855 M to \$444.855 M.	Programming update from NJDOT

Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 12, 2023 DVRPC RTC

Various	X30A	Metropolitan Planning	Increase total project cost by \$15.868 M from \$49.38 M to \$65.248 M.	Programming update from NJDOT
Various	X51	Pavement Preservation	Increase total project cost by \$137.5 M from \$55 M to \$192.5 M.	Programming update from NJDOT

DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Gloucester	D2405	Resurfacing & Safety Improvements to Kings Hwy/Salem Ave (CR 551)	Add new project into TIP in the amount of \$2.865 M STBGP -PHILA for Preliminary Engineering (PE) and Construction (CON) (\$0.072 M FY24 PE Phase/\$2.793 M FY24 CON Phase).	Add new project to TIP
Gloucester	D2401	Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)	Add new project into the TIP in the amount of \$1.100 M STBGP -PHILA for Construction in FY24.	Add new project to TIP
Camden	D2213	Burnt Mill Road (CR 670) and White Horse Road (CR 673)	Add new project into the TIP in the amount of \$5.200 M STBGP -PHILA for Construction (FY25: \$2.600 M/FY26: \$1.4 M/FY27: \$1.2 M).	Add new project to TIP
Camden	D2404	White Horse Bridge/PATCO	Add new project into the TIP in the amount of \$15.1 M STBGP -PHILA for Right of Way (ROW) and Construction (CON). Funding will be programmed as follows: \$0.6 M FY25 ROW Phase/\$14.5 M CON (FY29: \$3.0 M/FY30: \$4.5 M/FY31: \$3.0 M/FY32: \$4.0 M).	Add new project to TIP
Burlington	D2402	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages	Add new project into the TIP in the amount of \$19.233 M STBGP -PHILA for Preliminary Engineering (PE), Final Design (FD), Right of Way (ROW) and Construction (CON). Funding will be broken down as follows: \$0.3 M FY25 PE Phase/\$2.183 M FY27 FD Phase/\$0.75 M ROW Phase/\$16.0 M CON (FY30: \$2.0 M/FY31: \$3.5 M/FY32: \$4.0 M/FY33: \$6.5 M).	Add new project to TIP
Camden	D2403	Camden LINK Trail	Add new project into the TIP for a total amount of \$29.24 M for Right of Way and Construction that will be broken down into three projects (Gateway Park Connector, Cooper's Poynt Bridge, Segment 3: Remainder of Trail). Add Gateway Park Connector project in the amount of \$7.88 M (\$0.180 M LOCAL ROW/ \$7.7 M CON (\$5.3 M RAISE (FY25: \$4.3 M/FY26: \$1 M)/\$2.4 M LOCAL (FY25: \$1.9 M/FY26 \$0.5 M)). Add Cooper's Poynt Bridge in the amount of \$6.41 M (\$0.110 M LOCAL FY25 ROW Phase/\$6.3 M CON (\$4.4 RAISE (FY26: \$3.1 M/FY27: \$1.3 M)/\$1.9 M LOCAL (FY26: \$1.35 M/FY27: \$0.55 M)). Add Segment 3: Remainder of Trail in the amount of \$14.95 M (\$0.350 M LOCAL FY25 ROW Phase/\$14.6 M CON (\$9.3 M RAISE (FY26 : \$8 M/FY27: \$1.3 M)/\$5.3 M LOCAL (FY26: \$4.55 M/FY27: \$0.75 M)).	Add new RAISE grant awarded project
Gloucester	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek	Add project back into the TIP in amount of \$3.095 M 17-STATE-DVRPC for Construction in FY24.	CON Phase delayed from FY23 to FY24.
Gloucester	D9807	Gloucester County Bus Purchase	Add new project into the TIP in the amount of \$0.81 M CMAQ for Construction. Funding will be programmed as follows: FY24: \$0.162 M/FY26: \$0.162 M/FY28: \$0.162 M/FY30: \$0.162 M/FY32: \$0.162 M.	Add Project Back into the TIP
Gloucester	D2214	Floodgate Road, Bridge over Repaupo Creek (Bridge 3-D-1)	Add Local Concept Development project into the TIP in the amount of \$0.0 M.	Add LCD Back into the TIP

Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 12, 2023 DVRPC RTC

Camden	14426	Route 130, Bridge over Big Timber Creek	Add new project into the TIP in the amount of \$0.222 M NHPP for Construction in FY24.	Programming update from NJDOT
Mercer	07319B	Route 29, Cass Street to Calhoun Street, Drainage	Add new project into the TIP in the amount of \$0.05 M NHPP for Construction in FY24.	Programming update from NJDOT
Camden	11326D	Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1	Add new project into the TIP in the amount of \$0.602 M NHPP for Construction in FY24.	Programming update from NJDOT
Gloucester	12306	Route 42, Kennedy Ave. to Atlantic City Expressway	Add new project into the TIP in the amount of \$14.5 M for Construction in FY24.	Programming update from NJDOT

Highway Project Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Mercer	D2023	Circulation Improvements Around Trenton Transit Center	Add mile posts and structure number to the project information in the final submission of the TIP to NJDOT.
Mercer	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave	Mercer County added as a project sponsor of the project
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Change status of project to Local and project sponsor changed from DVRPC to Gloucester County. Add Structure number to the project.
Camden	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130	Change project description to: This project will address chronic flooding in two locations along CR 551 Broadway and provide safe user access during rain events.
Burlington	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement	Change project description to: This project will address structural deficiencies of the Mill Street (CR 616) Bridge over the South Branch of Rancocas Creek (County Structure No. D4.27). The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. The bridge was built circa 1918 and is located in the Vincentown Historic District.
Camden	D2204	Erial Rd and College Drive Intersection	Change project description to: This project consists of improvements to the intersection to reduce the high crash rate at the signalized intersection and allow it to operate in a safe, usable manner for all modes of transportation, including pedestrian and non-motorized modes, by improving traffic flow through the area.
Various	DR1501A	Track Drainage Improvements at Cuthbert Blvd & Osage Avenue	Change DB # from DR15001A to DR1051A.

Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 12, 2023 DVRPC RTC

Highway Project Deletions			
COUNTY	MPMS #	TITLE	CHANGE
Burlington	15353	Route 38 and Lenola Road (CR 608)	Delete project from the TIP in the amount of \$29.3 M CMAQ. Funding is broken down as follows: \$1 M FY24 PE Phase/\$1.5 M FY26 DES Phase/\$16.5 M FY27 ROW Phase/\$10.3 M FY28 CON Phase.
Camden	22320	Systemic Backplate Pilot Program South	Delete project from the TIP in the amount of \$7.8 M HSIP. Funding is broken down as follows: \$1 M FY24 DES Phase/\$6.8 M FY25 CON Phase.

Technical Corrections			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Make technical correction to the program as necessary, including project descriptions, limit corrects, title edits, AQ codes, and CMP Codes, etc.

Special Discretionary Funded Projects			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from IIJA/BIL or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.



PUBLIC COMMENTS RECEIVED
DURING THE JULY 17, 2023 (5:00
PM LOCAL TIME) TO AUGUST 18,
2023 (5:00 PM LOCAL TIME)
PUBLIC COMMENT PERIOD



Original Comments (Full Content)

Thursday, August 31, 2023

DB #:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 224

Comment By: John Boyle

Submit Date: 8/17/2023

Hi

Our comments on the Draft FY2024 TIP for New Jersey are attached
Best Regards

John Boyle
Research Director
The Bicycle Coalition of Greater Philadelphia
1500 Walnut St, Ste 1107 Philadelphia, PA 19102
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| Instagram
<<https://tracking.cirrusinsight.com/a20df494-058d-4bad-b7ba-274d91bf5380/instagram-com-bicyclecoalition>>
August 17, 2023
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

The Bicycle Coalition of Greater Philadelphia respectfully submits its comments on the Draft 2024 Transportation Improvement Program for New Jersey (FY24-27). In addition to this letter we have also attached a spreadsheet providing a more detailed description of comments.

General Comments

The Bicycle Coalition opposes "New Roadway Capacity" projects that do not address major bicycle and pedestrian safety issues. The Glassboro-Elk Trail is a Circuit Trail that has been removed from the Draft TIP. This project has been on various TIPs since 2016 and should advance in terms of project development. We request more clarity from County regarding its current status and the expected timeline of the project.

Program Circuit Trails Project onto the TIP with federal funds. We ask the Board to program the following 4 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program:

- 1 -The Camden County LINK Trail
- 2 - The Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295
- 3 - The Burlington-Camden Trail (currently known as the Merchantville Trail) from Camden to Maple Shade.
- 4 - Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

We request that NJDOT and County Project managers retire the term "Bicycle Compatible Shoulders" in project descriptions. This term was created in the 1997 NJ Bicycle Plan. There is a general consensus that roads with a speed limit that is greater than 39 miles per hour are classified as having a high level of traffic stress (LTS4) regardless of the presence of striped road shoulders. We recommend that project managers select bicycle facilities that are recommended in the NJDOT Complete Streets Design Guide.

Increase bicycle and pedestrian funding Levels. The Connections 2050 Long Range Plan committed to allocating 5% of highway

Original Comments (Full Content)

Thursday, August 31, 2023

funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the Final NJ TIP should reflect spending roughly at a level of \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. We ask the Board to commit an additional \$69 million to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

Finally we oppose the widening of the New Jersey Turnpike and the Atlantic City Expressway. While we fully understand that these expressways are toll supported and not subjected to the constraints of the TIP, the \$3.6 billion dollars allocated is above and beyond the 4% of funds allocated for highway expansion in DVRPC's Long Range Plan. It is irresponsible for these two State Authorities to fund these transportation projects that are in conflict with the DVRPC Region's transportation, environmental and climate goals.

Comments on TIP Line Items by DB#

12305 Route 47 Grove St to Route 130 - This project is a great opportunity to include repurposing the shoulder to create high quality bike lanes on Route 47 where available. At a minimum the bike lanes should be buffered along with bicycle tolerant rumble strips in the buffer.

13319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.

22336 Route 130 Union Landing Rd to Wharf St - This concept development project should embrace NJ Complete and Green Streets policy. There are no bicycle facilities on Route 130 and therefore we propose a 10 foot wide shared use path on one side and a continuous sidewalk on the other side. It should also include pedestrian refuge islands and high quality bus shelters. A road safety audit conducted in Delran Township in early 2023 (by Cross County Connection TMA) noted gaps in the sidewalks including segments where pedestrians are forced to walk in the road. Finally, Burlington County is also proposing a pedestrian overpass to carry the Rancocas Creek Greenway over Route 130 in the vicinity of Wharf St and a widening of the sidewalk on the bridge over the Rancocas Creek.

20337 Route Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - This concept development project should embrace NJ Complete and Green Streets policy. Two schools and numerous businesses are located along this corridor. Smart signals timed for drivers to adhere to the 25 mile per hour limit between Wood St and Jacksonville Rd. A road diet from 3 lanes to two lanes would allow for the addition of 10 foot wide shared use paths or cycletracks along both directions of Route 130. The project should also incorporate recommendations from the Burlington City Downtown Circulation Plan.

99409 Recreational Trails Program - There has not been a Recreational Trails Program competitive round since 2019. What has happened to the funds for the previous year and when will competitive funding rounds resume?

D023 and 99632 - There is a conflict in the descriptions of these two projects. #99362 - "Chestnut Avenue Bridge will be removed/demolished." Meanwhile #2023 states - "...improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic." We read #2203 description as converting the Chestnut Avenue bridge to a bike/pedestrian facility.

D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.

D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.

D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement - We support the roundabout concept, the sidepath that wraps around New Albany, Tom Brown and Riverton Roads should be extended north on Tom Brown and east on Riverton Rd along with MUTCD compliant road crossings. D2305 Carbon Reduction Program - With just 3 million dollars a year being allocated in the NJ subregion, we believe that using Carbon Reduction Funds for Circuit Trails offers a greater return on investment than supplementing larger transit projects or AV pilot programs. Please allocate a portion of these funds to accelerate the development of the Circuit Trails that help prioritize the state's non-motorized transportation options. Additionally, we request more information on the plan for the funds that must be spent in 2023.

D2207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.

D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.

D2215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.

D2216 - Porchtown Rd (CR 613) Bridge over Still Run at Iona Lake - Support but need more information in the description

12380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.

Original Comments (Full Content)

Thursday, August 31, 2023

D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

Thank you for your attention to this matter, we look forward to hearing the responses to our comments.

Sincerely,

Sarah Clark Stuart
Executive Director

Original Comments (Full Content)

Thursday, August 31, 2023

DB #:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 5

Comment By: Adam Reese

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion

Original Comments (Full Content)

Thursday, August 31, 2023

dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Adam Reese
adam.s.reese@gmail.com

Comment ID: 6

Comment By: Andrew Johnson

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

Original Comments (Full Content)

Thursday, August 31, 2023

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Andrew Johnson
andrew0053@gmail.com

Comment ID: 7

Comment By: Annette Osterlund

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

Original Comments (Full Content)

Thursday, August 31, 2023

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Annette Osterlund
atoshopper@gmail.com

Comment ID: 8

Comment By: Anya Saretzky

Submit Date: 8/3/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface

Original Comments (Full Content)

Thursday, August 31, 2023

Transportation Block Grant program.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Anya Saretzky
anya@railstotrails.org

Comment ID: 9

Comment By: Beth Mohan Resta

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

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Original Comments (Full Content)

Thursday, August 31, 2023

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Beth Mohan Resta
bethmresta@gmail.com

Comment ID: 10

Comment By: Blake Koen

Submit Date: 8/4/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Blake Koen
blake.koen@gmail.com

Comment ID: 11

Comment By: Brian Embley

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

Original Comments (Full Content)

Thursday, August 31, 2023

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

Brian Embley
bembley@comcast.net

Comment ID: 12

Comment By: cb michaels

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

cb michaels
eniamahc1@yahoo.com

Comment ID: 13

Comment By: Christopher Londregan

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Christopher Londregan
cwlondregan@gmail.com

Comment ID: 14

Comment By: Daniel Paschall

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

NJ TIP.

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Thank you,

Daniel Paschall
dcpaschall@gmail.com

Comment ID: 15

Comment By: Daniel Vader

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Daniel Vader
danielvader@gmail.com

Comment ID: 16

Comment By: David Crespy

Submit Date: 8/2/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Dear members of the DVRPC Board, :

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Thank you,

David Crespy

Original Comments (Full Content)

Thursday, August 31, 2023

davidcresp@aol.com

Comment ID: 17

Comment By: David Gabel

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

irresponsible to fund these expansion projects.

Thank you,

David Gabel
davidgabel21@gmail.com

Comment ID: 18

Comment By: David Gwyn

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

David Gwyn
davegwyn@gmail.com

Comment ID: 19

Comment By: David Harries

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

David Harries
me@dharries.com

Comment ID: 20

Comment By: David Seip

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

David Seip
david.seip@gmail.com

Comment ID: 21

Comment By: David Steinberg

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

David Steinberg
steinberg.david07@comast.net

Comment ID: 22

Comment By: Dawn Sponheimer

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Dawn Sponheimer
dawnsponheimer@gmail.com

Comment ID: 23

Comment By: Debi Smile

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Debi Smile
pixyimp@yaho.com

Comment ID: 24

Comment By: Devin Turner

Submit Date: 8/6/2023

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Thursday, August 31, 2023

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Thank you,

Devin Turner
dfitzgeraldturner@gmail.com

Comment ID: 25

Comment By: Diana Hulboy

Submit Date: 8/7/2023

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Thank you,

Diana Hulboy
hulboyd7@gmail.com

Comment ID: 26

Comment By: Don Vonderschmidt

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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Thank you,

Don Vonderschmidt
cptdijv@yahoo.com

Comment ID: 27

Comment By: Donald Pillsbury

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

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Thank you,

Donald Pillsbury
drpillsbury@gmail.com

Comment ID: 28

Comment By: Drew Kelly

Submit Date: 8/7/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Drew Kelly
drewk9331@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 29

Comment By: Ed Arnold

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Ed Arnold
edarnold67@yahoo.com

Comment ID: 30

Comment By: Edward Cohen

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Edward Cohen
ecohen@vision-edge.com

Comment ID: 31

Comment By: Eileen Stilwell

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Eileen Stilwell
stilwell.eileen@gmail.com

Comment ID: 32

Comment By: Eileen Wallace

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Eileen Wallace
ew7150@gmail.com

Comment ID: 33

Comment By: Elliot Redman

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Elliot Redman
ebredman@gmail.com

Comment ID: 34

Comment By: Erin Reeg

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Erin Reeg
erin.reeg@gmail.com

Comment ID: 35

Comment By: Evelyn Minutolo

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Evelyn Minutolo
sunsetwaterfall@gmail.com

Comment ID: 36

Comment By: Frank Carr

Submit Date: 8/7/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Frank Carr
fcarr3@verizon.net

Comment ID: 37

Comment By: Frank Brincka

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Frank Brincka
tek_rider@yahoo.com

Comment ID: 38

Comment By: Frank Giraffe

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Frank Giraffe
fgiraffe@gmail.com

Comment ID: 39

Comment By: Franklin Foster

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Franklin Foster
foster320@comcast.net

Comment ID: 40

Comment By: Gary Delson

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Gary Delson
gdelson@verizon.net

Comment ID: 41

Comment By: Gary Saretzky

Submit Date: 8/3/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Gary Saretzky
gary@saretzky.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 42

Comment By: Gary Toriello

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

Gary Toriello
stoli007@gmail.com

Comment ID: 43

Comment By: Gregory Milewski

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Gregory Milewski
gmilewski12@gmail.com

Comment ID: 44

Comment By: Ira Josephs

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ira Josephs
Irabike@yahoo.com

Comment ID: 45

Comment By: isabel melvin

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

isabel melvin
imelvin414@aol.com

Comment ID: 46

Comment By: Ivana Seric

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ivana Seric
love.basketball.13@gmail.com

Comment ID: 47

Comment By: James Castellan

Submit Date: 8/5/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

James Castellan
james.castellan@gmail.com

Comment ID: 48

Comment By: James DeSandro

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

James DeSandro
jim.desandro@gmail.com

Comment ID: 49

Comment By: James Innes II

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

Original Comments (Full Content)

Thursday, August 31, 2023

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

James Innes II
james.innes2@gmail.com

Comment ID: 50

Comment By: James Sontag

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

James Sontag
majjimcna@verizon.net

Comment ID: 51

Comment By: Janet D'Alesandro

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Janet D'Alesandro
janetdalesandro@comcast.net

Comment ID: 52

Comment By: Janilsa Smith

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Janilsa Smith
janilsasmith@yahoo.com

Comment ID: 53

Comment By: Jason Diaz

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jason Diaz
diazj2montclair@yahoo.com

Comment ID: 54

Comment By: Jason Miller

Submit Date: 8/3/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jason Miller

Original Comments (Full Content)

Thursday, August 31, 2023

jmilleraicp@gmail.com

Comment ID: 55

Comment By: Jason-Michael Flintosh

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jason-Michael Flintosh
outdoorsman0827@gmail.com

Comment ID: 56

Comment By: Jeff Schneck

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Jeff Schneck
jschneck@gmail.com

Comment ID: 57

Comment By: joann higgins

Submit Date: 8/5/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

joann higgins
heyjoann@yahoo.com

Comment ID: 58

Comment By: Joe Naglich

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Joe Naglich
naglichjg@comcast.net

Comment ID: 59

Comment By: John Buck

Submit Date: 8/7/2023

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

John Buck
jbuck64@comcast.net

Comment ID: 60

Comment By: John DeGood

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

John DeGood
shop@degood.org

Comment ID: 61

Comment By: john fitzpatrick

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Thursday, August 31, 2023

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Thank you,

john fitzpatrick
john@pascpas.com

Comment ID: 62

Comment By: John Gumm

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

John Gumm
jgumm1964rn@outlook.com

Comment ID: 63

Comment By: John Kawczynski

Submit Date: 8/6/2023

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Thank you,

John Kawczynski
jek@fklaw.org

Comment ID: 64

Comment By: Jon Davis

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Thank you,

Jon Davis
jondavis1030@gmail.com

Comment ID: 65

Comment By: Joseph Kenney

Submit Date: 8/5/2023

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Thank you,

Joseph Kenney
ocjkenney@gmail.com

Comment ID: 66

Comment By: Julia Anne McCracken

Submit Date: 8/5/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Julia Anne McCracken
amccrackenva@me.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 67

Comment By: Karen Kappre

Submit Date: 8/3/2023

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Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Karen Kappre
kkappre@hotmail.com

Comment ID: 68

Comment By: Kathlinda Saretzky

Submit Date: 8/3/2023

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Original Comments (Full Content)

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Kathlinda Saretzky
kathy@saretzky.com

Comment ID: 69

Comment By: Kevin Smith

Submit Date: 8/6/2023

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I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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6) I do not support Highway Expansion projects proposed by the New Jersey

Original Comments (Full Content)

Thursday, August 31, 2023

Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Kevin Smith
af4519@gmail.com

Comment ID: 70

Comment By: Kevin Smitj

Submit Date: 8/7/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kevin Smitj
stepup451@hotmail.com

Comment ID: 71

Comment By: Kevin McFadden

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kevin McFadden
kevinmcf@yahoo.com

Comment ID: 72

Comment By: Larry Hobbs

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Larry Hobbs
lhobbs26@comcast.net

Comment ID: 73

Comment By: Lehn Weaver

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Lehn Weaver
lehnweaver@gmail.com

Comment ID: 74

Comment By: Lyn Hedrick

Submit Date: 8/4/2023

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Original Comments (Full Content)

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Thank you,

Lyn Hedrick
lyn149lyn@aol.com

Comment ID: 75

Comment By: Marcela Steen

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Marcela Steen
steenmarcela@gmail.com

Comment ID: 76

Comment By: Mark Guinan

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mark Guinan
mjguinan@gmail.com

Comment ID: 77

Comment By: Mark Klevence

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mark Klevence
oaklanemark@gmail.com

Comment ID: 78

Comment By: mary more

Submit Date: 8/5/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mary More
2mamorell@gmail.com

Comment ID: 79

Comment By: Max Boerstoele

Submit Date: 8/6/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Max Boerstoele
maxboerstoele@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 80

Comment By: Meghan DeSandro

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

Meghan DeSandro
meg.desandro@gmail.com

Comment ID: 81

Comment By: Michael Swipes

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Michael Swipes
swipesml@comcast.net

Comment ID: 82

Comment By: Michael Coyle

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Michael Coyle
mjcoyle02@gmail.com

Comment ID: 83

Comment By: Michael Murphy

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

the trail bridge over I-295.

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Thank you,

Michael Murphy
Michael_Murphy02@comcast.net

Comment ID: 84

Comment By: Michael Ruzzo

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Michael Ruzzo
mikepaulr@gmail.com

Comment ID: 85

Comment By: Michael Yasner

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Michael Yasner
mike.yasner@gmail.com

Comment ID: 86

Comment By: Mike Sparks

Submit Date: 8/6/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mike Sparks
msparks@urbanout.com

Comment ID: 87

Comment By: Mike DELLAPENNA

Submit Date: 8/2/2023

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Original Comments (Full Content)

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Thank you,

Mike DELLAPENNA
mdellapenna@comcast.net

Comment ID: 88

Comment By: Mona Freedman

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mona Freedman
monafreedman@icloud.com

Comment ID: 89

Comment By: P. John Paulson

Submit Date: 8/4/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

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Thank you,

P. John Paulson
pjphye@yahoo.com

Comment ID: 90

Comment By: Patricia Woodworth

Submit Date: 8/5/2023

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Thank you,

Patricia Woodworth
patty@actionwheels.com

Comment ID: 91

Comment By: Patrick Monahan

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Patrick Monahan
prjmonahan@gmail.com

Comment ID: 92

Comment By: Peter Furcht

Submit Date: 8/7/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Peter Furcht

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Thursday, August 31, 2023

pfurcht@comcast.net

Comment ID: 93

Comment By: Peter McLoone

Submit Date: 8/2/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Peter McLoone
peter.mcloone@gmail.com

Comment ID: 94

Comment By: Ralph Branch

Submit Date: 8/5/2023

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Original Comments (Full Content)

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Thank you,

Ralph Branch
ralphy234@me.com

Comment ID: 95

Comment By: Randi Rothmel

Submit Date: 8/2/2023

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Original Comments (Full Content)

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Randi Rothmel
randirothmel@yahoo.com

Comment ID: 96

Comment By: Randy Shepard

Submit Date: 8/7/2023

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Thursday, August 31, 2023

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Randy Shepard
rshepard@comcast.net

Comment ID: 97

Comment By: Richard Moore

Submit Date: 8/5/2023

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Richard Moore
rickm0199@yahoo.com

Comment ID: 98

Comment By: Robert Monahan

Submit Date: 8/5/2023

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rmonahan54@yahoo.com

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Comment By: Robert Cummings

Submit Date: 8/2/2023

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Original Comments (Full Content)

Thursday, August 31, 2023

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Robert Cummings
rdcummings1@verizon.net

Comment ID: 100

Comment By: Ruth Smathers

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ruth Smathers
rwible2000@yahoo.com

Comment ID: 101

Comment By: Ryan Brandt

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ryan Brandt
ryan.brandt1996@gmail.com

Comment ID: 102

Comment By: Sean Conlon

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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Thank you,

Sean Conlon
seanjamesconlonmusic@gmail.com

Comment ID: 103

Comment By: Shelley Pulaski-Fisher

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Shelley Pulaski-Fisher
Fishertwins@aol.com

Comment ID: 104

Comment By: Sheryl Geisler

Submit Date: 8/5/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Sheryl Geisler
sgeislerpac@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 105

Comment By: Silvia Ascarelli

Submit Date: 8/2/2023

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Thursday, August 31, 2023

Silvia Ascarelli
sascarelli@yahoo.com

Comment ID: 106

Comment By: stanley witomski

Submit Date: 8/6/2023

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Original Comments (Full Content)

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Thank you,

stanley witomski
swit53@aol.com

Comment ID: 107

Comment By: Steve Warner

Submit Date: 8/5/2023

ONE OF ### identical comments from the Bicycle Coalition of Greater Philadelphia

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Steve Warner
sdwarner65@gmail.com

Comment ID: 108

Comment By: Stuart Bush

Submit Date: 8/7/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Stuart Bush
stuartgbush@gmail.com

Comment ID: 109

Comment By: Tahesia Reid

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Original Comments (Full Content)

Thursday, August 31, 2023

Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Tahesia Reid
spicespicet@gmail.com

Comment ID: 110

Comment By: Theresa Sapigao

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Theresa Sapigao
roces8therese@yahoo.com.ph

Comment ID: 111

Comment By: Thomas Licker

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Thomas Licker
thomaslicker@outlook.com

Comment ID: 112

Comment By: Tom Maciag

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

Tom Maciag
maciag@dyadcom.com

Comment ID: 113

Comment By: Von Daligdig

Submit Date: 8/7/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Von Daligdig
clintdaligdig@me.com

Comment ID: 117

Comment By: Anne Bloomenthal

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Anne Bloomenthal
abloomenthal@live.com

Comment ID: 118

Comment By: Jack Schonewolf

Submit Date: 8/8/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jack Schonewolf
jack.schonewolf@gmail.com

Comment ID: 119

Comment By: Henry Murphy

Submit Date: 8/9/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Henry Murphy
henrybmurphy@gmail.com

Comment ID: 120

Comment By: Kathleen Mccaffrey

Submit Date: 8/9/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kathleen Mccaffrey

Original Comments (Full Content)

Thursday, August 31, 2023

wednesdaybaby90@comcast.net

Comment ID: 128

Comment By: Corey Hannigan

Submit Date: 8/11/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Corey Hannigan
corey@tstc.org

Comment ID: 129

Comment By: Michael Gray

Submit Date: 8/10/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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Original Comments (Full Content)

Thursday, August 31, 2023

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Michael Gray
mnggray36@comcast.net

Comment ID: 130

Comment By: Christian Pilling

Submit Date: 8/10/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

Willingboro

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Thank you,

Christian Pilling
christian.pilling@gmail.com

Comment ID: 131

Comment By: Henry Jansma

Submit Date: 8/9/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Henry Jansma
fractal_splotch0h@icloud.com

Comment ID: 132

Comment By: Matthew Valdes

Submit Date: 8/9/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Matthew Valdes
matthewsvaldes@gmail.com

Comment ID: 133

Comment By: Emily Morton-Owens

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

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Thank you,

Emily Morton-Owens
emilymortonowens@fastmail.com

Comment ID: 134

Comment By: Steffen Parratt

Submit Date: 8/14/2023

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Original Comments (Full Content)

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Thank you,

Steffen Parratt
steffen.parratt@verizon.net

Comment ID: 135

Comment By: Erin Price

Submit Date: 8/14/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Erin Price
erinprice314@gmail.com

Comment ID: 136

Comment By: Eric Sleeper

Submit Date: 8/14/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Eric Sleeper
esleep@msn.com

Comment ID: 137

Comment By: Yvonne De Carolis

Submit Date: 8/14/2023

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Thursday, August 31, 2023

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Thank you,

Yvonne De Carolis
yadc@earthlink.net

Comment ID: 138

Comment By: SURAJ BHATIA

Submit Date: 8/14/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

SURAJ BHATIA
spbhatia@comcast.net

Comment ID: 139

Comment By: samita bhatia

Submit Date: 8/14/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

samita bhatia
bhatiasamita@hotmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 140

Comment By: Michael Murphy

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

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1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Michael Murphy
Michael_Murphy@comcast.net

Comment ID: 141

Comment By: dan rappoport

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

dan rappoport
bikefar@hotmail.com

Comment ID: 142

Comment By: Lee Ziegler

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Lee Ziegler
lziegler10@gmail.com

Comment ID: 143

Comment By: Thomas Groeller

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Thomas Groeller
tgroeller@aol.com

Comment ID: 144

Comment By: Alicia Haines

Submit Date: 8/14/2023

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Thursday, August 31, 2023

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Thank you,

Alicia Haines
amhaines21@gmail.com

Comment ID: 145

Comment By: Frank Fitzgerald

Submit Date: 8/14/2023

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Thank you,

Frank Fitzgerald
frank@rsin.com

Comment ID: 146

Comment By: Maria Nina Scarpa

Submit Date: 8/14/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Maria Nina Scarpa
nina_scarpa@comcast.net

Comment ID: 147

Comment By: Deen Sharma

Submit Date: 8/14/2023

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Original Comments (Full Content)

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Thank you,

Deen Sharma
deenbandhu_s@yahoo.com

Comment ID: 148

Comment By: William Leeper

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

William Leeper
william.leeper@gmail.com

Comment ID: 149

Comment By: Ari Srinivasan

Submit Date: 8/14/2023

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I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

Original Comments (Full Content)

Thursday, August 31, 2023

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Ari Srinivasan
ari.srinivasan@gmail.com

Comment ID: 150

Comment By: ALEXANDRA PINZ

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

ALEXANDRA PINZ
spcialsoul17@gmail.com

Comment ID: 151

Comment By: Roberta Hantman

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Roberta Hantman
rhantman@gmail.com

Comment ID: 152

Comment By: Tom Laresch

Submit Date: 8/14/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Tom Laresch
bicyclecoalition@laresch.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 153

Comment By: Diana Petruzzelli

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

Diana Petruzzelli
diana16p@gmail.com

Comment ID: 154

Comment By: Judy Arnobit

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Judy Arnobit
jarnobit@gmail.com

Comment ID: 155

Comment By: Kelsey Rey

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kelsey Rey
kreyslp@gmail.com

Comment ID: 156

Comment By: jeewan j Kapoor

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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jeewan j Kapoor
jjkapoor@yahoo.com

Comment ID: 157

Comment By: Carol Foster

Submit Date: 8/15/2023

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Original Comments (Full Content)

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Thank you,

Carol Foster
carolfoster314@gmail.com

Comment ID: 158

Comment By: Nancy Sheehan

Submit Date: 8/15/2023

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Thank you,

Nancy Sheehan
nansheehan@hotmail.com

Comment ID: 159

Comment By: Justin Dennis

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant

Original Comments (Full Content)

Thursday, August 31, 2023

programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Justin Dennis
justin.p.dennis@gmail.com

Comment ID: 160

Comment By: Sydney Meyer

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Sydney Meyer
sydmeyer11@gmail.com

Comment ID: 163

Comment By: Sandra Brubaker

Submit Date: 8/13/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Sandra Brubaker
sandra.garske@gmail.com

Comment ID: 164

Comment By: Joshua Clough

Submit Date: 8/12/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Joshua Clough
jclough721@gmail.com

Comment ID: 165

Comment By: Helen Holmes

Submit Date: 8/12/2023

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Original Comments (Full Content)

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Thank you,

Helen Holmes
sayhi@helenholmes.com

Comment ID: 166

Comment By: Corey Hannigan

Submit Date: 8/11/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Corey Hannigan
corey@tstc.org

Comment ID: 167

Comment By: Timothy Votta

Submit Date: 8/11/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Timothy Votta

Original Comments (Full Content)

Thursday, August 31, 2023

tvotta@comcast.net

Comment ID: 183

Comment By: Kristyn Souder

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kristyn Souder
kristyn.souder@gmail.com

Comment ID: 184

Comment By: Jared Welch

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jared Welch
jared.welch@gmail.com

Comment ID: 185

Comment By: Wills Kinsley

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

Willingboro

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Wills Kinsley
wills.kinsley@gmail.com

Comment ID: 186

Comment By: Debra Kagan

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

- Camden County LINK Trail
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Thank you,

Debra Kagan
kagan@njbwc.org

Comment ID: 187

Comment By: Tim Brill

Submit Date: 8/18/2023

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Thursday, August 31, 2023

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Thank you,

Tim Brill
tim.brill@njconservation.org

Comment ID: 188

Comment By: John Coyle

Submit Date: 8/18/2023

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Thank you,

John Coyle
jcoyle231@comcast.net

Comment ID: 189

Comment By: Yahaira Ferreira

Submit Date: 8/18/2023

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Thank you,

Yahaira Ferreira
yahaira@gmail.com

Comment ID: 190

Comment By: George Myers

Submit Date: 8/18/2023

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Thursday, August 31, 2023

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Thank you,

George Myers
gmyers107@yahoo.com

Comment ID: 191

Comment By: Herb Heffner

Submit Date: 8/18/2023

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Thank you,

Herb Heffner
chuckntheh@aol.com

Comment ID: 192

Comment By: Suzanne Hagner

Submit Date: 8/18/2023

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Suzanne Hagner
suzannehagner@gmail.com

Comment ID: 193

Comment By: Sandra Shapiro

Submit Date: 8/18/2023

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Thank you,

Sandra Shapiro
sshapiro@mac.com

Comment ID: 194

Comment By: Ramond Joseph

Submit Date: 8/18/2023

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Thank you,

Ramond Joseph
dca.joseph.ramond@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 195

Comment By: Elizabeth Picciotto

Submit Date: 8/18/2023

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Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Elizabeth Picciotto
epicciotto522@gmail.com

Comment ID: 196

Comment By: Carolyn King-Sammons

Submit Date: 8/18/2023

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I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for

Original Comments (Full Content)

Thursday, August 31, 2023

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Carolyn King-Sammons
csammons@elktownshipnj.gov

Comment ID: 197

Comment By: Bill Foelsch

Submit Date: 8/18/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Bill Foelsch
billfparks@gmail.com

Comment ID: 198

Comment By: JIm Brittain

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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Thank you,

Jim Brittain
jimbrittain@mail.com

Comment ID: 199

Comment By: Bethany DePoy

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Bethany DePoy
bethany.depoy@gmail.com

Comment ID: 200

Comment By: Megan Capobianco

Submit Date: 8/18/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Megan Capobianco
pita.photo@gmail.com

Comment ID: 201

Comment By: Edwin Dinges

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Edwin Dinges
edingo3@gmail.com

Comment ID: 202

Comment By: Ryan Conlon

Submit Date: 8/18/2023

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Original Comments (Full Content)

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Thank you,

Ryan Conlon
ryancon45@gmail.com

Comment ID: 203

Comment By: Thomas Atherholt

Submit Date: 8/18/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Thomas Atherholt
tatherho@aol.com

Comment ID: 208

Comment By: Daniel McGrath

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Daniel McGrath
danmcgrath@luckbealady.com

Comment ID: 209

Comment By: Patricia Haneman

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Patricia Haneman
phaneman@verizon.net

Comment ID: 210

Comment By: Thomas Benson

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for

Original Comments (Full Content)

Thursday, August 31, 2023

New Jersey (FY24-FY27):

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Thomas Benson
ambrocap.benson@gmail.com

Comment ID: 211

Comment By: Mary Dougherty

Submit Date: 8/16/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Mary Dougherty
marydoc123@comcast.net

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 212

Comment By: James McFadden

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

James McFadden
jjmcfadden088@gmail.com

Comment ID: 213

Comment By: Elaine Spangler

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Elaine Spangler
easpangle@msn.com

Comment ID: 214

Comment By: Jay Horrow

Submit Date: 8/17/2023

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Original Comments (Full Content)

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Thank you,

Jay Horrow
jhorrow@gmail.com

Comment ID: 215

Comment By: Douglas Chermak

Submit Date: 8/17/2023

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Original Comments (Full Content)

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Thank you,

Douglas Chermak
dchermak@gmail.com

Comment ID: 216

Comment By: Linda Valentine

Submit Date: 8/17/2023

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Thank you,

Linda Valentine
ljv77@hotmail.com

Comment ID: 217

Comment By: Misty Price

Submit Date: 8/17/2023

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Thank you,

Misty Price
mp1216@yahoo.com

Comment ID: 218

Comment By: Charles Montgomery

Submit Date: 8/17/2023

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Thank you,

Charles Montgomery
charlesmontgomery@gmail.com

Comment ID: 219

Comment By: Daniel Lohr

Submit Date: 8/17/2023

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Original Comments (Full Content)

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Thank you,

Daniel Lohr
dhlohr@yahoo.com

Comment ID: 220

Comment By: Joseph Piscitello

Submit Date: 8/17/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Joseph Piscitello
joe@piscitellolaw.com

Comment ID: 221

Comment By: Barbara Danin

Submit Date: 8/17/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Barbara Danin
barbaradanin@yahoo.com

Comment ID: 222

Comment By: John Parrish

Submit Date: 8/17/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

John Parrish
dayode714@gmail.com

Comment ID: 225

Comment By: John Boyle

Submit Date: 8/16/2023

John Boyle (john@bicyclecoalition.org) mentioned you in a comment in the following document
Bicycle Coalition NJ 2024 TIP Comments

Original Comments (Full Content)

Thursday, August 31, 2023

(https://docs.google.com/document/d/1pmit0EEbT1G7JZoXQkW4TDT68a2Dbqqg0GQrtMyFYi0/edit?disco=AAAA3BzQyLc&usp=comment_email_document&ts=64dd3cb2&usp_dm=false)

You do not have commenting rights to Bicycle Coalition NJ 2024 TIP Comments.

1 comment

[1 comment hidden]

John Boyle

They don't want a fax. Either mail or @tip@dvrpc.org

Open

(https://docs.google.com/document/d/1pmit0EEbT1G7JZoXQkW4TDT68a2Dbqqg0GQrtMyFYi0/edit?disco=AAAA3BzQyLc&usp=comment_email_discussion&ts=64dd3cb2&usp_dm=false)

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA

You have received this email because you are mentioned in this thread by

John Boyle (john@bicyclecoalition.org). If you don't want to receive files

from this person, block the sender

(https://drive.google.com/drive/blockuser?blockerEmail=tip@dvrpc.org&blockeeEmail=john@bicyclecoalition.org&usp=commentnotification_MENTIONED)

from Drive. Change what Google sends you

(<https://docs.google.com/document/u/109915349584898377005/docos/notify?oid=109915349584898377005&id=1pmit0EEbT1G7JZoXQkW4TDT68a2Dbqqg0GQrtMyFYi0&title=Bicycle+Coalition+NJ+2024+TIP+Comments&resourcekey>).

You cannot reply to this email.

Comment ID: 226

Comment By: Judy Arnobit

Submit Date: 8/15/2023

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Original Comments (Full Content)

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Thank you,

Judy Arnobit
jarnobit@gmail.com

Comment ID: 227

Comment By: Kelsey Rey

Submit Date: 8/15/2023

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Thank you,

Kelsey Rey
kreyslp@gmail.com

Comment ID: 228

Comment By: Jeewan J Kapoor

Submit Date: 8/15/2023

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jeewan j kapoor
jjkapoor@yahoo.com

Comment ID: 229

Comment By: Carol Foster

Submit Date: 8/15/2023

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Carol Foster
carolfoster314@gmail.com

Comment ID: 230

Comment By: Nancy Sheehan

Submit Date: 8/15/2023

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Thank you,

Nancy Sheehan
nansheehan@hotmail.com

Comment ID: 231

Comment By: Justin Dennis

Submit Date: 8/15/2023

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Thank you,

Justin Dennis
justin.p.dennis@gmail.com

Comment ID: 232

Comment By: Sydney Meyer

Submit Date: 8/15/2023

Original Comments (Full Content)

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4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Sydney Meyer
sydmeyer11@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 233

Comment By: Alex Ervin

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

Alex Ervin
Alexervin239@outlook.com

Comment ID: 234

Comment By: Eric Durante

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion

Original Comments (Full Content)

Thursday, August 31, 2023

dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Eric Durante
ericdurante@gmail.com

Comment ID: 235

Comment By: MICHAEL GALLAGHER

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

MICHAEL GALLAGHER
mcg5001@gmail.com

Comment ID: 236

Comment By: Andy Leonard

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Andy Leonard
aleonard621@gmail.com

Comment ID: 237

Comment By: ANTONIO VALONE

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

ANTONIO VALONE
tufnative@aol.com

Comment ID: 238

Comment By: Camille Orman

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Camille Orman
camille.orman2@gmail.com

Comment ID: 239

Comment By: Ralph Branch

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ralph Branch
allralph@hotmail.com

Comment ID: 240

Comment By: Jerry Amari

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

Jerry Amari
jerry.amari@gmail.com

Comment ID: 241

Comment By: Amelia Mumford

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Amelia Mumford
ameliamumford@gmail.com

Comment ID: 242

Comment By: Sylvia Beck

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Sylvia Beck
srbeck@comcast.net

Comment ID: 243

Comment By: Chris Corcoran

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the

Original Comments (Full Content)

Thursday, August 31, 2023

NJ TIP.

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Thank you,

Chris Corcoran
thorcoran@yahoo.com

Comment ID: 244

Comment By: Eric Ascalon

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Eric Ascalon
ericascalon@gmail.com

Comment ID: 245

Comment By: John Young

Submit Date: 8/15/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

John Young

Original Comments (Full Content)

Thursday, August 31, 2023

jwy5gamer@gmail.com

Comment ID: 246

Comment By: Beth Lewis

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Beth Lewis
blewis800@gmail.com

Comment ID: 247

Comment By: Karen McGovern

Submit Date: 8/15/2023

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Original Comments (Full Content)

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Thank you,

Karen McGovern
rittenhousesport@aol.com

Comment ID: 248

Comment By: Joe Zabara

Submit Date: 8/15/2023

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Original Comments (Full Content)

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Thank you,

Joe Zabara
jozabara@gmail.com

Comment ID: 249

Comment By: Hugh Mac Donald

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Hugh Mac Donald
hmac34@yahoo.com

Comment ID: 250

Comment By: Alison Miller

Submit Date: 8/15/2023

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Thank you,

Alison Miller
alisonhm@yahoo.com

Comment ID: 251

Comment By: Ag Manta

Submit Date: 8/15/2023

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Thank you,

Ag Manta
agmanta@gmail.com

Comment ID: 252

Comment By: Ralph Cimino

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Ralph Cimino
ralph_cimino@yahoo.com

Comment ID: 253

Comment By: Peggy Duvall

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Peggy Duvall
duvall@swtexas.net

Comment ID: 254

Comment By: Richard Rohr

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Richard Rohr
rrohr1@verizon.net

Comment ID: 255

Comment By: Diane Weinberg

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thursday, August 31, 2023

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Thank you,

Diane Weinberg
dianedancer@comcast.net

Comment ID: 256

Comment By: Johan Andrade

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Johan Andrade
johan@hudcostreets.org

Comment ID: 257

Comment By: Shawn Sweeney

Submit Date: 8/15/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Shawn Sweeney
sms927@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 258

Comment By: Jason Forsell

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Jason Forsell
jasonforsell@gmail.com

Comment ID: 259

Comment By: Gregory Milbourne

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Gregory Milbourne
milbourne@gmail.com

Comment ID: 260

Comment By: Donna Price

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Donna Price
pendant_00_cachet@icloud.com

Comment ID: 261

Comment By: Kevin Larkin

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Kevin Larkin
kplarkin7@gmail.com

Comment ID: 262

Comment By: Mk Sarros

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Mk Sarros
mksarros@yahoo.com

Comment ID: 263

Comment By: Perry Benson

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Perry Benson
pbenson@jacobswyper.com

Comment ID: 264

Comment By: Karen Condon

Submit Date: 8/15/2023

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Thursday, August 31, 2023

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Thank you,

Karen Condon
kmc07834@yahoo.com

Comment ID: 265

Comment By: Brian Rickman

Submit Date: 8/15/2023

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Thank you,

Brian Rickman
brian.rickman@gmail.com

Comment ID: 266

Comment By: Richard Small

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Richard Small
ricksmall.rs@gmail.com

Comment ID: 267

Comment By: Steve Alemi

Submit Date: 8/15/2023

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Thank you,

Steve Alemi
steve.alemi@icloud.com

Comment ID: 268

Comment By: Devon Stokes

Submit Date: 8/15/2023

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Thank you,

Devon Stokes
bowers.devon@gmail.com

Comment ID: 269

Comment By: Andrew Spiers

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Andrew Spiers
andrewspiersmss@gmail.com

Comment ID: 270

Comment By: Sean Warren

Submit Date: 8/15/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Sean Marren
seanmarren@gmail.com

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 271

Comment By: Edward Chang

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

Thank you,

Edward Chang
ewchang@gmail.com

Comment ID: 272

Comment By: Michael Connor

Submit Date: 8/15/2023

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion

Original Comments (Full Content)

Thursday, August 31, 2023

dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Michael Connor
michael.connor@nv5.com

Comment ID: 273

Comment By: Jody Twer

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jody Twer
bodybasicspt@verizon.net

Comment ID: 274

Comment By: Claudia Crane

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Claudia Crane
claudia@claudiacrane.com

Comment ID: 275

Comment By: Francis Fedoroff

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Francis Fedoroff
viv122@yahoo.com

Comment ID: 276

Comment By: William Boone

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

William Boone
bill.boone@icloud.com

Comment ID: 277

Comment By: Lexi Hutton

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Lexi Hutton
lexihutton@gmail.com

Comment ID: 278

Comment By: Jennifer Druce

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

Jennifer Druce
jendruce@gmail.com

Comment ID: 279

Comment By: Lea Ann Bowers

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Lea Ann Bowers
lab1111@verizon.net

Comment ID: 280

Comment By: Tim Bowers

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Tim Bowers
timothy.bowers@yahoo.com

Comment ID: 281

Comment By: john maleski

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

john maleski
jcmaleksi@gmail.com

Comment ID: 282

Comment By: Ann Bowers

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

Original Comments (Full Content)

Thursday, August 31, 2023

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Ann Bowers
abowers@gcecnj.org

Comment ID: 283

Comment By: Laurel Drew

Submit Date: 8/15/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Laurel Drew

Original Comments (Full Content)

Thursday, August 31, 2023

jamadaru@aol.com

Comment ID: 284

Comment By: Allan Silverberg

Submit Date: 8/15/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Allan Silverberg
allans862@hotmail.com

Comment ID: 285

Comment By: Jesse Smith

Submit Date: 8/16/2023

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Original Comments (Full Content)

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Thank you,

Jesse Smith
jsmith4895@comcast.net

Comment ID: 286

Comment By: Amy Ruff

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

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Thank you,

Amy Ruff
ruffa21@comcast.net

Comment ID: 287

Comment By: Miriam Shakow

Submit Date: 8/16/2023

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Thank you,

Miriam Shakow
mshakow@gmail.com

Comment ID: 288

Comment By: Jerrold Adler

Submit Date: 8/16/2023

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Thank you,

Jerrold Adler
adlermyers@gmail.com

Comment ID: 289

Comment By: Diane Pustizzi

Submit Date: 8/16/2023

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Thank you,

Diane Pustizzi
dibergie1@gmail.com

Comment ID: 290

Comment By: Mark Bailey

Submit Date: 8/16/2023

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Thank you,

Mark Bailey
mark4flies@aol.com

Comment ID: 291

Comment By: Michael Kenny

Submit Date: 8/16/2023

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Thank you,

Michael Kenny
michael-kenny@comcast.net

Comment ID: 292

Comment By: Edwin Hein

Submit Date: 8/16/2023

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2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit

Original Comments (Full Content)

Thursday, August 31, 2023

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Edwin Hein
edheinjr@gmail.com

Comment ID: 293

Comment By: Rosemary Reshetar

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

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Thursday, August 31, 2023

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Thank you,

Rosemary Reshetar
Reshetar@comcast.net

Comment ID: 294

Comment By: Stephanie Fox

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :
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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Stephanie Fox
foxstephanie17@gmail.com

Comment ID: 295

Comment By: Jonathan Frederickson

Submit Date: 8/16/2023

Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Jonathan Frederickson
jonathan@terracypt.net

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 296

Comment By: Dominic Vasturia

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Original Comments (Full Content)

Thursday, August 31, 2023

Dominic Vasturia
dvp5034@alumni.psu.edu

Comment ID: 297

Comment By: Rose Paddison

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Rose Paddison
rbpaddison@gmail.com

Comment ID: 298

Comment By: Wade Hess

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Wade Hess
wadehess69@gmail.com

Comment ID: 299

Comment By: Julia Stone

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Julia Stone
juliaelizabethstone@gmail.com

Comment ID: 300

Comment By: Joel Skyzer

Submit Date: 8/16/2023

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Joel Skyzer
joelskyzer@gmail.com

Comment ID: 301

Comment By: Tony Chirico

Submit Date: 8/16/2023

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Thank you,

Tony Chirico
tony.chirico@comcast.net

Comment ID: 302

Comment By: Martin Pulli

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69

Original Comments (Full Content)

Thursday, August 31, 2023

million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Martin Pulli
pairofgems@aol.com

Comment ID: 303

Comment By: Bill Oliver

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Bill Oliver
ollierock44@gmail.com

Comment ID: 304

Comment By: Ginnie Zipf

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

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Original Comments (Full Content)

Thursday, August 31, 2023

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Thank you,

Ginnie Zipf
ginniezipf@yahoo.com

DB #: 17419 Route 1, Alexander Road to Mapleton Road

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 173

Comment By: John Boyle on behalf of the Bicycle Coalition of Greater Philadelphia

Submit Date: 8/18/2023

The Bicycle Coalition of Greater Philadelphia opposes road widening projects that do not address major bicycle and pedestrian safety issues. Route 1 is a barrier for safe non-motorized access between Downtown Princeton and the Princeton Junction Station and the surrounding employment center.

Original Comments (Full Content)

Thursday, August 31, 2023

DB #:

AGENCY: Compliance and Research Service

Comment ID: 207

Comment By: Matt Larkin

Submit Date: 8/17/2023

Hello DVRPC,

This is Matt Larkin with Compliance and Research Services in Plainfield, NJ. I am writing to share information on an EPA-verified aftermarket catalytic converter that can reduce mobile source CO, VOCs and NOx by up to 70% for at least 70,000 miles. The EPA has rejected NJDEP's transportation SIP regarding ozone, and this device will help to reduce mobile source VOCs and NOx, which form ozone.

Our contact information is on the final sheet of the attached presentation.

Thank you.
See Attached.
Regards,

Matt Larkin
Compliance and Research Services
email: matt.larkin@complianceandresearch.com
phone: 609.240.9348
Cat-A-Pass™ will reduce VOCs, NOx and Ozone in DVRPC region
Improve Environmental Justice and Health Equity in Disadvantaged Communities
Compliance and Research Services
Plainfield, NJ 07063

1. VOCs, NOx and Ozone in the DVRPC Region

- The entire DVRPC region has not attained the required federal ozone levels.

¿ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.

¿ In Sept. 2022, the OTC Modeling team presented findings that if the ambient NOx could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce NOx along the corridor, and help reduce ozone.

¿ In June 2023, the OTC called for stronger federal measures to reduce ozone-forming air pollution, namely, VOC and NOx. They noted that more needs to be done to reduce VOCs and NOx from mobile sources, and they stressed the need for durable aftermarket catalysts.

2. Why Retrofit for Light-Duty vehicles?

- In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce NOx and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of NOx emissions are from vehicles, and we should not expect more NOx reductions from other sources. Light-duty vehicles account for 44% of all NOx from vehicles; long-haul trucks account for 24%.

- A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of NOx emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light-duty vehicles are an attractive target because they cause the majority of the public health burden.

- According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

3. What is Cat-A-Pass™?

- Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & NOx by 75% in highway driving.

- Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engine's pollutants. It does not interfere with the original catalyst and does not cause any "Check Engine" lights.

- Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and NOx by up to 75% when first installed, and it reduces NOx emission by 70% after 70,000 miles of use. Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.

- The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of NOx.

4. Cat-A-Pass™ Cost Effectiveness

Original Comments (Full Content)

Thursday, August 31, 2023

- We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% Nox removal after 70,000 miles. We estimate 67% Nox removal, and 40% CO and VOC removal, at 100K miles.
- We target vehicles between 5 and 10 yrs. Of age, and use the US DOT average emissions for 2017. That gives Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed, and it will still have activity after 100K miles.
- The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with and EV bus.

Program
Cat-A-Pass at 100K Miles
\$/ton pollutants
7,000
EV School Bus replacement at 180K miles
146,000
EV School Bus retrofit at 180K miles
57,000
DERA Truck retrofit at full useful life
18,000

5. Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the Nox inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, Nox, ozone and PM 2.5.

6. Potential programs to implement Cat-A Pass™ in DVRPC Region

- The DVRPC region not in compliance with the EPA ozone regulations. √ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives. √ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone. √ Potential implementation programs could include:
 - implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.
 - Include in NJ and PA SIP programs to bring non-attainment areas into compliance. √ Attract high-mileage drivers with electronic toll discounts.

Next Steps

Reach out to Compliance and Research Services

for more information on Cat-A-Pass™

Matt Larkin – 609-240-9348

matt.larkin@complianceandresearch.com

Mark Timko – 908-419-5094

mark@complianceandresearch.com

DB #: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

AGENCY: General Public

Comment ID: 168

Comment By: Lori Howard

Submit Date: 8/15/2023

I am disappointed that the county did not see the value of replacing the Centerton Bridge. I am concerned that any work on the Parkers Creek Bridge would provide further delays to traffic in that area. I am not sure how rehabilitating or replacing the Parkers Creek Bridge will connect the communities of Westampton and Willingboro to businesses and health care in Mount Laurel and Moorestown. When I am driving from Willingboro or Westampton, I prefer to get on 295 and exit at Route 38 East to get to Mount Laurel or Moorestown. The Centerton Bridge was a true connector for the communities. When developing plans for the Parkers Creek Bridge, I would ask that the county also determine what can be done to address the traffic on Creek Road. I believe that is also impacting traffic when cars come on and off Route 295. In addition, there is a lot of new development on Centerton Road between Hartford and Creek Road Centerton Road, I feel like traffic will be congested for a long time, even with improving the Parkers Creek Bridge. Will this planned rehabilitation or replacement address future traffic needs? Thank you!

Comment ID: 169

Comment By: Linda S. Berk

Submit Date: 8/16/2023

Original Comments (Full Content)

Thursday, August 31, 2023

I live in Rancocas Woods and have used the Centerton Bridge for over 20 years, Using 295 to get to sections of Mt. Holly has become dangerous over the past few years. The lane which was installed primarily for traffic to use instead of the bridge, has become a speedway for people to use to speed through the section of 295. They don't care about oncoming cars from the Rancocas Woods. Delran exists. Locals now have to put themselves in danger to do their errands!

DB #: D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

AGENCY: General Public

Comment ID: 177

Comment By: Lori Howard

Submit Date: 8/18/2023

This is not designated for funding, but hope it will be considered for future funding. This area is very dangerous and should be a priority.

DB #:

AGENCY: General Public

Comment ID: 161

Comment By: Jerrett Johnson

Submit Date: 8/15/2023

Hello

I love how the PA TIP has outlined every project current and ongoing for each county in the state. I have a question about electrical charging stations. With the increase of car manufacturers making more electrical cars every year, there will be a need for more charging stations, is there a plan in place to build more of these stations and how long does it take for one to build.

Thank you

Jerrett Johnson

Public Participation Task Force

DVRPC

Sent from my iPhone

Original Comments (Full Content)

Thursday, August 31, 2023

DB #: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)

AGENCY: Bordentown Historical Society

Comment ID: 115

Comment By: Steven Lederman

Submit Date: 8/7/2023

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.

Please confirm receipt of this email.

Thank you.

Dr. Steve Lederman, Co-President

Bonnie Goldman, Esq, Co-President

See Attachment

Bordentown Historical Society

RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY IN SUPPORT OF THE REHABILITATION OF THE FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL CONSTRUCTED IN 1831

WHEREAS, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being "structurally deficient" because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

WHEREAS, NJDOT has also deemed the historically significant stone arch bridge and tunnel "functionally obsolete" because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

WHEREAS, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

WHEREAS, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

WHEREAS, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven's style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

1

WHEREAS, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

WHEREAS, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

WHEREAS, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

WHEREAS, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

WHEREAS, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

WHEREAS, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

WHEREAS, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to

Original Comments (Full Content)

Thursday, August 31, 2023

avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and WHEREAS, the 200th anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and WHEREAS, two original keystones dated 1831 are still in place at the top of the stone arch; and WHEREAS, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

2

WHEREAS, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure. Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches. According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A - Stone replaced with mortared masonry; B - Skim coating of barrel interior surfaces; C - Infill/pointing existing stone gaps[]"; and Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and

Mr. Nannis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: • thickness of the barrel using ground / surface penetrating radar, compression strength of a

3

stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[]"; and Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[]"; NOW THEREFORE BE IT RESOLVED this 7th Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because inter alia the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

AGENCY:City of Bordentown

Original Comments (Full Content)

Thursday, August 31, 2023

Comment ID: 223

Comment By: Jennifer Sciortino

Submit Date: 8/17/2023

To Whom It May Concern -

Attached is a formal resolution that was unanimously approved by the Bordentown City Board of Commissioners on Monday, August 14, 2023, which we would like to submit as official public comment, along with the information contained herein, regarding DB# 17411 in the DVRPC's FY 2024 TIP for New Jersey.

The resolution was promulgated and approved based on the thorough professional analysis conducted by several independent Bordentown City-based engineers who concluded that the historic Farnsworth Avenue Stone Arch Bridge poses "no imminent or short-term danger to the health, safety, or welfare of the community exists."

In fact, the bridge holds significant historical value at both the state and national level. In a densely populated, one-square-mile city, any substantial alterations to this bridge will almost certainly have a profound impact on nearly every resident and visitor of Bordentown City.

As such, we urge all parties involved to exercise extreme due diligence before reaching any decision that would require long-term closure of Farnsworth Avenue when no imminent or short-term danger to the health, safety, or welfare of the community exists.

The city, our business community, numerous stakeholders, and volunteer organizations have all expressed critical concerns when it comes to the future direction of this project and its impact on the vitality of our business district, the fate of prominent landmarks, including the Bordentown Veterans Memorial which sits atop the bridge, and the overall quality of life in our city.

Built in 1831, the bridge is not only recognized as the oldest masonry arch bridge in the U.S. that spans an iron railway, it also bore witness to the first steam-powered locomotive, which traversed that railway – the John Bull, now in the Smithsonian.

However, the bridge's significant historical qualifications are barely mentioned in the NJDOT's Concept Development Report prepared by the engineering firm WSP in 2019. The most troubling – and unfounded – statement is the final report's conclusion (Section V.C, page 16) that "Due to the location of the bridge in the downtown Bordentown city area, minimal socioeconomic impacts are expected."

This statement is wholly unsupported, suggesting a lack of due diligence on the part of WSP.

While Conrail, which operates the nearly defunct rail line that passes under the bridge, was consulted early in the process, their blanket assertion on the financial impact of the rail line's closure was reported without question or analysis.

However, the true socioeconomic impact can only be determined by engaging the stakeholders that will be impacted by the bridge's replacement: Bordentown's business community, which is comprised of a thriving network of small businesses primarily located along Farnsworth Avenue; the Bordentown Historical Society, which is presently arguing for inclusion of the bridge on the State and National Register of Historic Places; and the Bordentown Veterans Memorial Committee, which has spent countless hours securing donations to construct a fitting tribute to every veteran who has called Bordentown home, a memorial which presently sits atop the bridge slated for replacement.

These businesses and stakeholders are the lifeblood of the city and overwhelmingly and understandably opposed to any rehabilitation of the bridge that would require extended closure of the City's main artery, which would effectively cut off access for deliveries, street and foot traffic, public transportation, and the two public parking lots that service visitors.

Two local residents and professionals in this field, Pierre Lacombe and Matt Pey, each sent the NJ Department of Transportation (NJDOT) thorough point-by-point critiques of both the WSP document and previous NJDOT biannual inspections, addressing the historical and technical aspects of the bridge and questioning the need for its replacement. They were submitted to the NJDOT and the State Historic Preservation Office in early 2020 and, to date, there has been no substantive response.

While the Department and its consultants have rated the bridge as "structurally deficient," it has been established that there is no imminent or short-term danger to the health, safety, or welfare of the community.

As noted by Mr. Pey, a professional engineer, in his May 31, 2020 letter to the Department, ASCE has identified over 6,000 bridges in the United States rated as "structurally deficient" that remain in use. Moreover, the condition of the Farnsworth Avenue bridge has not deteriorated significantly during the biennial inspection period and cars, trucks, and buses cross the bridge on an hourly basis without incident.

Mr. Lacombe, a former hydrologist with more than 30 years of experience at the U.S. Geological Survey, has inspected more than 20 stone arch bridges built by the Philadelphia and Columbia Railroad (P&CRR) during the early rail era between 1832 and

Original Comments (Full Content)

Thursday, August 31, 2023

1857. These stone arch bridges are built in the same style and manner as the Farnsworth Avenue bridge, including at least one P&CRR bridge designed by the same engineer. Yet, these bridges carry SEPTA, Amtrak, and Conrail trains on a daily basis, subjecting them to much heavier loads than any carried by the Farnsworth Avenue Bridge.

While the Department has repeatedly stated that the bridge is old and unsafe solely due to its design or age, these assertions are factually incorrect. In fact, a third local resident and professional engineer recently commissioned a third-party structural analysis of the bridge by an independent engineer (a copy of which is attached), concluding that not only is the bridge safe, but improper rehabilitation or removal could have catastrophic unintended consequences on surrounding structures.

NJDOT's own BMS rating of the bridge, by definition, recommends rehabilitation over replacement. Furthermore, the WSP report states that the bridge is functionally obsolete due to insufficient vertical clearance, but Conrail/CSX agreed to waive that requirement, further negating the need for replacement. In fact, the bridge, at best, only sees one train per week.

It is clear that the WSP Concept Development Final Report from October 2019 is internally inconsistent, outdated, and not sufficiently researched and evaluated, as noted in the more recent and thorough independent analyses subsequently sent to NJDOT.

With this in mind, the Bordentown City Board of Commissioners respectfully requests that critical due diligence be performed before any determination on replacement versus rehabilitation is made. Adopting a cautious approach to any alterations of the bridge is both warranted and vital to allay the serious concerns raised by our community.

The engineering and transportation history of the Farnsworth Avenue Stone Arch Bridge is an integral part of the rich, storied history of Bordentown City, which has been home to pivotal figures who date back not only to the earliest days of our nation's founding but to the Native American tribes who first called Bordentown home.

As such, the bridge and its impact on our town, has rightfully generated widespread concern and support from residents and businesses, alike, with a stake in the future vitality of our downtown.

We ask that you take all of this into account in earnest before making any decisions on the future of the bridge.

Sincerely,

Bordentown City Board of Commissioners

Jennifer L. Sciortino
Mayor,
Director of Revenue & Finance

Joe Myers
Deputy Mayor,
Director of Public Property, Streets and Water

James E. Lynch, Jr.
Commissioner,
Director of Public Safety and Affairs
See Attached.CITY OF BORDENTOWN
RESOLUTION 2023-111

RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION'S RESTORATION OF THE HISTORIC FARNSWORTH AVENUE BRIDGE

WHEREAS, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

WHEREAS, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

WHEREAS, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

WHEREAS, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

WHEREAS, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

WHEREAS, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no

Original Comments (Full Content)

Thursday, August 31, 2023

response; and

WHEREAS, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and WHEREAS, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

WHEREAS, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and

WHEREAS, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and

WHEREAS, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

WHEREAS, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

NOW, THEREFORE, BE IT RESOLVED this 14th day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

**

I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14th day of August 2023.

Jennifer M. Smith Acting City Clerk

DERY

Resolution 2023-111 In Support of The New Jersey Department of Transportation's Restoration of The Historic Farnsworth Avenue Bridge

AGENCY:Downtown Bordentown Association

Comment ID: 126

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

DOWNTOWN BORDENTOWN ASSOCIATION P.O. BOX 686, BORDENTOWN, NJ 08505
www.downtownbordentown.com Vincent Schino, Jr., President Zack Melker Director C.J.
Mugavero Vice President Paul Sabol Director Rebecca Moslowski Treasurer George Xuereb
Director Doug Palmieri SecretaryAugust 10, 2023Re: Project 17411 | CR 545 (Farnsworth Avenue), Bridge over
Robbinsville Secondary Branch (Conrail) (Bordentown Twp, Burlington County)We write to you today regarding the
replacement/repair of the bridge and roadway that passes over the NJTransit rail line and is part of the Farnsworth Avenue
roadway in Bordentown City.Farnsworth Avenue is the main thoroughfare of Bordentown City and the primary artery of its
business district.Closure of this section of Farnsworth Avenue would have an immediate and catastrophic impact on the
business district and hence the economy of the City.To exacerbate the potential problem, with our business district still
struggling to recover economically from the pandemic, our local business district simply cannot suffer the closure—for any length
of time—of this main business artery. Undoubtedly a number of our businesses would not survive such a closure and the
economic impact for our city would be dire.While the impact on the City's economy would be disastrous enough, we also note
certain other serious issues:a)The forced re-routing of county bus lines and large-truck traffic onto small residential streets that
cannot support such trafficb)The isolation of residents to the north of the railroad bridge who, in order to walk or drive into the
main business district, would have to detour several blocks. Of particular concern is the impact on those residents who have
physical handicaps. Furthermore, the isolation of that sector of that sector would exacerbate Bordentown's already critical
problem of insufficient parking for visitors and tourists, whose custom is vital to our local businesses.c)There is considerable
concern over the impact on navigation and speed of response for police, fire, and other emergency vehicles on route to the
northern sector of the Cityd)The historic aspect of our city, particularly the Veteran's Memorial on the corner of Farnsworth and
Railroad Avenues, would be irreparably harmed.If businesses on Farnsworth Avenue are forced to close, it would create a
downward spiral of decreasing ax revenues and real estate valuations.It is, therefore, absolutely imperative that the NJDOT
propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,Board of
DirectorsDowntown Bordentown Association

Comment ID: 127

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

Original Comments (Full Content)

Thursday, August 31, 2023

DOWNTOWN BORDENTOWN ASSOCIATION P.O. BOX 686, BORDENTOWN, NJ 08505
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propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,Board of
DirectorsDowntown Bordentown Association

AGENCY:General Public

Comment ID: 3

Comment By: Valerie Sassaman

Submit Date: 8/7/2023

Demolishing and replacing this bridge/tunnel would cause a financial hardship on Bordentown City. Closure of a year to 3 years will end with empty storefronts. Small businesses will give up their leases. I don't think I need to explain the domino effect of an abandoned Main Street in a small town. The historic value is undeniable and should be maintained. Just the thought of dismantling this bridge is upsetting and extremely disappointing. When did it become an orphan bridge? When it was decided to replace the bridge?

Comment ID: 4

Comment By: Valerie Sassaman

Submit Date: 8/7/2023

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Comment ID: 116

Comment By: Suzanne Wheelock

Submit Date: 8/9/2023

Thank you.

Sent from the all new Aol app for iOS

On Monday, August 7, 2023, 4:59 PM, Steven Lederman <smlederman@mac.com> wrote:

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.
Please confirm receipt of this email.

Original Comments (Full Content)

Thursday, August 31, 2023

Thank you.

Dr. Steve Lederman, Co-President
Bonnie Goldman, Esq, Co-President

Comment ID: 170

Comment By: William Brown

Submit Date: 8/17/2023

I'm a resident living in Bordentown City, just blocks from the bridge. I worry that the historical nature of the bridge has not been taken into account with the proposed replacement of the bridge. The bridge is the biggest remaining structure of the Camden and Amboy railroad, one of the first steam railroads in the country, which hosted the John Bull steam locomotive that is currently preserved in the Smithsonian in Washington DC. It is also, to my knowledge, the oldest railroad overpass in the country. I understand that engineers from Bordentown also surveyed the bridge and deemed it to be structurally sufficient with rehabilitation to be the better option. Please consider the historical importance of the bridge before deciding to replace it. Thank you

Comment ID: 171

Comment By: Susan Magee Carr

Submit Date: 8/17/2023

To Whom It May Concern: The Railroad Bridge under Farnsworth Ave in this project is of vital historic value to Bordentown, as well as New Jersey as a whole. It was built in 1831 by the Camden and Amboy RR as part of the FIRST RR in NJ. The RR chose to start construction in Bordentown, because of its strategic position between New York and Philadelphia. It was vital in bringing people, industry and prosperity to town and state. We as a nation are too quick to destroy our history for the sake of "progress". Bordentown was the home of many early public figures such as John and Francis Hopkinson, Thomas Paine and Joseph Bonaparte to name just a few. As a matter of fact, this bridge was built in this location, because Joseph Bonaparte sued to not have the RR run along his property. This bridge is within the recognized Historical district of the city. Replacing this bridge with a pre-fab bridge would not only destroy a part of our history, it would ruin the integrity of the historic district. Replacing this bridge would also compromise the stability of surrounding roads and historic buildings. Also, there is a beautiful granite Veterans Memorial above the bridge that would need to be dismantled, should the bridge be replaced. This memorial recognizes the sacrifice of over 1800 Bordentown citizens who fought in all American wars, some of who died in service. No one will guarantee that the memorial will be preserved and restored to its current splendor. Another thing to consider, is that this bridge is located in the heart of the Bordentown Business District. It is imperative that there be as little disruption to local merchants as possible. Small businesses on a whole struggle as it is. Many have not fully recovered from being shut down during the COVID crisis. Long construction delays and closures could mean the difference between staying open and closing to many. It would be a travesty for this history to be destroyed. My G-G-Grandfather came to Bordentown from Ireland in 1830 and worked for the C&A Railroad. PLEASE RECONSIDER AND REPAIR THIS BRIDGE, RATHER THAN REPLACE IT.

Comment ID: 172

Comment By: Joan James

Submit Date: 8/18/2023

Rehabilitate not replace !!!

Comment ID: 178

Comment By: Katherine J. Carr

Submit Date: 8/19/2023

I am registering my objection to a complete overhaul of the Farnsworth Avenue bridge over the railroad tracks, at the site of the Veteran's Memorial. It appears that engineers have determined the bridge to be safe, or that modest updates could be made to improve the structure. Changing the historic nature of that site, and affecting the entire nature of the Main Street in my charming city, is not warranted. Do not find ways to change things that don't need changing. It's wasteful and destructive.

AGENCY: Independence Engineering

Comment ID: 206

Comment By: Neil Sander

Submit Date: 8/17/2023

Dear DVRPC,

Original Comments (Full Content)

Thursday, August 31, 2023

As a City resident, City business owner, and professional civil engineer, I am concerned that NJDOT has been taking a cavalier approach to repairs to the Farnsworth Avenue Bridge. While assessed as "structurally deficient," the bridge is not an imminent danger to the health, safety, or welfare of the public.

Simultaneously, insufficient analysis of the socioeconomic impact of replacing the bridge has been done, with NJDOT's assessment document characterizing it as "minimal." This is false.

I commissioned a third-party structural engineer to inspect and evaluate the existing structure. Not only did he concur that there was no short-term danger, but that removing and replacing the bridge could have the unintended consequence of undermining adjacent properties. Rehabilitation of the existing structure would be the preferred solution. Please find this report attached.

[cid:image001.jpg@01D9D157.1535AF20]

Neil E. Sander, PE, President
123 Farnsworth Avenue
Bordentown, NJ 08505
(609) 496-9369 (O)
(609) 947-9787 (M)
See Attached.

Brian E. Nannis, PE Farnsworth Avenue Stone Arch Bridge Consulting Structural Engineer Bordentown, NJ 3683 Morning Meadow LN • Buford, GA 30519
t: 678.735.0944 e: brian@nannis.us January 15, 2023

Mr. Neil Sander, PE
Independence Engineering, LLC
102 Farnsworth Ave
Bordentown, NJ 08505
Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non destructive testing was performed at the time of the visit.

BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Bordentown Stone Arch Bridge (11/2022)

Roman Stone Arch in Caesarea Israel (Constructed circa 1st century)

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/ filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.

Page 1 of 6

January 15, 2023

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave.,) to the bottom of the "trench" clarifies the rehabilitation option as the prudent option over replacement of the bridge. Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a "bulb" pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction. The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path.

Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible,

Original Comments (Full Content)

Thursday, August 31, 2023

would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile Three story building adjacent to bridge. Driving vibrations. Existing three story building adjacent to bridge showing vibration / settlement sensitivity.

Page 2 of 6

January 15, 2023

Dry-laid stone construction. (Bordentown Bridge)

C A

B

Prior repair efforts include:

A – Stone replaced with mortared masonry B – Skim coating of barrel interior surfaces C – Infill / pointing existing stone gaps.

Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.

A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable.

The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.

Page 3 of 6

January 15, 2023

REPAIR RECOMMENDATIONS

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure.

Page 4 of 6

January 15, 2023

2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.

3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.

Page 5 of 6

January 15, 2023

Original Comments (Full Content)

Thursday, August 31, 2023

The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.

Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge. If you have any questions or would like to discuss, please give me a call.

Sincerely,

Brian E. Nannis, P.E., M.ASCE
Structural Engineer

Original Comments (Full Content)

Thursday, August 31, 2023

DB #: 14348 Route 45, Bridge over Woodbury Creek

AGENCY: City of Woodbury

Comment ID: 114

Comment By: Fleming Jr., William H.

Submit Date: 8/1/2023

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)
NJ Route 45 Bridge over Woodbury Creek, MP 26.21
DB# 14348 – Str. No. 0810150

July 31, 2023

Background

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure

consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

Structurally Deficient and Functionally Obsolete Bridge Condition

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

⚡ "The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength]."

⚡ "The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange." The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.

⚡ The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.

⚡ "The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones."

⚡ The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)
NJ Route 45 Bridge over Woodbury Creek, MP 26.21
DB# 14348 – Str. No. 0810150

July 31, 2023

TIP Funding Priority

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

TIP Funding Schedule

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current

Original Comments (Full Content)

Thursday, August 31, 2023

DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024. The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.

John Leech, Administrator
jleech@woodbury.nj.us
856-845-1300x132
Bill Fleming, PE, PP, Council President
bfleming@woodbury.nj.us
856-229-3005
City of Woodbury, NJ
33 Delaware Street
Woodbury, NJ 08096

DB #: T143 ADA--Platforms/Stations

AGENCY:General Public

Comment ID: 1 Comment By: Anonymous Submit Date: 7/20/2023

I support more accessibility at NJ TRANSIT stations

Comment ID: 2 Comment By: Anonymous Submit Date: 7/20/2023

I support more accessibility at NJ TRANSIT stations

DB #: 15353 Route 38 and Lenola Road (CR 608)

AGENCY:General Public

Comment ID: 176 Comment By: Lori Howard Submit Date: 8/18/2023

Route 38 & Lenola Road Project (DB# 15353) - This is something that is needed in the area. There will be an increase of traffic with the Cooper facility and new apartments. Please ensure that the project addresses future growth in the area, not a project based on current traffic.

DB #: 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements

AGENCY:General Public

Comment ID: 174 Comment By: Lori Howard Submit Date: 8/18/2023

The traffic during rush hour is awful. I am in support of this project to improve congestion on Route 38.

Original Comments (Full Content)

Thursday, August 31, 2023

DB #: 21311 Route 295 and Route 38 Interchange Operational Improvements

AGENCY: General Public

Comment ID: 175

Comment By: Lori Howard

Submit Date: 8/18/2023

It is very congested in this area. Would also like to indicate that there are issues on Marter Avenue as well. People cross over 38, going towards 295 and instead of making a right, in the right-hand turning lane, they go straight. Not sure if both lanes need to go straight.

Original Comments (Full Content)

Thursday, August 31, 2023

DB #: 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

AGENCY: Bellmawr Redevelopment Agency

Comment ID: 204

Comment By: Donna Thwaites

Submit Date: 8/18/2023

Good Afternoon,

Please see the attached. Thank you.

Stay Safe and Healthy!

Donna

Donna Thwaites, Office Manager

McKenna Law, P.C.

648 Longwood Avenue

Cherry Hill, NJ 08002

T856-665-7771

F856-665-7766

donna@mckennalawoffices.com

www.mckennainjurylaw.com August 18, 2023

VIA: EMAIL tip@dvrpc.org

The Delaware Valley Regional Planning Commission

Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road (CR 753)

Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRPC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,

/s/ Michael J. McKenna

Michael J. McKenna

AGENCY: Borough of Bellmawr

Comment ID: 205

Comment By: Howard Long

Submit Date: 8/18/2023

Original Comments (Full Content)

Thursday, August 31, 2023

Please accept these comments on behalf of
Charles J. Sauter, III, Mayor
Borough of Bellmawr, 21 East Browning Road, Bellmawr, NJ 08031
and Borough Council
(Transmitted with permission by: Howard C. Long, Jr., Municipal Solicitor)

Friday, August 18, 2023
See Attached.
Dear Sir/Madam:

The Route 42 SB, Leaf Avenue extension to Creek Road, more commonly known in Bellmawr Borough as the "Creek Road Connector", is a project that is essential to the public health, safety and welfare of the residents of Bellmawr. Presently, large volumes of interstate traffic from the New Jersey Turnpike, bound for Philadelphia or Atlantic City, are forced onto local residential streets in Bellmawr. This is particularly true of Creek Road (CR 753), a residential street. The problems caused are too exhaustive to list here but include: constant and daily traffic delays, unsafe driving conditions and intolerable air pollution caused by hundreds of idling vehicles.

When first proposed by the NJDOT in 2017, our residents received a promise that the building of the Creek Road Connector, as a traffic mitigation project, would be completed no later than 2021. The Creek Road Connector was designed to improve safety and traffic flow to and from Route 42, reduce idling and queuing along Creek Road, and improve travel times from the Turnpike to Philadelphia and Atlantic City.

The Connector Road relocates the Creek Road intersection over 1,000 feet further west on Creek Road from its current location at Harding Avenue and provides signalized and dedicated turn lanes. These improvements will ultimately serve Bellmawr Borough well, dramatically improving current backup onto the Creek Road Bridge over Route 42. Moreover, the Connector Road will ease traffic delays and improve safety by providing two lanes in each direction to and from Route 42, while relieving the narrow local Bellmawr Streets (Harding, Coolidge and Stanley Avenues) of this traffic. The current situation is a living nightmare from which our residents suffer daily. .

The NJDOT has spent billions of federal and state dollars building (and rebuilding) highways through Bellmawr over the past few years including both the Direct Connect and Missing Moves Projects. Bellmawr has been forced to endure the secret overnight demolition of historic buildings, road collapses and worse. The other prior completed project serve no particular use to Bellmawr or its residents as a result of the lack of local access ramps. The NJDOT has requested and received millions of dollars in benefits from Bellmawr in support of these other NJDOT projects, including the land needed for these projects, as well as a multi-million-dollar drainage culvert along Route 42. We have been a cooperative collaborator in these projects but our voiced concerns are frequently ignored.

Despite the significant burden imposed upon Bellmawr citizens by these various NJDOT projects, and Bellmawr's own investment in infrastructure needed by NJDOT, the NJDOT has inexplicably determined to delay constructing the one simple, relatively inexpensive project planned in this area that would greatly benefit the citizens of Bellmawr - the Creek Road Connector. The proposed extension is simply not acceptable to the residents of Bellmawr.

Bellmawr fully expected, when advised that the project would be completed by 2021, the project would receive the necessary priority and resources to meet that deadline. Furthermore, in the 2020 DVRPC TIP, the Creek Road Connector's projected completion date was pushed back to 2024. In the 2022 TIP, the completion date was pushed back to 2027; in the current draft 2024 TIP, the completion date was pushed back to 2030. We have had enough delays. Why should Bellmawr continue to suffer the burdens of this project year and year after year? Both residents and businesses have endured enough and our quality of life has been significantly diminished.

Based upon NJDOT's representations regarding the Creek Road Connector, Bellmawr has moved forward with its own plans along Creek Road. Bellmawr, working closely with NJDEP, has now successfully completed environmental remediation of three landfills along Creek Road and the Big Timber Creek. Bellmawr has also partnered with a local Redeveloper and is now planning to commence construction of a new 38-acre waterfront park along the Big Timber Creek. In 2024, Bellmawr's Redeveloper plans to commence construction of a significant commercial development, located in both Bellmawr and Deptford, that will generate many construction jobs, permanent site related employment and much needed tax revenue for Bellmawr. However, Bellmawr cannot provide safe and effective access to the new Waterfront Park for pedestrians, bicyclists and motorists, without the Creek Road Connector.

In 2022, NJDOT informally alerted Bellmawr that it was experiencing some difficulty in securing the ROW for the Creek Road Connector. In response, Bellmawr and its Redeveloper have now secured the voluntary acquisition of all of the required ROW, without the need to resort to condemnation. Camden County and the Bellmawr Redevelopment Agency have offered to assist NJDOT with the Creek Road Connector Project, including localizing construction if necessary. The Creek Road Connector was

Original Comments (Full Content)

Thursday, August 31, 2023

planned to become a Camden County Road upon completion.

In conclusion, we must respectfully insist that the DVRPC, as a planning body, advocate for completion of construction of the Creek Road Connector by no later than 2025. We must likewise insist that the NJDOT accelerate its own construction plans or otherwise localize the project, provided funding and allow Camden County to build the Creek Road Connector. Such actions would represent sound planning, an efficient and appropriate use of public resources and a significant improvement in the quality of life for the citizens of Bellmawr.

I trust you will do the right thing and finally provide Bellmawr residents and business much-needed relief.

Sincerely,

Charles J. Sauter, III

Charles J. Sauter, III, Mayor
Borough of Bellmawr

Submitted with permission by:

Howard C. Long, Jr., Esquire
Wade, Long, Wood & Long, L.L.C.
1250 Chews Landing Road, Suite 1
Laurel Springs, New Jersey 08021
(856) 346-2800 (Office)
(856) 346-1910 (Fax)
hlong@wlwklaw.net<mailto:hlong@wlwklaw.net> (E-Mail)

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DB #:

AGENCY:General Public

Comment ID: 162

Comment By: Jerrett Johnson

Submit Date: 8/15/2023

Hello

I have a few comments about the TIP in New Jersey. I have looked into the projects that are currently being done and projects that are listed as new and I am surprised that there hasn't been any public meetings or open houses discussed about the highway projects or how it would affect drivers commutes. I was thinking maybe there could be more information given to the public about these projects if they haven't already. I don't know much about New Jersey seeing that I live in Philadelphia but if there has been discussions already that is great. Thank you

Jerrett Johnson

Sent from my iPhone



PUBLIC COMMENTS RECEIVED
AFTER THE JULY 17, 2023 (5:00
PM LOCAL TIME) TO AUGUST 18,
2023 (5:00 PM LOCAL TIME)
PUBLIC COMMENT PERIOD





DVRPC TIP Capital Programs <tip@dvrpc.org>

Bordentown

Jeanne Ratigan <jeanneratigan@icloud.com>
To: TIP@dvrpc.org

Sun, Aug 20, 2023 at 4:23 PM

Please don't destroy the history of the railroad bridge in Bordentown. My ancestors built the bridges there and I'd love for them to be saved!

Jeanne Ratigan

Sent from my iPhone



DVRPC TIP Capital Programs <tip@dvrpc.org>

Draft FY2024 TIP for New Jersey (FY24-27) Comments

WWBPA <wwbikeped@gmail.com>
To: TIP@dvrpc.org

Fri, Aug 18, 2023 at 5:07 PM

Dear Delaware Valley Regional Planning Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP). Please see the attached letter.

Thank you.
Anne Clifton
President

West Windsor Bicycle and Pedestrian Alliance
Follow our progress on www.wwbpa.org and like us on Facebook
West Windsor is New Jersey's first bicycle-friendly community!



TIP Comments to DVRPC-v3.pdf
469K



P.O. Box 613
West Windsor, NJ 08550
wwbikeped@gmail.com
www.wwbpa.org

TRUSTEES
Anne Clifton
President
Dave Kimmel
Vice President
Henry Murphy
Treasurer
Silvia Ascarelli
Secretary
Brian Clissold
Jerry Foster
Steve Hagen
Daryl McMillan
Sandy Shapiro

August 18, 2023

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

Dear Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP).

On 15317 in the TIP (Rt. 64 bridge over Amtrak)

Please accommodate bicyclists and pedestrians with protected bike lanes and sidewalks on both sides of the bridge.

On 17419 in the TIP (Rt. 1 widening from Alexander Road to Mapleton Road)

Rather than focus on widening Route 1, we request that DVRPC financially support and include the following as an additional transportation improvement project in the upcoming TIP: a bicycle and pedestrian path along the 2.7-mile Dinky line route between the Princeton Junction and Princeton train stations. Not only will it help many reach the Trolley Line Trail and Mercer County Park in West Windsor, but it will connect to hundreds of miles of other trails. Besides the D&R Canal State Park and towpath, there'll be access to the Circuit Trails network throughout the Greater Philadelphia region, which should approach 500 miles in 2025, and to the 3,000-mile East Coast Greenway that stretches from Maine to Florida. Importantly, it would also create a safe way to cross Route 1 for people who bike and walk, and it would establish a safe, off-road link for people to travel on between West Windsor and Princeton.

WWBPA believes this new east-west pathway will be transformative for West Windsor and surrounding towns. It will create a new and safe way for all residents to access the D&R Canal; establish an alternative connection to the hearts of West Windsor and Princeton for the tens of thousands of residents who live on both sides of Route 1 (including, in particular, the several thousand West Windsor residents who live on the north side of Route 1 along Canal Pointe Boulevard and in the Glen Acres neighborhood); and better link the office buildings along Alexander Road with the Princeton Junction train station. It will also encourage others to patronize West Windsor businesses and use the Township's ever-expanding network of bicycle and pedestrian infrastructure.

Adding a bicycle and pedestrian path along the Dinky line route would tremendously improve the safety of our transportation infrastructure for residents who bike and walk. These are our most vulnerable road users (which also includes low-income workers without access to motorized transit), and our transportation dollars and plans should address their needs as well as the needs of motorists. Please include the Dinky line path project as an additional project with financial support in the upcoming TIP.

Thank you for your consideration.

Respectfully submitted,
Anne Clifton
President



Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

lynne azar <info@picnet.net>

Sun, Aug 20, 2023 at 1:06 PM

Reply-To: lynne azar <zarkey@aol.com>

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements:

DB#s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

lynne azar
zarkey@aol.com



Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

Erin Scheckenbach <info@picnet.net>

Tue, Aug 22, 2023 at 1:47 PM

Reply-To: Erin Scheckenbach <erin.scheckenbach@gmail.com>

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

Erin Scheckenbach
erin.scheckenbach@gmail.com



DVRPC TIP Capital Programs <tip@dvrpc.org>

Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

Charles Bagli <info@picnet.net>

Sat, Aug 19, 2023 at 4:08 PM

Reply-To: Charles Bagli <cvbagli@gmail.com>

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

Charles Bagli
cvbagli@gmail.com



PUBLIC COMMENTS
RESPONSES RECEIVED AS OF
SEPTEMBER 1, 2023



AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

DB #: 12346A

Response By: NJDOT

Related to Comment IDs: 107

Thank you for your comment.

Response By: Burlington County

Related to Comment IDs: 107

DB #: 99632

Response By: NJDOT

Related to Comment IDs: 224

This program is administered by the New Jersey Department of Environmental Protection, Green Acres program. This office can provide further information.

DB #: D12307

Response By: DVRPC

Related to Comment IDs:

Response By: Burlington County

Related to Comment IDs:

DB #: NA

Response By: DVRPC

Related to Comment IDs: 224

Response By: DVRPC

Related to Comment IDs: 224

Response By: DVRPC

Related to Comment IDs: 107

Thank you for your comment. Funding in the Long Range Plan (Plan) is not meant to be consistent on a year-by-year basis, but rather, the Plan outlines allocation based on long-term goals. This differs from the TIP, which must program projects based on project readiness. As a result, the TIP may spend more or less than the Plan allocation on a year-to-year basis depending on changes in the project pipeline. It is important to note that the "Bicycle/Pedestrian Improvements" category in the Plan includes investments in both on-road and off-road (e.g. Circuit Trail) facilities, meaning investment in Active Transportation is occurring as part of on-road projects. It is also important to recognize that bicycle and pedestrian improvements include other TIP funded bicycle/pedestrian projects, including intersection improvements, safety projects, and upgrades to meet Americans with Disabilities Act (ADA) requirements. The Rancocas Creek Greenway and Camden County LINK trail will be recommended for funding as part of the List of Recommended Changes. This amount is \$48.873M of additional funding for Bicycle/Pedestrian Improvements.

Response By: DVRPC

Related to Comment IDs: 162

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Thank you for your comment. Each project has its own development timeline, and public meetings occur based on each individual project's timeline. Depending on the impact and complexity of the project there may be several public meetings that are held to discuss the project. Those meetings are held during the pre-construction phases of the project and are required as part of the NEPA process. Each NJDOT project will have a Public Involvement Action Plan that is executed during the Concept Development phase. In addition, notices for public meetings are posted to the NJDOT website and can be found at Public Meetings, Community Programs (state.nj.us). For projects that are already in construction, a public meeting would have already taken place. The public notices are more locally focused than regionally focused and someone from the City of Philadelphia, for example, may not be aware of public meetings in the City of Trenton.

Response By: DVRPC

Related to Comment IDs: 207

Response By: NJ TRANSIT

Related to Comment IDs: 1

Response By: Burlington County

Related to Comment IDs: 224

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

Burlington

DB #: 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements

Response By: NJDOT

Related to Comment IDs: 174

Thank you for your comment.

Response By: Burlington County

Related to Comment IDs: 174

DB #: 12346 Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd

Response By: NJDOT

Related to Comment IDs: 107

Thank you for your comment.

Response By: Burlington County

Related to Comment IDs: 107

DB #: 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. Sidewalk will be added on Route 73 within the project limits. The project will be designed in compliance with the NJDOT Complete Streets policy.

Response By: Burlington County

Related to Comment IDs: 224

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

DB #: 13319 Rt 73, Dutch Road to Rt 70

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comments. The initial problem statement was to address operational, safety, capacity and delay problems with the intersection of Route 73 and Evesham Road (CR544). Upon investigation of this intersection, it was determined that congestion within the corridor was not strictly limited to the CR 544 intersection, but also the Brick Road intersection. Any concepts to address congestion only at CR544 would have limited effect due to operational issues at Brick Road. During the alternatives analysis NJDOT investigated no build, upgrading Brick Road and CR544 intersection approaches, widening Route 73 and a corridor widening approach. Initial evaluation of concepts determined that improvements at only the intersections of CR 544 (Evesham Road) and Brick Road, while addressing the needs, would result in congestion and possible safety issues at other locations. The result was a focus on system wide improvements based on traffic analysis results indicating that non system-wide solutions would simply shift the problem to other intersections. The proposed improvements include enhancements to the existing pedestrian amenities by adding sidewalks to complete gaps in the existing network and providing ADA compliant ramps and push buttons. Consideration for the length of crossing will be considered as the design is developed. Multiple local officials meetings were held with representatives of Evesham Township, Burlington County and DVRPC during concept development and will continue as the project proceeds through design to construction.

Response By: Burlington County

Related to Comment IDs: 224

DB #: 15353 Route 38 and Lenola Road (CR 608)

Response By: NJDOT

Related to Comment IDs: 176

Thank you for your comment. This project has been removed from the FY2024-2033 STIP. Removal was approved by the NJDOT Capital Program Committee on July 26, 2023. Operational deficiencies and overall safety improvements will be addressed through the Adaptive Traffic Signal System (ATS) project; Route 38, Route 73 to Union Mill Road (ATS C#2, UPC 216040).

Response By: Burlington County

Related to Comment IDs: 176

DB #: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)

Response By: NJDOT

Related to Comment IDs: 171, 172, 206, 223

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

Response By: NJDOT

Related to Comment IDs: 4, 126, 127, 170, 178, 179

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

Response By: NJDOT

Related to Comment IDs: 115, 116

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

Response By: Burlington County

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Related to Comment IDs: 4, 126, 127, 170, 178, 179

Response By: Burlington County

Related to Comment IDs: 171, 172, 206, 223

Response By: Burlington County

Related to Comment IDs: 115, 116

DB #: 18383 Route 73, Granite Avenue to Route 41

Response By: NJDOT

Related to Comment IDs: 107

Thank you for your comment.

Response By: Burlington County

Related to Comment IDs: 107

DB #: 20337 Route 130, CR 543 (Beverly Road) to Lagorce Blvd

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

Response By: Burlington County

Related to Comment IDs: 224

DB #: 21311 Route 295 and Route 38 Interchange Operational Improvements

Response By: NJDOT

Related to Comment IDs: 175

Thank you for your comment. The project area for this project is not limited to the interchange of I-295 and Route 38. The project area includes Midlantic Drive, Marter Avenue, the interchange and east towards Briggs Road. NJDOT is aware of the use of Marter Avenue to accomplish the missing moves at the interchange and is investigating options that will improve safety at this intersection and address the congestion.

Response By: Burlington County

Related to Comment IDs: 175

DB #: 22336 Route 130, Union Landing Road to Wharf Street

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

Response By: Burlington County

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Related to Comment IDs: 224

DB #: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

Response By: DVRPC

Related to Comment IDs: 224

Response By: Burlington County

Related to Comment IDs: 224

The bridge is under the jurisdiction of Burlington County, but the roadway is under the jurisdiction of the respective townships (Mount Laurel and Moorestown). With that being said, the preliminary preferred alternative currently proposes a 10 ft shared use path on the east side of the road for the extent of the proposed project limits. The proposed 10 ft shared use path will connect to the existing sidewalk north of the Laurel Creek Corporate Center driveway and will terminate 600 feet south of the bridge. The proposed 10 ft shared use path will be used as a possible connector for future trail spur from the Rancocas Creek Greenway regional trail spine that runs behind the Rancocas Pointe subdivision to the Burlington County Agricultural Center (500 Centerton Road).

The existing sidewalk on the west side of the road, that currently terminates at Country Club Rd, is well outside the current proposed project limits. The 10 ft shared use path being on the east side minimizes the disturbance to existing aerial and underground utilities. It also minimizes the permanent easement acquisitions and disturbance to the existing golf course and Laurel Creek Country Club properties. The selected preliminary preferred alternative provides bicycle compatible shoulders on both sides of the roadway along with an off-road bicycle route.

Response By: Burlington County

Related to Comment IDs: 168, 169

During Preliminary Engineering, the design consultant will evaluate proposed detour routes. The work will include collecting data and performing analyses (traffic counts/turning movements) to determine the need for any modifications to existing signal timing along the proposed detour(s) route to minimize traffic and delays.

Per the most recent bridge inspection report, performed by a qualified consultant hired by the NJDOT on behalf of the County, the existing bridge is classified as structurally deficient due to the poor condition of the superstructure and functionally obsolete due to the substandard roadway width. The bridge is also scour critical. The preliminary preferred alternative, chosen in the Local Concept Development study, will address existing deficiencies of this structure to maintain the safety of the traveling public and prevent any future unforeseen road closure.

Regarding Creek Road, the scope and limit of this project include only the structure in question and immediate approaches as required to address the purpose and needs of this project.

The Local Concept Development study considered alternatives that would accommodate both the existing and possible future alignment of Centerton Rd. By addressing the current deficiencies at the Parkers Creek bridge, the preliminary preferred alternative will correct current roadway geometric deficiencies that will allow for an increased efficiency to roadway users travelling in this corridor. Addressing these concerns now will prevent future impacts of the "No Build" alternative, which would likely result in the continued deterioration of the structure and future road closures.

The County does not have any jurisdiction over the conditions of I-295. The purpose of this project is to address the deficiencies of the existing Parkers Creek Bridge.

DB #: D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

Response By: DVRPC

Related to Comment IDs: 177

Response By: DVRPC

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Related to Comment IDs:

Response By: DVRPC

Related to Comment IDs: 224

Response By: Burlington County

Related to Comment IDs:

Burlington County thanks you for your support of the project.

Response By: Burlington County

Related to Comment IDs: 224

An extension of the sidewalk or shared-use path or bicycle lane will be considered for future projects. This project is limited to the limits of the intersections of Tom Brown Rd, Riverton Rd, and New Albany Rd.

Response By: Burlington County

Related to Comment IDs: 177

Burlington County thanks you for your support of the project.

DB #: D2207 Rancocas Creek Greenway, Laurel Run Park (Circuit)

Response By: DVRPC

Related to Comment IDs: 107

Response By: DVRPC

Related to Comment IDs: 107, 224

Thank you for your support.

Response By: Burlington County

Related to Comment IDs: 107, 224

Burlington County thanks you for your support of the project.

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

Response By: Burlington County

Related to Comment IDs: 107

Burlington County thanks you for your support of the project.

Camden

DB #: 15423 ADA South, Contract 4

Response By: DVRPC

Related to Comment IDs: 107

Response By: NJDOT

Related to Comment IDs: 107

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Thank you for your comment.

Response By: Camden County

Related to Comment IDs: 107

DB #: 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs: 204, 205

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.

Response By: Camden County

Related to Comment IDs:

Response By: Camden County

Related to Comment IDs: 204, 205

Response By: Camden County

Related to Comment IDs:

Response By: Camden County

Related to Comment IDs:

DB #: D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

Response By: DVRPC

Related to Comment IDs: 224

Thank you for your support.

Response By: Camden County

Related to Comment IDs: 224

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

DB #: D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave

Response By: DVRPC

Related to Comment IDs: 224

Response By: Camden County

Related to Comment IDs: 224

DB #: D2215 Gateway to Downtown Collingswood (TOP)

Response By: DVRPC

Related to Comment IDs: 224

Thank you for your support.

Response By: Camden County

Related to Comment IDs: 224

Gloucester

DB #: 12305 Route 47, Grove St. to Route 130, Pavement

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. All NJDOT projects must comply with the New Jersey Complete Streets policy, where applicable.

Response By: Gloucester County

Related to Comment IDs: 224

DB #: 14348 Route 45, Bridge over Woodbury Creek

Response By: NJDOT

Related to Comment IDs: 114

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

Response By: Gloucester County

Related to Comment IDs: 114

DB #: D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake

Response By: DVRPC

Related to Comment IDs: 107, 224

Thank you for your support.

Response By: Gloucester County

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Related to Comment IDs: 107, 224

Mercer

DB #: 15317 Route 64, Bridge over Amtrak

Response By: NJDOT

Related to Comment IDs: 182

The preliminary preferred alternative accommodates bicyclists and pedestrians as set forth in the NJDOT Complete Streets Policy. The project proposes six foot wide sidewalks and eight foot shoulders on both sides of the structure.

Response By: Mercer County

Related to Comment IDs: 182

Mercer County appreciates this recommendation, since we have been working to accommodate cyclists on CR 571 on either side of the bridge.

DB #: 17419 Route 1, Alexander Road to Mapleton Road

Response By: NJDOT

Related to Comment IDs: 173

Thank you for your comment. The current plan provides for a bicycle and pedestrian path offset from Route 1 NB starting at Fisher Place (West Windsor) and extending north over the Millstone River Bridge and connecting to an existing bike path on the other side (Plainsboro). The current plan was based on coordination with Princeton University and information provided by West Windsor Township in 2020. The NJDOT team in 2020 also met with a bicycle and pedestrian group to discuss proposed improvements. The bicycle and pedestrian elements will be revisited in the Final Design Phase.

Response By: Mercer County

Related to Comment IDs: 173

Mercer County concurs with this comment on an NJDOT project and wishes to add concern for multimodal access to Plainsboro in Middlesex County, across the Millstone Bridge.

DB #: 99362 Trenton Amtrak Bridges

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. The correct project description for DB 99362 is:
The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to re-profile the electric traction facilities.

Response By: Mercer County

Related to Comment IDs: 224

Mercer County has advised DVRPC of corrections to project descriptions.

DB #: D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

Response By: DVRPC

Related to Comment IDs: 107

Thank you for your support.

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Response By: DVRPC

Related to Comment IDs: 224

Response By: Mercer County

Related to Comment IDs: 224

Thank you for supporting Parkway Avenue safety improvements (D1910). For D023 and D99632, Mercer County has advised DVRPC of corrections to project descriptions .

Response By: Mercer County

Related to Comment IDs: 107

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

DB #: D2014 CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave

Response By: DVRPC

Related to Comment IDs: 107

Thank you for your support.

Response By: Mercer County

Related to Comment IDs: 107

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

DB #: D2023 Circulation Improvements Around Trenton Transit Center

Response By: DVRPC

Related to Comment IDs: 107

Thank you for your support.

Response By: Mercer County

Related to Comment IDs: 107

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

Various

DB #: D2305 DVRPC Carbon Reduction Program

Response By: DVRPC

Related to Comment IDs: 107

AGENCY RESPONSES TO COMMENTS

Friday, September 1, 2023

Response By: DVRPC

Related to Comment IDs: 224

DB #: X107 Transportation Alternatives Program

Response By: DVRPC

Related to Comment IDs: 107

Thank you for your comment and the Bicycle Coalition's continued advocacy for the Circuit Trails. The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro in Burlington County will be added to the TIP as a new project as part of the List of Recommended Changes at adoption. Camden County recently received a RAISE grant for portions of the Camden County LINK Trail, which will also be added to the TIP as part of the List of Recommended Changes at adoption. Additional segments are already listed as a result of previous awards and DVRPC will continue to work with Camden County to advance remaining segments of the trail.

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time. The Johnson Trolley Trail from Trenton to Ewing and Lawrence in Mercer County is currently the subject of a DVRPC TCDI-funded master plan. DVRPC is working with Mercer County and local partners to advance various segments of this trail. In order for the bridge over I-295 to advance, a party responsible for ongoing maintenance must be identified. Several segments of the Merchantville Trail in Camden and Burlington counties are in design or funded for construction. Remaining segments are undergoing study to determine viable alignments and needed trail infrastructure. DVRPC will continue to assist project sponsors in the continuation of their work.

Response By: NJDOT

Related to Comment IDs:

The Transportation Alternatives Program provides federal funding for projects such as bicycle and pedestrian improvements. In addition, NJDOT funds bicycle and pedestrian projects through the Bicycle and Pedestrian Facilities/Accommodations program.

Response By: NJDOT

Related to Comment IDs: 107

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.



Comment Submissions by Letter or with Supporting Documents



DVRPC FY 2024 TIP for New Jersey (FY24-FY27)
NJ Route 45 Bridge over Woodbury Creek, MP 26.21
DB# 14348 – Str. No. 0810150
July 31, 2023

Background

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

Structurally Deficient and Functionally Obsolete Bridge Condition

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

- “The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength].”
- “The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange.” The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.
- The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.
- “The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones.”
- The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)
NJ Route 45 Bridge over Woodbury Creek, MP 26.21
DB# 14348 – Str. No. 0810150
July 31, 2023

TIP Funding Priority

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

TIP Funding Schedule

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024.

The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.

John Leech, Administrator
jleech@woodbury.nj.us
856-845-1300x132

Bill Fleming, PE, PP, Council President
bfleming@woodbury.nj.us
856-229-3005

City of Woodbury, NJ
33 Delaware Street
Woodbury, NJ 08096



**RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY
IN SUPPORT OF THE REHABILITATION OF THE
FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL
CONSTRUCTED IN 1831**

WHEREAS, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being “structurally deficient” because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

WHEREAS, NJDOT has also deemed the historically significant stone arch bridge and tunnel “functionally obsolete” because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

WHEREAS, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

WHEREAS, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

WHEREAS, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven’s style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

WHEREAS, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

WHEREAS, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

WHEREAS, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

WHEREAS, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

WHEREAS, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

WHEREAS, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

WHEREAS, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and

WHEREAS, the 200th anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and

WHEREAS, two original keystones dated 1831 are still in place at the top of the stone arch; and

WHEREAS, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

WHEREAS, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that

- Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.
- Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.
- According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A – Stone replaced with mortared masonry; B – Skim coating of barrel interior surfaces; C – Infill / pointing existing stone gaps[]: and
- Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and
- Mr. Nanis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: thickness of the barrel using ground / surface penetrating radar, compression strength of a

stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[]"; and

- Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[];

NOW THEREFORE BE IT RESOLVED this 7th Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because *inter alia* the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

Steven Lederman

DATE August 7, 2023

Dr. Steven M Lederman, Co-President,
Bordentown Historical Society
smlederman@mac.com

Bonnie Goldman

DATE August 7, 2023

Bonnie Goldman, Esq, Co-President
Bordentown Historical Society
bgoldman1@comcast.net

McKENNA LAW

A PROFESSIONAL CORPORATION

MICHAEL J. McKENNA* • MICHAEL C. McKENNA*

*NJ AND PA LICENSED ATTORNEY

August 18, 2023

VIA: EMAIL tip@dvrpc.org

The Delaware Valley Regional Planning Commission

Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road
(CR 753)

Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,

/s/ Michael J. McKenna
Michael J. McKenna

MJM/dmt

Mr. Neil Sander, PE
Independence Engineering, LLC
102 Farnsworth Ave
Bordentown, NJ 08505

Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non-destructive testing was performed at the time of the visit.

BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.



Bordentown Stone Arch Bridge (11/2022)



Roman Stone Arch in Caesarea Israel
(Constructed circa 1st century)

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave.,) to the bottom of the “trench” clarifies the rehabilitation option as the prudent option over replacement of the bridge.

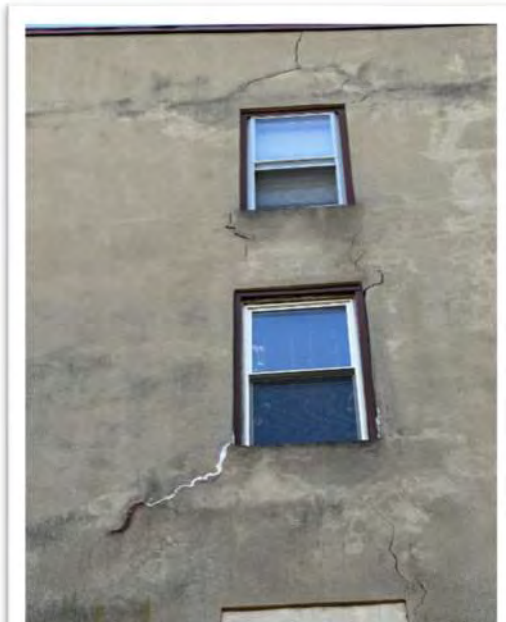
Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a “bulb” pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction.

The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building’s load path.

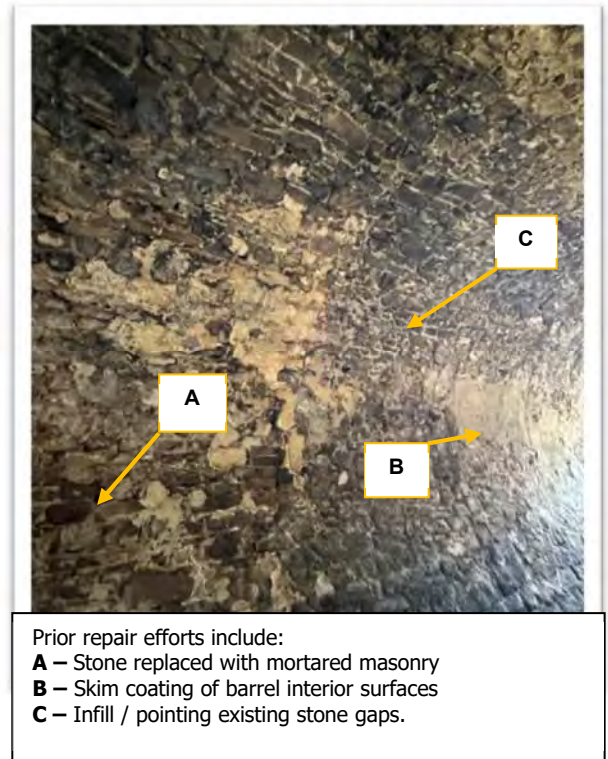
Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.



Three story building adjacent to bridge.



Existing three story building adjacent to bridge showing vibration / settlement sensitivity.



Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.

A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable.

The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.

REPAIR RECOMMENDATIONS

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

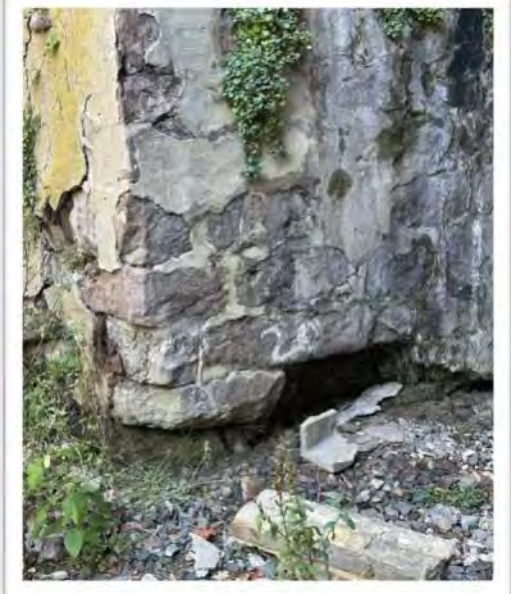


The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex.1,3,5,7 followed by 2,4,6,8) does not undermine the structure.



2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.



3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.



The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.



Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge

If you have any questions or would like to discuss, please give me a call.

Sincerely,

A handwritten signature in blue ink that reads "Brian E. Nannis". The signature is fluid and cursive, with the first name being the most prominent.

Brian E. Nannis, P.E., M.ASCE

Structural Engineer



CITY OF BORDENTOWN

RESOLUTION 2023-111

RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION'S RESTORATION OF THE HISTORIC FARNSWORTH AVENUE BRIDGE

WHEREAS, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

WHEREAS, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

WHEREAS, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

WHEREAS, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

WHEREAS, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

WHEREAS, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no response; and

WHEREAS, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and

WHEREAS, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

WHEREAS, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and

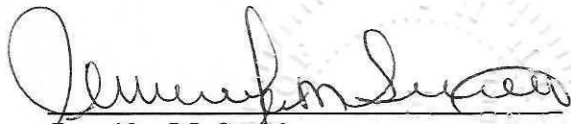
WHEREAS, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and

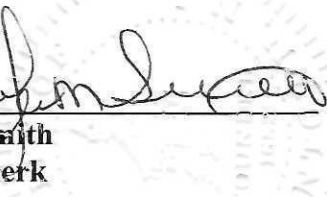
WHEREAS, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

WHEREAS, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

NOW, THEREFORE, BE IT RESOLVED this 14th day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14th day of August 2023.


Jennifer M. Smith
Acting City Clerk





August 17, 2023

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

The Bicycle Coalition of Greater Philadelphia respectfully submits its comments on the Draft 2024 Transportation Improvement Program for New Jersey (FY24-27). In addition to this letter we have also attached a spreadsheet providing a more detailed description of comments.

General

Comments

- The Bicycle Coalition opposes “New Roadway Capacity” projects that do not address major bicycle and pedestrian safety issues.
- The Glassboro-Elk Trail is a Circuit Trail that has been removed from the Draft TIP. This project has been on various TIPs since 2016 and should advance in terms of project development. We request more clarity from County regarding its current status and the expected timeline of the project.
- Program Circuit Trails Project onto the TIP with federal funds. We ask the Board to program the following 4 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program:

1 -The Camden County LINK Trail

2 - The Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295

3 - The Burlington-Camden Trail (currently known as the Merchantville Trail) from Camden to Maple Shade.

4 - Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

Sarah Clark Stuart sarah@bicyclecoalition.org



- We request that NJDOT and County Project managers retire the term “Bicycle Compatible Shoulders” in project descriptions. This term was created in the 1997 NJ Bicycle Plan. There is a general consensus that roads with a speed limit that is greater than 39 miles per hour are classified as having a high level of traffic stress (LTS4) regardless of the presence of striped road shoulders. We recommend that project managers select bicycle facilities that are recommended in the NJDOT Complete Streets Design Guide.
- Increase bicycle and pedestrian funding Levels. The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the Final NJ TIP should reflect spending roughly at a level of \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. We ask the Board to commit an additional \$69 million to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.
- Finally we oppose the widening of the New Jersey Turnpike and the Atlantic City Expressway. While we fully understand that these expressways are toll supported and not subjected to the constraints of the TIP, the \$3.6 billion dollars allocated is above and beyond the 4% of funds allocated for highway expansion in DVRPC’s Long Range Plan. It is irresponsible for these two State Authorities to fund these transportation projects that are in conflict with the DVRPC Region’s transportation, environmental and climate goals.

Comments on TIP Line Items by DB#

- 12305 Route 47 Grove St to Route 130 - This project is a great opportunity to include repurposing the shoulder to create high quality bike lanes on Route 47 where available. At a minimum the bike lanes should be buffered along with bicycle tolerant rumble strips in the buffer.
- 13319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this

Sarah Clark Stuart sarah@bicyclecoalition.org



project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.

- 22336 Route 130 Union Landing Rd to Wharf St - This concept development project should embrace NJ Complete and Green Streets policy. There are no bicycle facilities on Route 130 and therefore we propose a 10 foot wide shared use path on one side and a continuous sidewalk on the other side. It should also include pedestrian refuge islands and high quality bus shelters. A road safety audit conducted in Delran Township in early 2023 (by Cross County Connection TMA) noted gaps in the sidewalks including segments where pedestrians are forced to walk in the road. Finally, Burlington County is also proposing a pedestrian overpass to carry the Rancocas Creek Greenway over Route 130 in the vicinity of Wharf St and a widening of the sidewalk on the bridge over the Rancocas Creek.
- 20337 Route Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - This concept development project should embrace NJ Complete and Green Streets policy. Two schools and numerous businesses are located along this corridor. Smart signals timed for drivers to adhere to the 25 mile per hour limit between Wood St and Jacksonville Rd. A road diet from 3 lanes to two lanes would allow for the addition of 10 foot wide shared use paths or cycletracks along both directions of Route 130. The project should also incorporate recommendations from the Burlington City Downtown Circulation Plan.
- 99409 Recreational Trails Program - There has not been a Recreational Trails Program competitive round since 2019. What has happened to the funds for the previous year and when will competitive funding rounds resume?
- D023 and 99632 - There is a conflict in the descriptions of these two projects. #99362 - "Chestnut Avenue Bridge will be removed/demolished." Meanwhile #2023 states - "...improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic." We read #2203 description as converting the Chestnut Avenue bridge to a bike/pedestrian facility.
- D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.
- D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.
- D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement - We support the roundabout concept, the sidepath that wraps around New Albany, Tom Brown and Riverton Roads should be extended north on Tom Brown and east on Riverton Rd along with MUTCD compliant road crossings.
- D2305 Carbon Reduction Program - With just 3 million dollars a year being allocated in the NJ subregion, we believe that using Carbon Reduction Funds for Circuit Trails offers a greater return on investment than supplementing larger transit projects or AV pilot programs.. Please allocate a portion of these funds to accelerate the development of the Circuit Trails that help prioritize the state's non-motorized

Sarah Clark Stuart sarah@bicyclecoalition.org



transportation options. Additionally, we request more information on the plan for the funds that must be spent in 2023.

- D2207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.
- D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.
- D2215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.
- D2216 - Porchtown Rd (CR 613) Bridge over Still Run at Iona Lake - Support but need more information in the description
- 12380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.
- D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

Thank you for your attention to this matter, we look forward to hearing the responses to our comments.

Sincerely,

A handwritten signature in blue ink that reads "Sarah C. Stuart".

Sarah Clark Stuart

Executive Director

Sarah Clark Stuart sarah@bicyclecoalition.org

**Cat-A-Pass™ will reduce VOCs,
NOx and Ozone in DVRPC region**

**Improve Environmental Justice and
Health Equity in Disadvantaged Communities**

Compliance and Research Services

Plainfield, NJ 07063

VOCs, NOx and Ozone in the DVRPC Region

- ▶ **The entire DVRPC region has not attained the required federal ozone levels.**
- ▶ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.
- ▶ In Sept. 2022, the OTC Modeling team presented findings that if the ambient NOx could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce NOx along the corridor, and help reduce ozone.
- ▶ In June 2023, **the OTC called** for stronger federal measures to **reduce ozone-forming air pollution, namely, VOC and NOx**. They noted that more needs to be done to reduce VOCs and NOx from mobile sources, and they stressed the need for **durable aftermarket catalysts**.

Why Retrofit for Light- Duty vehicles?

- ▶ In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce NOx and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of NOx emissions are from vehicles, and we should not expect more NOx reductions from other sources. Light-duty vehicles account for 44% of all NOx from vehicles; long-haul trucks account for 24%.
- ▶ A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of NOx emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light duty vehicles are an attractive target because they cause the majority of the public health burden.
- ▶ According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

What is Cat-A-Pass™?

- ▶ **Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & NOx by 75% in highway driving.**
- ▶ Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engines pollutants. It does not interfere with the original catalyst and does not cause any “Check Engine” lights.
- ▶ Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and NOx by up to 75% when first installed, and it reduces NOx emission by 70% after 70,000 miles of use. **Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.**
- ▶ The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of NOx.

Cat-A-Pass™ Cost Effectiveness

- ▶ We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% NOx removal after 70,000 miles. We estimate 67% NOx removal, and 40% CO and VOC removal, at 100K miles.
- ▶ We target vehicles between 5 and 10 yrs. of age, and use the US DOT average emissions for 2017. That gives **Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed**, and it will still have activity after 100K miles.
- ▶ The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with and EV bus.

Program	\$/ton pollutants
Cat-A-Pass at 100K Miles	7,000
EV School Bus replacement at 180K miles	146,000
EV School Bus retrofit at 180K miles	57,000
DERA Truck retrofit at full useful life	18,000

Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the NOx inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, NOx, ozone and PM 2.5.

Potential programs to implement Cat-A-Pass™ in DVRPC Region

- ▶ The DVRPC region not in compliance with the EPA ozone regulations.
- ▶ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives.
- ▶ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone.
- ▶ Potential implementation programs could include:
 - ▶ implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.
 - ▶ Include in NJ and PA SIP programs to bring non-attainment areas into compliance.
 - ▶ Attract high-mileage drivers with electronic toll discounts.

Next Steps

**Reach out to Compliance and Research Services
for more information on Cat-A-Pass™**

Matt Larkin – 609-240-9348

matt.larkin@complianceandresearch.com

Mark Timko – 908-419-5094

mark@complianceandresearch.com

ACTION ITEM

Date Prepared: August 31, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
SEPTEMBER 12, 2023

Agenda Item:**6. FY2024 Work Program Amendment: Add funding for the I-95 TDM work to project 24-70-300****Background/Analysis/Issues:**

Staff is introducing an amendment to the FY2024 Work Program to create a new project to access funding from the TIP for I-95 Transportation Demand Management (TDM) outreach work. This will allow DVRPC to directly administer these subrecipient activities along with our other TDM programs, on behalf of PennDOT District 6. DVRPC will continue to manage the development of annual work programs and monitor work completed and billed; this year DVRPC will also issue the contracts directly with three organizations, below. This type of supplemental TDM work with a focus on I-95 has been performed by these partner organizations for ten years and is valued by PennDOT District 6 staff.

1. Clean Air Council – \$82,500
2. Delaware County TMA - \$75,000
3. TMA Bucks - \$75,000

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow.

The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area.

To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use.

TDM strategies to implement include:

- Promotion of alternate modes including:
 - Transit
 - Bicycling
 - Walking
 - Carpooling/Vanpooling
- Share-A-Ride ridematching
- Telecommuting
- Emergency Ride Home
- Alternative work schedules
- Compressed work week
- Key Advantage program as an incentive to use SEPTA
- Promotion/facilitation of park-and-ride options

Cost and Source of Funds:

\$232,500 NHPP/Toll Credit from MPMS #106654 (FY2023 PA TIP)

Date Action Required:

September 12, 2023

Recommendations:

RTC – Will make recommendations at the September 12 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval of an amendment to the FY2024 Work Program to add funding in the amount of \$232,500 for I-95 TDM outreach work for project 24-70-300 (MPMS# 106654).

Staff Contacts:

Stacy Bartels, Jesse Buerk

Attachments:

Proposed description for project 24-70-300.

DVRPC 2024 Work Program Detail

24-70-300: Pennsylvania Transportation Demand Management (TDM) I-95 Corridor

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Stacy Bartels

Project Manager

Goals

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel.

Description

This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming.

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow.

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Tasks

1. Develop two-year Work Programs, updated annually.
2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor.
3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues.
4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged.
5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

Products

1. Work Programs.
2. Regional outreach and advertising materials and plans.
3. Regular invoices, and bi-annual activity summaries and year-end report.

Beneficiaries

Employers along and/or commuters traveling within the sections of I-95 under construction; municipalities, counties or combination thereof; related county planning commissions/departments; PennDOT.

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$232,500				\$232,500

FY2024 Other Funding Details:

*FY24 Other: \$232,500 PA TIP MPMS #106654-NHPP/Toll Credit

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

**7. DVRPC FY 2024 Work Program Amendment: Willow Grove Naval Air Station
Redevelopment Traffic Study**

Background/Analysis/Issues:

The Horsham Land Redevelopment Authority (HLRA) was created by Horsham Township, Montgomery County, to implement the redevelopment plan for the former Willow Grove Naval Air Station-Joint Reserve Base. The Final Preferred Land Use Plan has now been selected and includes a mixture of residential, commercial, recreational, and educational uses totaling 862 acres on the former Naval Air Station site. A Traffic Impact Assessment is underway to evaluate the operational effects on the surrounding arterials and develop improvements to mitigate adverse impacts. DVRPC's travel demand model will be used to forecast 2050 AM and PM peak hour traffic forecasts at approximately 20 intersections surrounding the site.

Cost and Source of Funds:

\$52,500 from the Horsham Land Redevelopment Authority

Date Action Required:

September 12, 2023

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval to amend the FY2024 Work Program to include the Willow Grove Naval Air Station Redevelopment Traffic Study.

Staff Contact: Matt Gates

Attachment: FY2024 Work Program Description

PROJECT 24-34-XXX: Willow Grove Naval Air Station Redevelopment Traffic Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Brad Lane

Goals:

Prepare traffic forecasts to assess the impacts of the proposed Willow Grove Naval Air Station Redevelopment project.

Description:

The Horsham Land Redevelopment Authority (HLRA) was created by Horsham Township, Montgomery County, to implement the redevelopment plan for the former Willow Grove Naval Air Station-Joint Reserve Base. The Final Preferred Land Use Plan has now been selected and includes a mixture of residential, commercial, recreational, and educational uses totaling 862 acres on the former Naval Air Station site. A Traffic Impact Assessment is underway to evaluate the operational effects on the surrounding arterials and develop improvements to mitigate adverse impacts. DVRPC's travel demand model will be used to forecast future traffic volumes.

This study will provide 2050 AM and PM peak hour traffic forecasts at approximately 20 intersections surrounding the site.

Tasks:

1. Coordinate with HLRA and their consultant, Michael Baker International (MBI) on traffic data, land use and transportation network details, and traffic forecast needs.
2. Assemble existing daily traffic counts in the study area for model calibration and review and/or balance peak hour intersection turning movement counts provided by MBI.
3. Prepare the TIM 2.5.1 travel demand model for the study area, split traffic analysis zones (TAZs) as needed, and calibrate the model to the base year (2023) conditions.
4. Convert the preferred land use plan to TIM2.5.1 format by TAZ and update DVRPC's 2050 Long Range Plan population and employment forecasts in the study area.
5. Code and run TIM2.5.1 for 2050 with the preferred alternative.
6. Extract AM and PM peak period subnetworks for 2023 and 2050.
7. Calibrate the 2023 subnetworks using the provided turning movement counts and VISUM's "TFlowFuzzy" tool.
8. Factor the calibrated peak hour trip tables to 2050 conditions, add internal circulation roads and other details of the preferred alternative, and assign traffic for AM and PM peak hours.
9. Review, clean, and balance the peak hour traffic forecasts.

10. Prepare maps and/or other figures displaying the results.
11. Using the regional travel demand model, prepare 2040-2050 traffic growth factors in the study area for use by MBI.

Products:

1. 2050 AM and PM peak hour intersection turning movement volumes for a single land use and internal roadway network alternative.
2. Maps and/or other figures displaying the forecast volumes.
3. 2040-2050 traffic growth factors.

Beneficiaries:

Horsham Land Redevelopment Authority, Horsham Township, Montgomery County,
PennDOT

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2023					
2024	\$52,500				\$52,500
2025					
2026					

*Dedicated funds from Horsham Land Redevelopment Authority

Additional alternatives may optionally be requested at \$8,000 per alternative.

ACTION ITEM

Date Prepared: August 29, 2023

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

RTC MEETING

September 12th, 2023

Agenda Item:

8. DVRPC FY 2024 Work Program Amendment: 23.52.180 Connectivity Options for US202 Section 200 (Phase II)

Background/Analysis/Issues:

The goal of this project is to develop conceptual alignments to directly connect US 202 to adjacent land uses and assess the local impact of these connections on businesses and traffic congestion. The project team worked with Chester County Planning Commission staff to develop a process to use outputs from the Regional Model as inputs to the local traffic analysis, to most accurately capture the impact of the new connections. It took significant coordination among project partners to identify and prioritize desired connections within the study area. The project team then worked iteratively with Chester County to develop three conceptual alignments that will connect roads to and from US202; a task that took more time and analysis than anticipated. The project partners have all agreed on these alternative alignments and the project team is currently running the analysis; however, the original project end date of June 30th, 2023 must be extended into FY2024 for completion of tasks and production of deliverables.

This project is now anticipated to be completed by June 30th, 2024 with project completion considered Phase II, and the remaining budget of \$62,145 will be carried over from FY2023 to FY2024 to support project completion.

Cost and Source of Funds:

Total budget \$150,000 which includes:

FY23: \$87,855 (completed)

FY24: \$62,145 (continuing)

Source of funds: PA TIP- MPMS # 117973

Recommendations:

Staff – Recommends approval

Action Proposed:

That the RTC recommend Board approval to amend the FY2024 UPWP to add project 23.52.180 Connectivity Options for US202 Section 200 (Phase II) in the amount of \$62,145 to support project completion in FY2024.

Attachments:

1) Work Program Amendment –Project Write-up 23.52.180

DVRPC 2024 Work Program Detail

23-52-180: Connectivity Options for US202 Section 200 (Phase II)

Responsible Agency

Delaware Valley Regional Planning Commission

Project Coordinator

Sarah Moran

Project Manager

Kelsey McElduff, Thomas Stead

Goals

Develop conceptual alignments to directly connect US 202 (between Boot Road and the US 322 Bypass) to adjacent land uses. Revisit the US 202/322 interchange completion concept and assess the local impact of these connections.

Description

Continuing the previous DVRPC modelling work that has been done for the US 202 corridor Sections 100 and 200, this project evaluates the potential to better connect US 202 with the land uses adjacent to the corridor between the US 322 Bypass interchange to the south and Boot Road interchange to the north. Current access to the adjacent land uses is indirect and creates additional congestion and damage to the local roadways required to access these locations. This study includes development of conceptual alignments to directly connect with the business and employment centers adjacent to the corridor, and revisits the concept of completing the partial US 322 / 202 interchange. DVRPC published the US 322/202 Interchange Completion Study in January 2008 which concluded that the land use within the primary impact area would build out regardless of whether or not the interchange improvements would be made.

During FY2023, the project team worked with Chester County Planning Commission staff to develop a process to use outputs from the Regional Model as inputs to the local traffic analysis, to most accurately capture the impact of the new connections. It took significant coordination among project partners to identify and prioritize desired connections within the study area. The project team then worked iteratively with Chester County to develop three conceptual alignments that will connect roads to and from US202. The project partners have all agreed on these alternative

alignments, and Phase II work in FY2023 will support completion of this work and production of deliverables.

Tasks

- 1.Complete traffic operational modeling for the AM and PM peak traffic hours for current and future year (2050) No-Build conditions, for the three conceptual alignments developed during Phase I.
- 2. Identify traffic deficiencies, and model transportation solutions to ameliorate conditions or accommodate the vehicular demands in each scenario.
- 3. Prepare a reporting document that summarizes the undertakings and findings of the study.

Products

Steering committee meeting presentations, materials, and minutes. Technical report with findings and recommendations.

Beneficiaries

Chester County Planning Commission, PennDOT, Chester County motorists and residents

Project Cost and Funding

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	\$87,855				\$87,855
2024	\$62,145				\$62,145

FY2024 Other Funding Details:

*PA TIP-MPMS # 117973 total budget \$150,000 which includes \$87,855 for FY23 and \$62,145 for FY24.

ACTION ITEM

Date Prepared: August 21, 2023

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

SEPTEMBER 12, 2023

Agenda Item:

9. 2020 Adjusted Urban Area Update for New Jersey Counties

Background/Analysis/Issues:

Every 10 years, the Census Bureau revises its Urban Area boundaries. Those boundaries serve as the starting point for FHWA's Adjusted Urban Area, which is used for Highway Performance Monitoring System reporting, Surface Transportation Program eligibility, Federal Functional Classification of roadways, and related transportation items. DVRPC worked with NJDOT, their consultants, and relevant planning agencies in Burlington, Camden, Gloucester, and Mercer counties to develop the FHWA Adjusted Urban Area boundaries.

Cost and Source of Funds:

None

Date Action Required:

September 12, 2023

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend Board approval of the Adjusted Urban Area for Burlington, Camden, Gloucester, and Mercer Counties

Staff Contact:

Brad Lane

Board Highlights

July 27, 2023 | Online Meeting

THE FOLLOWING ACTIONS WERE TAKEN AT THE DVRPC BOARD AND EXECUTIVE COMMITTEE MEETINGS JULY 27, 2023.

1. **The Board approved the minutes of the June 22, 2023 meeting as distributed.**
2. **The Board approved the following Transportation Improvement Program (TIP) Actions:**
 - a. NJ22-140: Route 47, Bridge over Big Timber Creek (DB #11371), Various Counties – Add UTL Phase
 - b. NJ22-141: Bus Acquisition Program (DB #T111), NJ TRANSIT – Increase CAP Phase
 - c. PA23-56: Markley and Elm Street over Stony Creek (MPMS #118237), Montgomery County – Add New Breakout Project into the TIP
 - d. PA23-57: Chester and Delaware Counties ADA Ramps (MPMS #119558), Various Counties – Add New Project
 - e. PA23-58: PART Bus Stop Amenities (MPMS #119908), PART – Add New Project and FLEX CRPU Funding
 - f. PA23-59: Capital Asset Lease (MPMS #59966), SEPTA – Decrease Funding to the Program
 - g. PA23-60: Vehicle Overhaul Program (MPMS #60582), SEPTA – Decrease Funding to the Program
 - h. PA23-61: City Hall/15th Street Stations (MPMS #60335), SEPTA – Decrease Funding to the Program
 - i. PA23-62: SEPTA Key (MPMS #60611), SEPTA – Increase Funding to the Program
 - j. PA23-63: Debt Service (MPMS #60275), SEPTA – Increase Funding to the Program
 - k. PA23-64: Regional Rail Car and Locomotive Acquisition (MPMS #60638), SEPTA – Increase Funding to the Program
 - l. PA23-65: Communication, Signals, and Technology Improvements (MPMS #102571), SEPTA – Increase Funding and Add New Project to the Program

- m. PA23-66: Safety and Security Improvements (MPMS #107011), SEPTA –Increase Funding and Add New Projects to the Program
 - n. PA23-67: Track Improvement Program (MPMS #102565), SEPTA – Increase Funding and Add New Projects to the Program
 - o. PA23-68: Maintenance and Transportation Facilities (MPMS #102569), SEPTA – Increase Funding and Add New Projects to the Program
 - p. PA23-69: I-95, PA Turnpike Interchange Stage 3 – Delaware River Bridge Replacement (MPMS #TBD), Bucks County – Add New Project
 - q. NJ22-147: South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements (DB #12307), Burlington County
 - r. NJ22-148: Bridge and Tunnel Rehabilitation (DB #T05), NJ TRANSIT
3. **The Board voted to amend the DVRPC FY24 Work Program to include the Climate Pollution Reduction Grant (CPRG) Program contingent upon DVRPC signing a cooperative agreement with EPA.**
 4. **The Board voted to amend the DVRPC FY24 Work Program to include the Regional Benchmarking Program Seed Fund contingent on approval of the funding from PA DEP.**
 5. **The Board voted to support the SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management targets and the transit agencies' efforts at achieving those targets.**
 6. **The Board voted to approve presented changes to the Urban Area Boundary for the five Pennsylvania counties in the DVRPC region.**
 7. **The Board heard a presentation on SEPTA's Efforts to Advance Passenger and Operator Safety and Security.**
 8. **One Minute reports were given by Board members, alternates, and operating agencies.**
 9. **The DVRPC Executive Director provided updates regarding the new fiscal year and federal funding opportunities.**
 10. **The minutes of the Executive Committee meeting of June 22, 2023 were approved as distributed.**
 11. **The Board voted to authorize the Executive Director to enter into and execute a contract with Connect the Dots Insights, LLC, for developing and conducting a primary research approach as part of DVRPC's Regional Racial Minority Mobility Choices Study for disadvantaged communities under the FY 2022 Unified Planning Work Program (the "UPWP") with a not-to-exceed amount of \$75,049 for the Services. Pursuant to satisfactory performance on the Services, Connect the Dots Insights, LLC may be retained for additional work on the project, with costs to be determined at that time. Should additional funding become available for related work, DVRPC may negotiate with Connect the Dots Insights, LLC to perform related work for up to two (2) additional years**

*** MEETING REMINDER – NEXT BOARD AND EXECUTIVE MEETINGS SEPTEMBER 28, 2023**

Commented [1]: can you double check the language on Mike Boyer's slide?

Commented [2R1]: checked Board slide and replaced language here with the language in his proposed action

Commented [3R1]: Thanks