



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, February 6, 2024 | 10am

Hybrid meeting:

https://dvrpc.zoom.us/webinar/register/WN_jGenSdlrTwGzUpUw441CQg

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 January 9, 2024 RTC Meeting
2. DVRPC Transportation Improvement Program (TIP) Actions

Travis Spotts, 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 FY2024 TIP for New Jersey and/or the FY2023 TIP for Pennsylvania.

- a. PA23-94: I-95 BS5: Delaware Avenue Extension (MPMS #103563), City of Philadelphia – Cashflow CON Phase
- b. PA23-95: Roosevelt Boulevard over Wayne Junction (MPMS #83736), City of Philadelphia – Increase CON Phase

3. Adoption of Regional Safety Targets Update to Satisfy MPO Requirements Under the Federal Transportation Performance Management (TPM) Process

Kevin Murphy, Manager, Office of Safe Streets, will present. The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and MPOs to establish and report their safety targets yearly. In 2022, after a focused exploration of data trends, the DVRPC partners adopted regional safety targets in support of Regional Vision Zero 2050. This presentation will highlight recent crash data trends in the context of the Regional Safety Targets update, and the RTC will be asked to recommend Board adoption of updated targets. Materials on the safety targets will be sent out the week of January 29.

4. FY24 Work Program Amendments - CRRSAA Funding

Shawn Megill Legendre, Manager, Regional Trails Program, will present two work program amendments supported by CRRSAA funding:

- a. Project 23-23-100: Support for Implementation of RAISE Award for Construction of the Camden County LINK Trail, is being added to the FY24 UPWP with \$400,000 to cover costs associated with hiring and managing a consultant to fill capacity needed by Camden County in order to implement a RAISE award for construction of the Camden County LINK Trail.
- b. Project 23-62-400: NJ Local Concept Development, Dinosaur Trail in Gloucester County, is being added to the FY24 UPWP with \$700,000 to hire a consultant to perform a LCD study for two options of segments of the proposed Dinosaur Trail.

PRESENTATION ITEMS

5. Urban Land Institute Technical Assistance Panel Overview

Leaders from ULI will present the Technical Assistance Panel (TAP) program, which harnesses the multidisciplinary expertise of its members to solve challenging issues in the built environment. Examples of TAPs conducted in the region will be shared, along with the process for applying for a TAP.

6. Pennsylvania \$5 Vehicle Registration Surcharge - Discussion on Uses of Collected Revenue for Local Transportation Projects

RTC members from Southeastern Pennsylvania counties will present how their jurisdictions are putting this fee to use to address transportation issues.

DISCUSSION ITEMS

7. IIJA Update

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

8. One Minute Reports

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

Old Business and New Business

9. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, March 12, 2024, planned for all virtual.

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

January 9, 2024 Meeting Highlights

This Meeting was Virtual

Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

RTC AGENDA ITEMS

1. Highlights of the November 14, 2023 RTC Meeting

The highlights from the November 14, 2023 meeting of the RTC were presented for adoption.

Motion: by Kellie Bellina seconded by Nick Cressman that the RTC adopt the highlights of the November 14, 2023 RTC meeting.

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

2a. NJ24-002: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216), Gloucester County – Remove Project from the TIP

The RTC recommends:

Board approval of TIP Action NJ24-002, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by removing the Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216) project from the TIP in amount of \$3.9 M STATE-DVRPC (\$0.400 M 17-STATE-DVRPC FY24 Preliminary Engineering (PE) Phase/\$0.500 M (\$0.196 M 17-STATE-DVRPC/\$0.304 M 18-STATE-DVRPC) FY25 Final Design (FD) Phase/\$3 M 18-STATE-DVRPC FY26 Construction (CON) Phase).

Motion: by Nick Cressman, seconded by Donna Rendeiro that the RTC recommend the Board approve the TIP action.

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

2b. NJ24-003: Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701), Mercer County – Add Project Back Into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-003, Mercer County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Hightstown Road Improvements, CR 571-Phase 1 (DB #D0701) project back into the TIP for Construction (CON) in the amount of \$9.923 M 18-STATE-DVRPC in FY25.

2c. NJ24-004: CR 581 (Commissioners Road), Bridge over Oldman's Creek (DB #D1906), Gloucester County – Add Project Back Into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-004, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the CR 581 (Commissioners Road), Bridge over Oldman's Creek project back into the TIP for Construction (CON) in the amount of \$3.095 M 17-STATE-DVRPC in FY24.

Motion for 2b and 2c by *Matt Lawson*, seconded by *Donna Rendeiro* that the RTC recommend the Board approve the TIP actions.

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

2d. NJ24-005: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914), Camden County – Shift Project from Individual DB# into Local Safety Line Item

The RTC recommends:

Board approval of TIP Action NJ24-005, DVRPC Staff's request that DVRPC amend the FY2024 TIP for New Jersey by moving the Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and to be funded with 100% HSIP funds.

2e. NJ24-006: Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913), Camden County – Shift Project from Individual DB# into Local Safety Line Item

The RTC recommends:

Board approval of TIP Action NJ24-006, DVRPC Staff's request that DVRPC amend the FY2024 TIP for New Jersey by moving the Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DB #D1913) project into the Local Safety/High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% HSIP funds.

2f. NJ24-007: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910), Mercer County – Shift Project from Individual DB# into Local Safety Line Item

The RTC recommends:

Board approval of TIP Action NJ24-007, DVRPC Staff's request that the DVRPC Board amend the FY2024 TIP for New Jersey by moving the Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DB #D1910) project and the \$6.956 M HSIP funding programmed in DB #D1910 into the Local Safety/ High Risk Rural Roads (HRRR) Program (DB #04314) line item and funding the project with 100% HSIP funds.

Motion for 2d, 2e and 2f: by *Ilene Lampitt*, seconded by *Matt Lawson* that the RTC recommend the Board approve the TIP actions.

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

2g. NJ24-008: NJ24-008: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County – Add Project Back into the TIP

The RTC recommends:

Board approval of of TIP Action NJ24-008, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203) project back into the TIP for Construction (CON) for a total amount of \$5.28 M STBGP-PHILA (FY25: \$0.5 M/FY26: \$0.676 M/FY27: \$2.183 M/FY28: \$0.861 M/FY29: \$0.56 M/FY30: \$0.5 M).

2h. NJ24-009: ADA Improvements, Contract 1 (DB #D1505A), Camden County – Add Project Back into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-009, the City of Camden's request that DVRPC amend the FY2024 TIP for New Jersey by adding the ADA Improvements, Contract 1 (DB #D1505A) project back into the TIP for Construction (CON) in the total amount of \$3.75 M STBGP-PHILA (FY25: \$0.255 M/FY26: \$0.5 M/FY27: \$0.217 M/FY28: \$0.5 M/FY29: \$1.0 M/FY30: \$1.278 M).

2i. NJ24-010: County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206), Burlington County – Add Project Back into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-010, Burlington County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) (DB #D2206) back into the TIP for Construction (CON) in FY24 in the amount of \$0.5 M STBGP-PHILA.

Motion for 2g, 2h and 2i: by *Ilene Lampitt*, seconded by *Matt Lawson* that the RTC recommend the Board approve the TIP actions.

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

2j. PA23-87: Transit and Regional Rail Station Program (MPMS #77183), SEPTA – Add New Project to the Program

The RTC recommends:

Board approval of TIP Action PA23-87, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Cornwells Heights Station Project, to the Transit and Regional Rail Station Program (MPMS #77183) in the amount of \$30,500,000 FRA ICR funding for the FY24 ERC phase.

Motion: by *Christian Regosch* seconded by *Donna Rendeiro* that the RTC recommend the Board approve the TIP action.

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

2k. PA23-88: Vehicle Overhaul Program (MPMS #60582), SEPTA – Add New Project to the Program

The RTC recommends:

Board approval of TIP Action PA23-88, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Zero Emission Bus Retrofit Pilot project to the description of the Vehicle Overhaul program (MPMS #60582).

2l. PA23-89: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program

The RTC recommends:

Board approval of TIP Action PA23-89, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Light Rail Vehicle Collision Avoidance System project to the description of the Safety and Security Improvements program (MPMS #107011).

Motion for 2k and 2l: by *Kellie Bellina*, seconded by *Tonyelle Cook-Artis* that the RTC recommend the Board approve the TIP actions.

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

3. DVRPC's Title VI Program

The RTC recommends:

Board approval of the Title VI Implementation Program.

Motion: by *Donne Rendeiro*, seconded by *Matt Edmond* that the RTC recommend Board approval of the Title VI Implementation Program.

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

4. Pennsylvania Transportation Alternatives Set-Aside Program (TASA) Regionally Selected & Statewide Recommended Projects

The RTC recommends:

That the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY23 PA TIP (TIP Action PA23-91) for \$15,465,780 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time)

That the RTC recommend the Board approve the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.

Motion: by *David Kanthor*, seconded by *Matt Edmond* that the RTC recommend Board approval of the recommended lists of TASA projects.

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

5. Work Program Amendment for 23-23-081: Technical Assistance and Coordination of New Jersey CRRSAA Funding

The RTC recommends:

Board approval to amend the FY24 UPWP by adding \$700,000 from the CRRSAA funds to project 23-23-081 Technical Assistance and Coordination of New Jersey CRRSAA Funding, to cover costs associated with hiring and managing consultants to support the counties' capacity to conduct planning initiatives

Motion: by *Ilene Lampitt*, seconded by *Tonyelle Cook-Artis*, that the RTC recommends Board approval to amend the FY2024 Work Program.

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

6. Adoption of DVRPC Fiscal Year 2025 Unified Planning Work Program and TIP Amendments

The RTC recommends:

Board adoption of the Final DVRPC FY25 Unified Planning Work Program, pending the resolution of any outstanding comments and issues, and that the RTC recommend Board approval of the listed actions to amend or modify the FFY2024 TIP for New Jersey and the FFY2023 TIP for Pennsylvania to support projects in the FY25 UPWP, as required.

Motion: by *Matt Lawson*, seconded by *Andrew Clark*, that the RTC recommends Board approval to adopt the FY25 UPWP and to approve the listed actions to amend or modify the FFY2024 TIP for New Jersey and the FFY2023 TIP for Pennsylvania to support projects in the FY25 UPWP, as required.

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

7. Improving Access to Downtown Areas in Burlington County

8. IIJA Updates

The next scheduled meeting of the RTC is **Tuesday, February 6, 2023.**

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
Ruth Foster
(not represented)
(not represented)
Donna Rendeiro
(not represented)
(not represented)
David Alas
Jonathan Korus
(not represented)
Christian Regosch
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Cathy Spahr
Nick Cressman
Matthew Lawson
Matt Edmond
David Kanthor
Nick Baker
Kelley Yemen
(not represented)
(not represented)
Michael Kolber
Tonyelle Cook-Artis
Michael Swan
(not represented)
Kellie Bellina
Lee Wolfe
Bonita Cummings
Eva Hayes
Representative
(not represented)
(not represented)
Jason Simmons
Eugene Porochniak
(not represented)

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

Renee Androckitis
Rosemary Nivar
Ronda Urkowitz
Rob Henry
Tracy Barusevicius
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Other Member Representatives and Guests

PennDOT
Chester County
City of Philadelphia Planning Commission
City of Philadelphia
Gloucester County
Gloucester County
Montgomery County
NJ Transit
NJ League of Conservation Voters
Bicycle Coalition of Greater Philadelphia

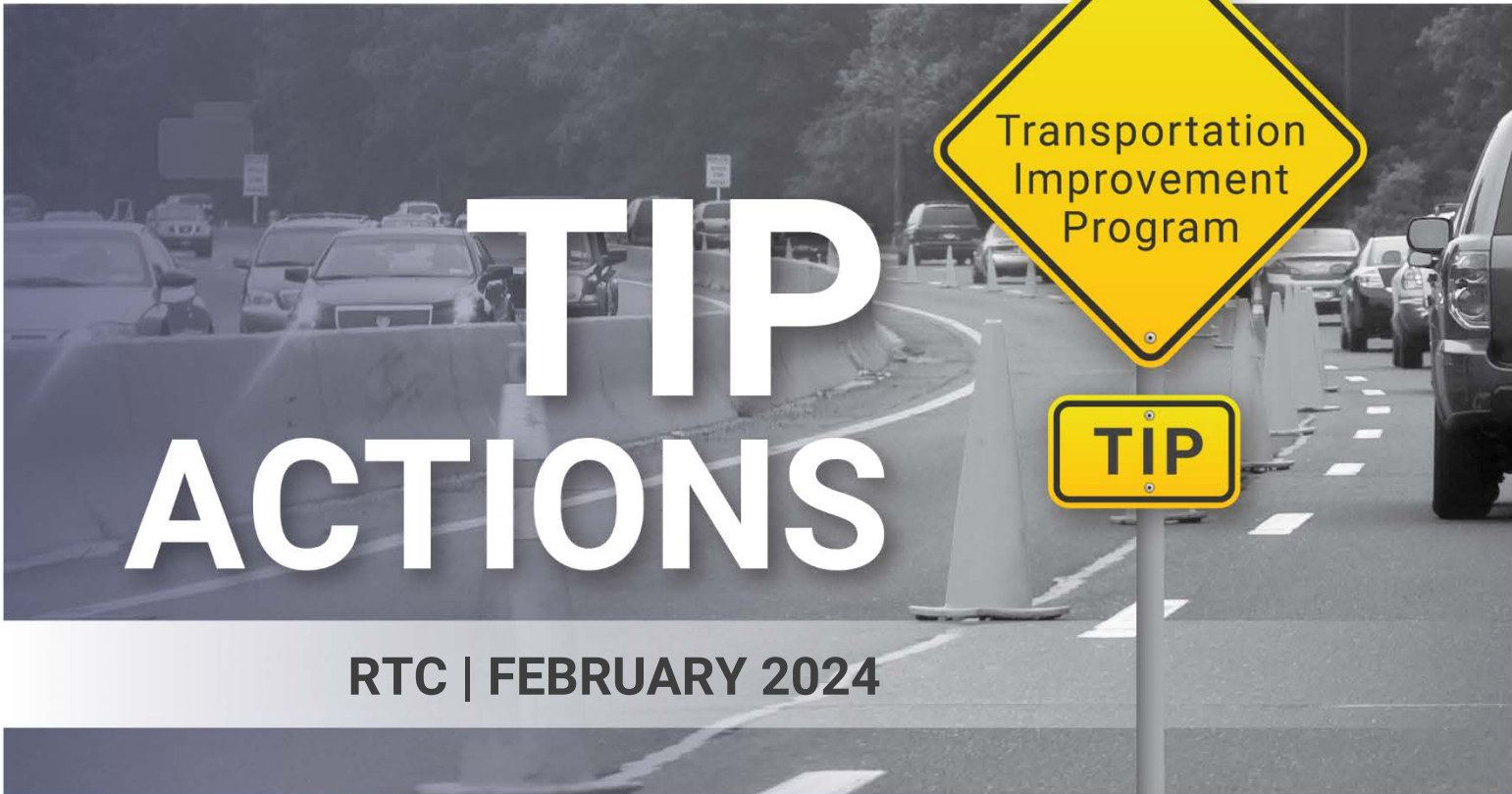
Nyomi Evans
Patty Quinn
Mason Austin
Daniel Sommerville
Bill Fleming
Jackie Huston
Matt Popek
Surya Jacob
Katie Perrone
Sarah Clark Stuart
Judith Fagen
Andy Cushman
Jack Kanarek
Kristine Kennedy
Lucas Oshman
Robert Ott

DVRPC Staff

Patty Elkis
Ariella Maron
Alyssa Driscoll
Elise Turner
Renee Wise
Wideline Desir
Alison Hastings
Shoshana Akins
Najah Jackson
Shawn Megil Legendre
Mark Morely

Kendra Nelson
Joe Natale
Ethan Fogg
Alyson Dressman
Amy Solano
Matthew Galenas
Jesse Buerk
Richard Murphy
Joe Banks
Ethan Fogg
Karin Morris
Derek Lomardi
Gregory Diebold
Russell Livolsi
Brett Fusco
Sarah Moran
Karen Cilurso
Betsy Mastaglio
Jonathan Alexander
Christopher Mulroy
Thom Stead
Ryan Gallagher
Glenn McNichol
Greg Krykewycz
Vanessa Doan

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TIP ACTIONS

RTC | FEBRUARY 2024

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

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TIP Actions for February 2024

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

a) **PA23-94: I-95 BS5: Delaware Avenue Extension (MPMS #103563), City of Philadelphia – Cashflow CON Phase**

b) **PA23-95: Roosevelt Boulevard over Wayne Junction (MPMS #83736), City of Philadelphia – Increase CON Phase**

PLEASE NOTE THAT THERE ARE ALSO NJDOT AND PENNDOT 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: January 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

FEBRUARY 6, 2024

Agenda Item:

2a. PA23-94: I-95 BS5: Delaware Avenue Extension (MPMS #103563), City of Philadelphia – Cashflow CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by cash flowing \$9,642,000 (\$7,714,000 NHPP/\$1,928,000 State 581) of the Construction (CON) Phase funding for the I-95 BS5: Delaware Avenue Extension (MPMS #103563) project from FY2024 to FY2027. Moving this amount of funding outside of the four-year TIP is considered a formal action per the Memorandum of Understanding on Procedures to Amend and Modify the TIP.

The Let date for this project has been updated to July 30, 2026, which means that funding in FY24 is able to be used as a resource for the Roosevelt Boulevard over Wayne Junction (WAV) project – MPMS #83736 (see TIP Action PA23-95) cost increase. The BS5 section is a part of the overall I-95 Sector A Reconstruction projects, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of I-95 Section BSR covers the 1.3-mile extension of North Delaware Avenue from Orthodox Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek. The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on-ramp to I-95 northbound. This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

Financial Constraint:

Financial constraint will be maintained by adjusting 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 financial constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$9,642,000 (\$7,714,000 NHPP/\$1,928,000 State 581) - The overall funding of the project will not change.

Date Action Required:

February 6, 2024

Recommendations:

RTC – Will make recommendations at the February 6, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-94, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by cash flowing \$9,642,000 (\$7,714,000 NHPP/\$1,928,000 State 581) of the Construction (CON) Phase funding for the Delaware Avenue Extension (MPMS #103563) project from FY2024 to FY2027.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #114
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-94

Philadelphia

MPMS# 103563 I-95: Delaware Avenue Extension (BS5)

AQ Code 2035M LIMITS: N. Delaware Ave. Extension from Buckius St. to Tacony St.

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Intersection/Interchange Improvements

PROJ MANG: AECOM/P. Shultes

The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by cash flowing \$9,642,000 (\$7,714,000 NHPP/\$1,928,000 State 581) of the Construction (CON) Phase funding for the I-95 BS5: Delaware Avenue Extension (MPMS #103563) project from FY2024 to FY2027.

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	TOLL												
UTL	NHPP		5,796										
CON	NHPP		7,714										
CON	581		1,928										
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-94

Philadelphia

CON	581			750									
CON	NHPP				5,922								
CON	581				1,480								
CON	NHPP					5,000							
CON	581					1,250							
CON	NHPP						3,025						
CON	581						756						
CON	NHPP							24,506					
CON	581							6,126					
CON	NHPP								17,714				
CON	581								4,428				
CON	NHPP									10,000			
CON	581									2,500			
		3,322	26,260	21,683	3,750	7,402	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026			55,015	Total FY2027-2030			48,065	Total FY2031-2034			34,642

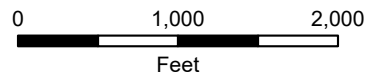
After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	NHPP		5,796										
UTL	TOLL												
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								
CON	581				750								
CON	NHPP					13,636							
CON	581					3,408							
CON	NHPP						5,000						
CON	581						1,250						
CON	NHPP							3,025					
CON	581							756					
CON	NHPP								24,506				
CON	581								6,126				
CON	NHPP									17,714			
CON	581									4,428			
CON	NHPP										10,000		
CON	581										2,500		
		3,322	16,618	21,683	3,750	17,044	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026			45,373	Total FY2027-2030			57,707	Total FY2031-2034			34,642

PA23-94: I-95 BS5: Delaware Avenue Extension



Basemap: ESRI



ACTION ITEM

Date Prepared: January 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

FEBRUARY 6, 2024

Agenda Item:

2b. PA23-95: Roosevelt Boulevard over Wayne Junction (MPMS #83736), City of Philadelphia – Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Roosevelt Boulevard over Wayne Junction (MPMS #83736) project by \$19,715,000 (FY24: \$12,714,000 (\$10,000,000 NHPP/\$2,714,000 State 581) and FY25: (\$7,001,000 (\$5,601,000 NHPP/\$1,400,000 State 581)).

This project will require a construction cost increase to accommodate various additions to the project scope, including:

- Temporary underdeck shielding to protect pedestrians and the Comcast parking lot from falling debris. SEPTA train stations also required shielding from falling debris. The square footage of shielding to protect the train station was over thirteen thousand square feet.
- During Stage 1 demolition it was determined that and the existing Southbound (SB) lanes could not be saw cut and removed like the Northbound (NB) side. The SB deck was mechanically demolished and the broken material was removed by hand or small excavator, adding significant cost.
- Repairs to deteriorated concrete on the piers and abutments.
- Ten deck support beams were added to allow for the removal of the pin and hanger assembly and replace it with a splice connection. Originally this work was to be part of the final stage of re-decking but was changed to the first stage to keep traffic off the independent NB and SB decks for the duration of the project.

- Project duration and multiple construction stages made it necessary to mill and pave both sides of the new bridge to endure traffic shifts over the length of the project. Pavement markings required changing for every traffic shift.
- Contract item overruns as of July, 2023 for quantities exceeding the original contract quantities, including fabricated structural steel, structural backfill, Class AA concrete, and the use and resetting of a temporary barrier.
- The 2500-foot continuous span bridge was constructed in six construction stages. To improve the ride quality index, diamond grinding of the bridge deck was required.
- Five full span overhead sign structures and nineteen cantilever sign structures were installed on the project. To protect the foundations for these structures a combination of guide rail and concrete barrier will be placed.

This project involves replacing the bridge carrying Roosevelt Boulevard US 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. This project also includes the rehabilitation of the Fox Street Bridge over US 1.

Financial Constraint:

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

\$19,715,000 (\$15,601,000 NHPP/\$4,114,000 State 581)

Date Action Required:

February 6, 2024

Recommendations:

RTC – Will make recommendations at the February 6, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-95, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Roosevelt Boulevard over Wayne Junction (MPMS #83736) project by \$19,715,000 (FY24: \$12,714,000 (\$10,000,000 NHPP/\$2,714,000 State 581) and FY25: (\$7,001,000 (\$5,601,000 NHPP/\$1,400,000 State 581)).

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #114
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-95

Philadelphia

MPMS# 83736 *Roosevelt Blvd over Wayne Junction (WAV) (Bridge)*

AQ Code S19 **LIMITS:** Over Wayne Junction

Latitude: 40.0205 **MUNICIPALITIES:** Philadelphia City

Longitude: -75.1593 Bridge Repair/Replacement

PROJ MANG: Gannett/V. Genua

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Roosevelt Boulevard over Wayne Junction (MPMS #83736) project by \$19,715,000 (FY24: \$12,714,000 (\$10,000,000 NHPP/\$2,714,000 State 581) and FY25: (\$7,001,000 (\$5,601,000 NHPP/\$1,400,000 State 581)).

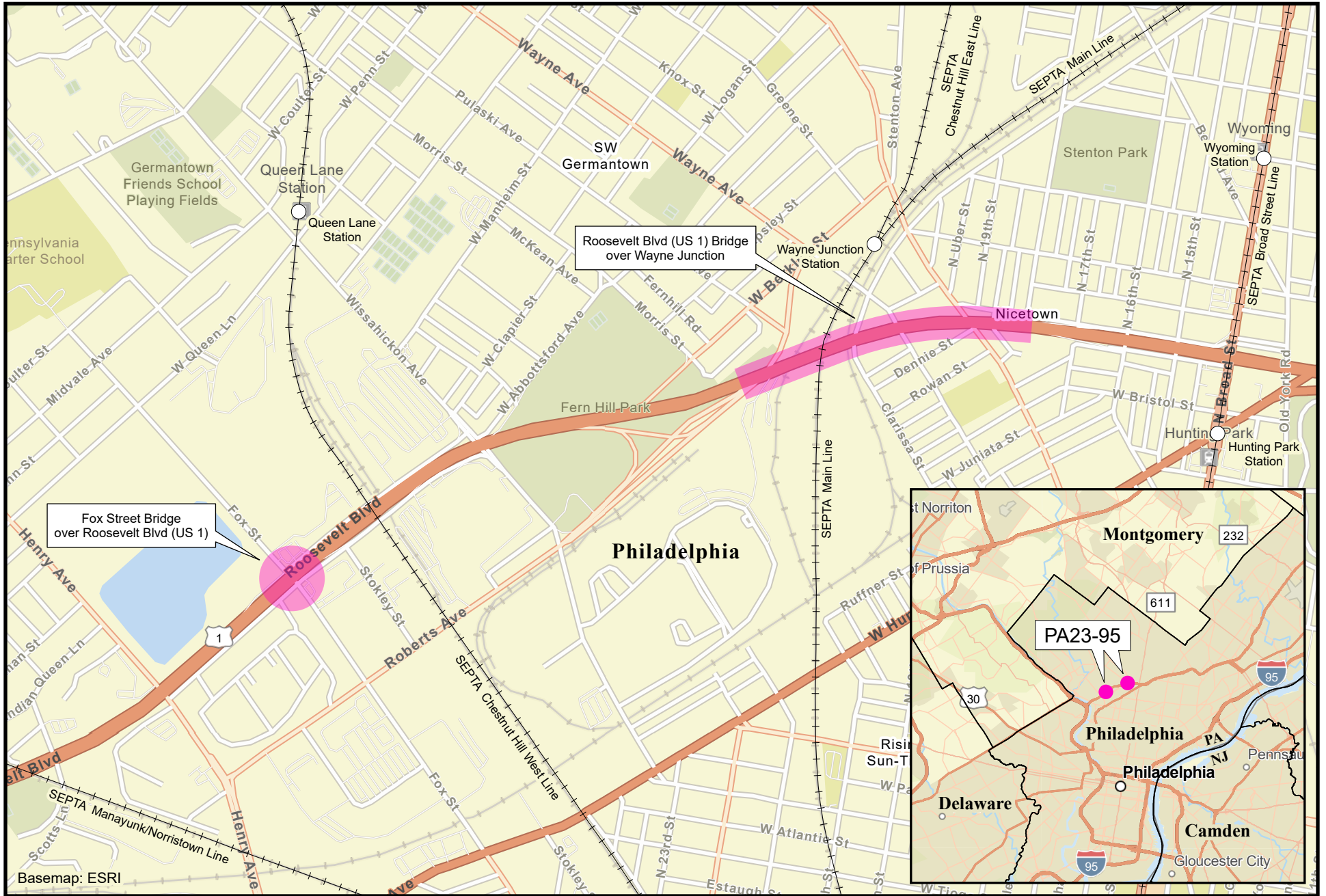
Before Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
UTL	NHPP*	690													
CON	NHPP*	2,500													
		3,190	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			3,190	Total FY2027-2030				0	Total FY2031-2034				0

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
UTL	NHPP*	690													
CON	NHPP*	2,500													
CON	NHPP		10,000												
CON	581		2,714												
CON	NHPP			5,601											
CON	581			1,400											
		3,190	12,714	7,001	0	0	0	0	0	0	0	0	0		
		Total FY2023-2026			22,905	Total FY2027-2030				0	Total FY2031-2034				0

PA23-95: Roosevelt Boulevard over Wayne Junction



***PennDOT's Fiscal Constraint Charts
(February 2024)***

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

MA IDs: 133311

TIP MODIFICATIONS FOR DECEMBER 2023
Chart #109

Chart: 109

* 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	Pts	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			
SINK HOLE LINE ITEM MONTGOMERY	106648	CON	Before		185	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	0	0	0	0	500,000	LINE ITEM	
			Adjust		581	0	0	0	0	0	(250,000)	0	0	(50,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(300,000)
			After		581	0	0	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
SLOPE REPAIR I-76WB(C) MONTGOMERY SR,0076,SLP	112232	CON	Before		581	0	216,228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216,228	ADDING FUNDS TO ADDRESS ANOTHER SINKHOLE ON NB 202(DEKALB PK) IN KOP BETWEEN HENDERSON RD AND SAULIN BLVD.	
			Adjust		581	0	0	0	0	0	250,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		300,000
			After		581	0	216,228	0	0	0	0	250,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		516,228
Before FFY Totals						0	216,228	0	0	250,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	716,228		
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	216,228	0	0	250,000	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	716,228	

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

MA IDs:

TIP MODIFICATIONS FOR DECEMBER 2023
Chart #111

Chart: 111

* 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	TOTAL	Remarks	
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	4,105,216	0	0	414,000	0	0	13,746,908	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	233,475,124	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	(1,031,331)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,031,331)		
			After	HSIP		0	0	0	3,073,885	0	0	414,000	0	0	13,746,908	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	232,443,793		
WYOMING AVE CORRIDOR SAFETY IMPROVEMENTS	115444	FD	Before	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	0	114,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
PHILADELPHIA			Adjust	HSIP		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	386,000		
SR,---,SIP			After	HSIP		114,000	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	500,000		
VERREE RD CORRIDOR SAFETY IMP(PARENT)(C)	115431	CON	Before	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	ADDING FUNDS FOR LOW BID COST INCREASE.	
PHILADELPHIA			Adjust	HSIP		0	0	0	344,331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344,331		
SR,1001,SP2			After	HSIP		3,860,000	0	0	344,331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,204,331		
WELSH RD CORRIDOR SAFETY IMPROVEMENTS(C)	115433	CON	Before	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	0	2,640,000	ADDING FUNDS FOR LOW BID COST INCREASE.	
PHILADELPHIA			Adjust	HSIP		0	0	0	301,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301,000		
SR,1011,SIP			After	HSIP		2,640,000	0	0	301,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,941,000		
Before FFY 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		
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						6,614,000	0	0	4,105,216	0	0	414,000	0	0	13,746,908	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	240,089,124		

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133320) 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	
Systemic Improvements-Lane Departure(C) /SIP Montgomery	117793	CON	Before	sHSIP					3,000,000									Increase phase to meet low bid cost amount.
			Adjust	sHSIP						920,000								
			After	sHSIP						3,920,000								
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		19,798			2,217,393			12,922,807			30,904,396			HSIP Set Aside Reserve line item used as source of funds.
			Adjust	sHSIP						(920,000)								
			After	sHSIP		19,798				1,297,393			12,922,807			30,904,396		
Before Totals						\$19,798	\$0	\$0	\$5,217,393	\$0	\$0	\$12,922,807	\$0	\$0	\$30,904,396	\$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						\$19,798	\$0	\$0	\$5,217,393	\$0	\$0	\$12,922,807	\$0	\$0	\$30,904,396	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133354, 1133356) 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
RDIP Open End Project (C) /SIP Montgomery	104364	CON	Before	sHSIP					105,595									Return deobligated HSIP Set Aside Funds
			Deob	sHSIP						(105,595)								
			After															
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		99,566			1,297,393			12,922,807			30,904,396			HSIP Set Aside Reserve line item
			Adjust	sHSIP					105,595									
			After	sHSIP		99,566			1,402,988			12,922,807			30,904,396			
Before Totals						\$99,566	\$0	\$0	\$1,402,988	\$0	\$0	\$12,922,807	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$105,595	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$99,566	\$0	\$0	\$1,402,988	\$0	\$0	\$12,922,807	\$0	\$0	\$30,904,396	\$0	\$0	

NOTES

NJDOT Fiscal Constraint Charts
(February 2024)

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				0.000	0.000	0.000	0.000	0.000	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Statewide Traffic Operations and Support Program	13308	BEFORE		Various	17.000	0.000	0.000	0.000	17.000
		EC	NHPP		2.000	0.000	0.000	0.000	2.000
		AFTER			19.000	0.000	0.000	0.000	19.000
Mobility and Systems Engineering Program	13306	BEFORE		Various	6.000	0.000	0.000	0.000	6.000
		EC	NHPP		5.700	0.000	0.000	0.000	5.700
		AFTER			11.700	0.000	0.000	0.000	11.700
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	7.700	0.000	0.000	0.000	7.700
		ERC	VAR FEDERAL-F		(7.700)	0.000	0.000	0.000	(7.700)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL				0.000	0.000	0.000	0.000	0.000	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

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

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

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

PROJECT PHASES OF WORK (Continued)

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

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

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

HIGHWAY PROJECT FUNDING SOURCES

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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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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ACTION ITEM

Date Prepared: January 24, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

FEBRUARY 6, 2024

Agenda Item:

4a. FY 2024 Work Program Amendment – Project 23-23-100: Support for Implementation of RAISE Award for Construction of the Camden County LINK Trail

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding \$8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, \$2,102,143 is obligated for the Trenton urbanized area and \$6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties. Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents.

This project allocates \$400,000 of the \$8.9 million to fill capacity needed by Camden County to implement a RAISE discretionary grant program award for construction of the Camden County LINK Trail, including Segment 1A-2, Segment 1A-3, and Segment 3. Work under this project will be conducted primarily by a consultant dedicated to reviewing and providing feedback/oversight on draft submissions to ensure compliance with federal standards in compliance with 23 CFR. Submissions will be prepared by Camden County and its consultants for provision to FHWA/NJDOT. The consultant will provide review and feedback on all required certifications, commitments, plans, and any associated documentation and/or exhibits necessary for federal compliance and authorization of funds.

DVRPC will provide contract administration, coordination, and support.

The Camden County LINK Trail is a designated Circuit Trail, part of the planned 800+ mile Greater Philadelphia regional trail network. Implementation of the Circuit Trails is identified as a regional priority in *Connections 2050: Plan for Greater Philadelphia*.

Cost and Source of Funds:

This project allocates \$400,000 of the total \$6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties, over four years. Funding source is CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

February 6, 2024

Recommendations:

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY2024 UPWP to add the project 23-23-100: Support for Implementation of RAISE Award for Construction of Camden County LINK Trail

Staff Contacts:

Shawn Megill Legendre and John Coscia, Jr.

Attachment:

1) FY24 Work Program Amendment – Project 23-23-100: *Support for Implementation of RAISE Award for Construction of Camden County LINK Trail*

Project: 23-23-100: Support for Implementation of RAISE Award for Construction of the Camden County LINK Trail (4 Years)

Goals:

Fill capacity needed by Camden County to implement a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program award for construction of the Camden County LINK Trail.

Description:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding \$8,881,374 in previously unobligated CRRSAA funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Use of the CRRSAA funds is fairly flexible and DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and passthrough funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end date of 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs. This project and scope of work is for an apportionment of the funding.

This project allocates \$400,000 of the \$8.9 million to fill capacity needed by Camden County to implement a RAISE discretionary grant program award for construction of the Camden County LINK Trail, including Segment 1A-2, Segment 1A-3, and Segment 3. Work under this project will be conducted primarily by a consultant dedicated to reviewing and providing feedback/oversight on draft submissions to ensure compliance with federal standards in compliance with 23 CFR. Submissions will be prepared by the County of Camden and its consultants for provision to FHWA/NJDOT. The consultant will provide review and feedback on all required certifications, commitments, plans, and any associated documentation and/or exhibits necessary for federal compliance and authorization of funds.

DVRPC will provide contract administration, coordination, and support.

The purchase of materials, services, and/or equipment may be required to complete this project.

Tasks:

1. Review of draft submissions to FHWA/NJDOT and supplemental documentation for federal standards compliance, including, but not limited to:
 - a. Survey/base mapping, cross sections, and deed research;
 - b. Engineering and design plans;
 - c. Traffic analysis;
 - d. Utility investigations and plans;
 - e. Environmental documentation;
 - f. Permits and other clearance documentation;
 - g. Construction plans; and

- h. Bid/authorization package.

Products:

1. Feedback on draft submissions for FHWA/NJDOT and supplemental documentation, including, but not limited to:
 - a. Survey/base mapping, cross sections, and deed research;
 - b. Engineering and design plans;
 - c. Traffic analysis;
 - d. Utility investigations and plans;
 - e. Environmental documentation;
 - f. Permits and other clearance documentation;
 - g. Construction plans; and
 - h. Bid/authorization package.

Beneficiaries:

City of Camden, Pennsauken Township, Camden County, bicyclists, pedestrians, transit users, and the traveling public.

Funding:

FY	Total	Highway	Transit	Comprehensive	Other*
2024	\$400,000	\$0	\$0	\$0	\$400,000

Funding Notes:

NJ CRRSAA - Task Order PL-DV 2023

ACTION ITEM

Date Prepared: January 19, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FEBRUARY 6TH, 2024

Agenda Item:

4b. FY 2024 Work Program Amendment - Project 23-62-400: New Jersey Local Concept Development: Dinosaur Trail, Gloucester County (4 years)

Background/Analysis/Issues:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding \$8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, \$2,102,143 is obligated for the Trenton urbanized area and \$6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, administrative costs, utilities and rents.

This project uses a portion of the Philadelphia urbanized area allocation to perform a Local Concept Development (LCD) study that will evaluate new construction options and costs for a safe bicyclist and pedestrian trail from Mancuso Lane to the new Fossil Park Museum located off of Woodbury-Glassboro road (CR 553). The project will also include evaluating existing public safety and the feasibility of this off-road trail.

The Dinosaur Trail is a designated Circuit Trail, part of the planned 800+ mile Greater Philadelphia region's trail network. The proposed project will evaluate options to begin the off-road portion of the Dinosaur Trail (Proposed 10.5 miles in length when completely constructed), from Mancuso Lane to the new Fossil Park Museum located off of Woodbury-Glassboro road (CR 553) and connecting two Gloucester County park

properties (Alcyon Lake and Ceres Park) , a \$75 million-dollar fossil museum (the third largest college institution in the state), and adjacent residential neighborhoods, via a safe off-road pedestrian and Bicycle Facility.

Cost and Source of Funds:

This project allocates \$700,000 of the total \$6,779,231 for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties, over four years. Funding source is CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.

Date Action Required:

February 6th, 2024

Recommendations:

Staff – Recommends approval

Action Proposed:

That the Regional Technical Committee recommends that the Board amend the FY24 UPWP to add project 23-62-400: New Jersey Local Concept Development: Dinosaur Trail, Gloucester County.

Attachments:

- 1) Work Program Project write-up: 23-62-400 New Jersey Local Concept Development: Dinosaur Trail, Gloucester County

Project: 23-62-400: New Jersey Local Concept Development: Dinosaur Trail, Gloucester County (4 years)

Responsible Agencies: Delaware Valley Regional Planning Commission

Project Managers: John Coscia/Nick Cressman

Goals:

To perform a Local Concept Development (LCD) study for a safe bicyclist and pedestrian trail from Mancuso Lane to the new Fossil Park Museum located off of Woodbury-Glassboro road (CR553) by evaluating new construction options and costs. The eligibility to receive Federal funding of these studied options shall be addressed. LCD for the project will also include evaluating existing public safety and the feasibility of this off-road trail.

Description:

Regional Significance: Gloucester County has had this trail designated as part of our trails network for many years. The significance of this trail is multifold and has multiple benefits. The trail will provide a connection from the new Fossil Park Museum, expected to open in April of 2024 and valued at \$75 million and the only one of its kind, to Rowan University. The trail will also provide a connection from another trail the county is currently working on, the Glassboro-Elk trail, that will connect another 5 miles of trail including the existing Elephant Swamp trail located in Elk Township. Gloucester County proposes the construction of a bicycle and pedestrian trail, Beginning the Circuit designated Dinosaur Trail approximately 3 miles to link the new Fossil Park Museum which is one of a kind to Rowan University the 3rd largest college institution in New Jersey, plus providing a connection to a trail that is currently in the process of redesign and getting ready for construction in Glassboro and Elk township.

The Project: The Dinosaur Trail is a designated Circuit Trail, part of the planned 800+ mile Greater Philadelphia region's trail network. The proposed project will evaluate options to begin the off-road portion of the Dinosaur trail (Proposed 10.5 miles in length when completely constructed), connecting two Gloucester County park properties (Alcyon Lake and Ceres Park), A \$75 million-dollar fossil museum, the third largest college institution in the state and adjacent residential neighborhoods, via a safe off-road pedestrian and Bicycle Facility. The first possible route as part of this portion of the trail occurs within land owned by the State of New Jersey as part of the State's right of way for Route 55, Rowan University owned property, County owned property/ROW, and potentially one or two private landowners. Rowan University has shown a large support for this trail as the new fossil park museum is set to open in the Spring of 2024 and attract a projected 200,000 tourists a year as well as the local bicycle coalitions in our county. The first route's largest area of concern is the different environmental constraints for the trail. The trail will also be the first constructed in our county with a continuous 3 mile stretch of off-road pedestrian and Bicycle facilities. The project will begin at Mancuso Lane where the county has already constructed a half mile of Bicycle and Pedestrian trail from Joseph Bowe Boulevard (The back Entrance of Rowan University) up carpenter street to Mancuso Lane and end at the Fossil Park where the county is currently constructing another half mile of trail. The second proposed route or alternate route avoids DOT right-of-way along 55 and uses more county roads, private land, publicly owned land and public parks to reach the fossil park from Mancuso lane. This would allow the tying in of Ceres Park to the trail which is another location where fossils were found in Gloucester County.

Issues: NJDOT cooperation and partnership in evaluating options for the use of DOT right-of-way is a concern for proposed route 1. For Proposed route two working with a few private landowners to acquire easements is the only major concern at this time.

Tasks:

1. Conduct competitive solicitation, evaluate and select consultant, and enter into agreement with selected consultant firm.
2. Hold Kickoff meetings
3. Hold Stakeholder meetings
4. Hold Public meetings
5. Perform Data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening: constraint mapping, early coordination with SHPO if appropriate
7. Perform analysis of collected data, review data, prepare diagrams, and other needed engineering analysis
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary Preferred Alternatives (PPA)
10. Confirm the environmental document that will be obtained in Preliminary Engineering (PE)
11. Develop construction cost estimates of various alternatives
12. Prepare Concept Development (CD) Report
13. Perform project management

Products:

1. Clearly defined Purpose and Need Statement
2. Concept Development Report

Beneficiaries: Member and local governments and the public

Project Cost and Funding

	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$700,000				\$700,000

FY2024 Other Funding Details:

CRRSAA funds Phila Urbanized Area from the CRRSAA funds- NJ region, obligated in FY2023 NJDOT Task Order PL-DV-23-01.