



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, April 9, 2024 | 10am

Hybrid meeting:

https://dvrpc.zoom.us/webinar/register/WN_OHLY3MpCSeuemDI_e2D_nQ

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 March 12, 2024 RTC Meeting
2. DVRPC Transportation Improvement Program (TIP) Actions

Alyson Dressman, Capital Project Planner, 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. PA23-105: Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324), Delaware County – Increase CON Phase
 - b. PA23-106: Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) (MPMS #69828), City of Philadelphia – Increase Cost Estimate
 - c. PA23-107: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program
 - d. NJ24-026: DVRPC Carbon Reduction Program (DB #D2305), Various Counties – Add New Projects to the Program
3. Request to Open Public Comment Period for Connections 2050: Draft Amendment 3, Draft FY2025 TIP for Pennsylvania, and Conformity Finding of the Plan and TIP

Ethan Fogg, Capital Program Coordinator, will present. Staff requests authorization to open a

public comment period for the purpose of gathering public and agency comments on Connections 2050: Draft Amendment 3, Draft FY2025 TIP for Pennsylvania, and the Draft Conformity Determination of the amended Connections 2050 Long-Range Plan and the Draft FY2025 TIP for Pennsylvania to issue proper public notifications; to publish the draft documents on the Internet; to make copies available at certain public libraries; and to hold public meetings.

4. **Action Item: FY2025-26 Travel Option Program (TOP) Project Selections**

Amy Bernknopf, Manager, Office of Transit, Bicycle, and Pedestrian Planning, will present. The project selection subcommittee of the Regional TDM Advisory Committee, recently met to review applications for funding received for the FY2025-26 Travel Options Program. The action will review the process and proposed selections, and ask the RTC to consider recommending Board approval of the selections, along with an associated TIP action and UPWP amendment.

5. **FY2024 Work Program Amendment: FTA Areas of Persistent Poverty Program Grant - Regional Sidewalk Development for Equitable Transit Access**

Greg Krykewycz, Director of Transportation Planning, will present. SEPTA and DVRPC received an FFY2023 FTA Areas of Persistent Poverty (AoPP) grant in the amount of \$450,000 to provide design development support for sidewalks and other pedestrian improvements that improve SEPTA access for eligible high poverty Census Tracts. SEPTA will be the recipient of the grant, and FTA requires that AoPP projects be added to the MPO's Unified Planning Work Program.

6. **FY2024 Work Program Amendment: FTA Areas of Persistent Poverty Program Grant - Erie Avenue Transit First**

Greg Krykewycz, Director of Transportation Planning, will present. SEPTA and the City of Philadelphia received an FFY2023 FTA Areas of Persistent Poverty (AoPP) grant in the amount of \$500,000 to study, plan, and design transportation improvements for the Erie Avenue Corridor from West Hunting Park Avenue to Kensington Avenue. SEPTA will be the recipient of the grant, and FTA requires that AoPP projects be added to the MPO's Unified Planning Work Program.

PRESENTATION ITEMS

7. **Public Participation Task Force Update**

Wideleine Desir, Public Participation Planner, will present. DVRPC's Public Participation Task Force (PPTF) recently brought on new members for the 2024 cohort. The mission of the Task Force is to provide ongoing access to the Greater Philadelphia region's planning process and empower resident involvement. Members are given a platform to learn more about upcoming projects, provide feedback on planning practices, and test out public outreach strategies. For more details about the PPTF, visit <http://www.dvrpc.org/Committees/PPTF/>.

8. **Bicycle Cyclical Count Program Storymap**

Chris Mulroy, Transportation Planner in DVRPC's Office of Transit, Bicycle, and Pedestrian Planning, will present a new story map from DVRPC that provides an overview of the [Bicycle Cyclical Count Program](#) and analyzes bicycle volumes in the nine-county region from 2014 to 2022. Planners, lawmakers, and the public can use this information to gain a better understanding of changes in bicycle volumes over time, across different geographies, and on different bicycle facility types. See <https://storymaps.arcgis.com/stories/cef8684d15144a44a07e972dbbf8f02c> for the full story map

9. [Priority Climate Action Plan Update](#)

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, May 7, 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

March 12, 2024 Meeting Highlights

This Meeting was Online

Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

RTC AGENDA ITEMS

1. Highlights of the February 6, 2024 RTC Meeting

The highlights from the February 6, 2024 meeting of the RTC were presented for adoption.

Motion: by Ilene Lampitt seconded by Nick Cressman that the RTC adopt the highlights of the February 6, 2024 RTC meeting.

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

2a. PA23-99: North Philadelphia School Zones (RAISE 2023) (MPMS #120993), City of Philadelphia – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-99, PennDOT and the City of Philadelphia's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, North Philadelphia School Zones (MPMS #120993) in the amount of \$29,000,000 programmed as follows: \$1,119,000 Local funds for the Preliminary Engineering (PE) Phase in FY24, \$1,119,000 Local funds for the Final Design (FD) Phase in FY25, and \$26,762,000 (\$25,000,000 RAISE/\$1,762,000 LOC) for the Construction (CON) Phase in FY26.

2b. PA23-100: Reconnecting Our Chinatown (RCP 2022) (MPMS #119896), City of Philadelphia – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-100, PennDOT and the City of Philadelphia's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, Reconnecting Our Chinatown (RCP 20220) (MPMS #119896) in the amount of \$4,055,000 (\$1,805,000 RCP/\$600,000 State 581D/\$1,650,000 LOC) for the Study Phase in FY24.

2c. PA23-101: US 1 BAT Lanes: Hellerman/Bustleton (ARLE) - Bucks (MPMS #118074), City of Philadelphia – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action PA23-101, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, US 1 BAT Lanes: Hellerman/Bustleton - Bucks (MPMS #118074) in the amount of \$3,100,000 programmed as follows: \$1,000,000 State 244 funds for the Preliminary Engineering (PE) Phase in FY24, \$300,000 State 244 funds for the Final Design (FD) Phase in FY24, and \$1,700,000 for the Construction (CON) Phase in FY25.

Motion for 2a, 2b and 2c by *Nick Baker*, seconded by *Kellie Bellina* that the RTC recommend the Board approve the TIP actions.

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

2d. PA23-102: Pleasant View Road over Sanatoga Creek (MPMS #92637), Montgomery County – Advance Construction Phase

The RTC recommends:

Board approval of TIP Action PA23-102, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by advancing the Construction (CON) Phase funding and federalizing the Pleasant View Road over Sanatoga Creek (MPMS #92637) project from outside the 4-year program into FY24, and increasing the funding by \$1,000,000 BOF to a total of \$3,250,000 BOF for CON in FY24.

Motion by *Matt Edmond*, seconded by *Brian Styche* that the RTC recommend the Board approve the TIP action.

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

2e. PA23-103: Projects of Significance (MPMS #115472), SEPTA – Add New Federal Funds

The RTC recommends:

Board approval of TIP Action PA23-103, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding new federal grant funds to the Projects of Significance Program (MPMS #115472) for the Market Frankford Vehicle Replacement Project, in the amount of \$317,160,000 for the Engineering/Right-of-Way/Construction (ERC) Phase, programmed as follows: \$48,453,000 RVR in FY24, \$134,757,000 RVR in FY25, and \$133,950,000 RVR in FY26.

Motion by *Louis Millan*, 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.

2f. NJ24-018: Route 47, Grove St. to Route 130, Pavement (DB #12305), Gloucester County – Increase CON Phase

The RTC recommends:

Board approval of TIP Action NJ24-018, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the FY24 Construction (CON) Phase of the Route 47, Grove St. to Route 130, Pavement project by \$18.2 M NHPP from \$66.5 M NHPP to \$84.7 M NHPP.

Motion by *Nick Cressman*, seconded by *Matt Lawson* that the RTC recommend the Board approve the TIP action.

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

2g. NJ24-019: Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E), Camden County – Delay & Increase CON Phase

The RTC recommends:

Board approval of TIP Action NJ24-019, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by delaying the Construction (CON) phase of the Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E) project from FY25 to FY28 and

increasing the CON cost estimate by \$10.45 M. The multi-year NHFP-HWY funding and NHPP funding for the CON phase will be reprogrammed as follows:

- FY28: \$50 M NHPP
- FY29: \$80 M (\$20 M NHFP-HWY/\$60 M NHPP)
- FY30: \$80 M (\$20 M NHFP-HWY/\$60 M NHPP)
- FY31: \$80 M (\$20 M NHFP-HWY/\$70.45 M NHPP)
- FY32: \$58.5 M (\$6.243 M NHFP-HWY/\$52.257 M NHPP)

The CON Phase will have an overall increase of \$10.45 M, from \$348.5 M (66.243 M NHFP-HWY/\$282.257 M NHPP) to \$358.95 M (66.243 M NHFP-HWY/\$292.707 M NHPP).

Motion by *Matt Lawson*, seconded by *Nick Cressman* that the RTC recommend the Board approve the TIP action.

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

2h. NJ24-020: Resurfacing & Safety Improvements to Kings Highway (CR 551) from the Roundabout to Glen Echo Avenue (CR 538) (DB #D2406), Gloucester County – Add New Project to the TIP

The RTC recommends:

Board approval of TIP Action NJ24-020, Gloucester County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Resurfacing & Safety Improvements to Kings Highway (CR 551) from the Roundabout to Glen Echo Avenue (CR 538) (DB #D2406) project to the TIP for Construction in FY24 in the amount of \$1.339 M STBGP-PHILA.

Motion by *Nick Cressman*, 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.

2i. NJ24-024: Quaker Bridge Road Bridge over AMTRAK (DB #TBD1), Mercer County – Add New LCD Project into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-024, Mercer County's request that DVRPC amend the FY2024 TIP for New Jersey by adding a new Local Concept Development (LCD) project,

Replacement of Quaker Bridge Road Bridge over AMTRAK (DB #TBD1), to the TIP in the amount of \$0.7 M STBGP-TRENTON in FY24.

2j. NJ24-025: Old Trenton Road (CR 535) Multimodal and Operational Improvements, Paxson Road to County Line (DB #TBD2), Mercer County – Add New LCD Project into the TIP

The RTC recommends:

Board approval of TIP Action NJ24-025, Mercer County’s request that DVRPC amend the FY2024 TIP for New Jersey by adding a new Local Concept Development (LCD) project, Old Trenton Road (CR 535) Multimodal and Operational Improvements, Paxson Road to County Line (DB#TBD2), into the TIP in the amount of \$1.8 M STBGP-TRENTON in FY24.

Motion for 2i and 2j by *Nick Cressman*, seconded by *Ilene Lampitt* that the RTC recommend the Board approve the TIP actions.

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

3. Adoption of the 2023 DVRPC Congestion Management Process (CMP)

The RTC recommends:

Board adoption of the Congestion Management Process(CMP).

Motion: by *Matt Lawson*, seconded by *Matt Edmond* that the RTC recommend Board adopt the Congestion Management Process.

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

4. Memorandum of Understanding with Pottstown Area Rapid Transit

The RTC recommends:

Board approval of the Memorandum of Understanding with the Borough of Pottstown pertaining to Pottstown Area Rapid Transit.

Motion by *Kellie Bellina*, seconded by *Matt Edmond* that the RTC recommend Board approval of the memorandum.

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

5. DVRPC FY 2024 Work Program Amendment: West Windsor Township Travel Model

The RTC recommends:

Board approval to amend the FY2024 Work Program to include the West Windsor Township Travel Model

Motion by *Matt Lawson*, seconded by *Matt Edmond* that the RTC recommend Board approval of the work program amendment.

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

6. Adoption of the Updated Comprehensive Economic Development Strategy (CEDS) Goals *This item has been changed from an Action Item to an Information Item in order for DVRPC to gather more information and feedback from EDA and partners.*

7. Voices of Environmental Justice Communities Presentation

8. Vision Zero: Hunting Park Presentation

9. IIJA Updates

The next scheduled meeting of the RTC is **Tuesday, April 9, 2024, planned as a hybrid meeting.**

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

Representative

Andrew Clark
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
Nyomi Evans
(not represented)
(not represented)
Richard Brahler
Tom Stanuikynas

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
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
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

Ilene Lampitt
Brian Styche
Lou Hufnagle
Nick Cressman
Matthew Lawson
Matt Edmond
Mason Austin
Nick Baker
Kelley Yemen
(not represented)
(not represented)
(not represented)
Jalila Parker
Louis Millan
Rohan Hepkins
Kellie Bellina
Bonita Cummings
Lee Wolfe
Judith Fagin
Bill Matulewicz
Representative
(not represented)
Kelvin MacKavanagh
Jason Simmons
(not represented)
(not represented)
Renee Androckitis
Rosemary Nivar
(not represented)
Tracy Barusevicius
Rob Henry
(not represented)
(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

Chester County
City of Philadelphia Streets Department

Patty Quinn
David Kanthor

City of Philadelphia Streets Department
City of Philadelphia – OTIS
Gloucester County
Gloucester County
Montgomery County
New League of Conservation Voters

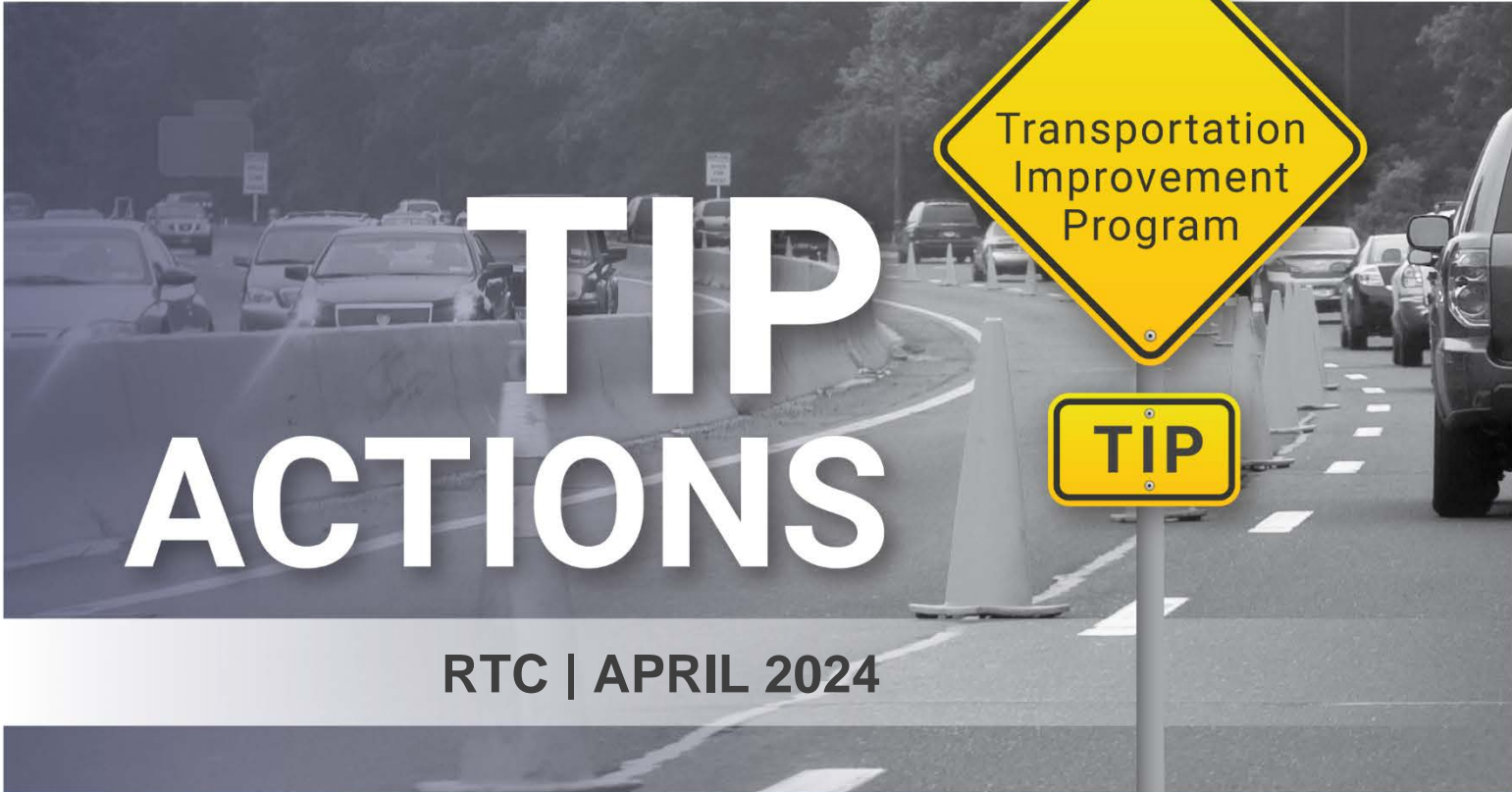
Meryl Klein
Lydia Kenselaar
Bill Fleming
Jackie Huston
Matt Popek
Katie Perrone
Jack Kanarek
Peter Rykard

DVRPC Staff

Patty Elkis
Ariella Maron
Alyssa Driscoll
Elise Turner
Renee Wise
Wideline Desir
Najah Jackson
Ethan Fogg
Kelsey McElduff
Karen Cilurso
Matt Gates
Mike Boyer
Jackie Davis
Travis Spotts
Alyson Dressman
Jesse Buerk
Richard Murphy
Karin Morris
Derek Lomardi
Kaylyn Philips
Betsy Mastaglio
Greg Krykewycz
Kevin Murphy
Rebecca Wetzler
Meijun Liu
Christopher Mulroy
Russell Livolsi
Tom Edinger
Brad Lane
Sarah Moran
Glenn McNichol
Jonathan Alexander
Brett Fusco
Shawn Megill Legendre

Ian Schwarzenberg
Spencer Gober

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TIP ACTIONS

RTC | APRIL 2024

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

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TIP Actions for April 2024

The following projects require formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or FY2024 TIP for New Jersey. 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) **PA23-105: Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324), Delaware County – Increase CON Phase**

- b) **PA23-106: Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) (MPMS #69828), City of Philadelphia – Increase Cost Estimate**

- c) **PA23-107: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program**

- d) **NJ24-026: DVRPC Carbon Reduction Program (DB #D2305), Various Counties – Add New Projects to the Program**

PLEASE NOTE THAT THERE ARE ALSO NJDOT, NJ TRANSIT, PENNDOT, 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: March 28, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

April 9, 2024

Agenda Item:

2a. PA23-105: Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324), Delaware County – 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 Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324) project in the four year TIP, in the amount of \$26,000,000 (FY24: \$14,745,000 BRIP/\$2,300,000 STU/Toll Credit, FY25: \$675,000 STU/Toll Credit, FY26: \$5,255,000 BRIP/\$675,000 STU/Toll Credit, FY28: \$100,000 BRIP/Toll Credit, FY29: \$2,250,000 BRIP/Toll Credit); and removing the FY24 Final Design (FD) phase in the amount of \$2,000,000 BRIP/Toll Credit, decreasing the FY29 CON phase by \$11,574,000 BRIP/Toll Credit, and decreasing the FY30 CON phase by \$926,000 BRIP/Toll Credit.

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

- Rising costs and scarcity of specific construction materials.
- Project delays caused by conflicts in relocating utilities to satisfy utility company requirements for facility access.
- Necessity to increase the height of the structure profile to provide the vertical clearance required for the railroad crossing below.
- Installation of steel pile foundation in place of spread footing type foundation, as determined by findings of the required substructure investigation.

The Governor Printz Boulevard over Conrail Bridge project consists of the replacement of the existing bridge, which carries PA 291 over Conrail in Tinicum Township, Delaware County. The bridge is in a state of disrepair, with significant deterioration and loss of material in both its superstructure and substructure.

Consequently, the project scope includes full replacement of both elements (superstructure and substructure). An 8-foot-wide shoulder will be constructed on the bridge to facilitate a future shared use trail link. This will enable multimodal access to the adjacent John Heinz National Wildlife Refuge and complement PA 291's status as a designated state bicycle route. The construction of the bridge and shared use path will take place within the existing PennDOT right-of-way, and the bridge replacement will be constructed on the existing alignment to minimize and mitigate resulting environmental impacts. Additionally, the project will expand the PennDOT fiber network, enhancing connectivity throughout the corridor.

The FD phase is being removed as it was previously funded under MPMS #88706 – Poor Condition Bridges Line Item.

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 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:

\$26,000,000 (\$22,350,000 BRIP/\$3,650,000 STU/Toll Credit) for CON; remove \$2,000,000 BRIP/Toll Credit for FD

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-105, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Gov Printz Blvd o/ Conrail (Bridge)

(MPMS #92324) project in the four year TIP, in the amount of \$26,000,000 (FY24: \$14,745,000 BRIP/\$2,300,000 STU/Toll Credit, FY25: \$675,000 STU/Toll Credit, FY26: \$5,255,000 BRIP/\$675,000 STU/Toll Credit, FY28: \$100,000 BRIP/Toll Credit, FY29: \$2,250,000 BRIP/Toll Credit); and removing the FY24 Final Design (FD) phase in the amount of \$2,000,000 BRIP/Toll Credit, decreasing the FY29 CON phase by \$11,574,000 BRIP/Toll Credit, and decreasing the FY30 CON phase by \$926,000 BRIP/Toll Credit.

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #129
2. Project location map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-105

Delaware

MPMS# 92324 Gov Printz Blvd o/ Conrail (Bridge)

AQ Code S19 LIMITS: Delaware County, Tinicum Township

Latitude: MUNICIPALITIES Tinicum Township

Longitude: Bridge Repair/Replacement

PROJ MANG: TSS/M. Saintval

This project involves rehabilitating or replacing the Bridge at Gov Printz Blvd over Conrail. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

This road segment is included in the Delaware County Bicycle Plan.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324) project in the amount of \$18,045,000 (FY24: \$2,245,000 BRIP/\$2,300,000 STU/ Toll Credit, FY25: \$9,850,000 BRIP/\$3,650,000 STU); and removing the FY24 Final Design (FD) phase in the amount of \$2,000,000 BRIP/Toll Credit.

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		2,000										
ROW	BRIP							400					
UTL	BRIP							1,000					
CON	STP	1,000											
CON	BRIP							11,574					
CON	BRIP								926				
		1,000	2,000	0	0	0	0	12,974	926	0	0	0	0
		Total FY2023-2026			3,000		Total FY2027-2030		13,900	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
ROW	BRIP							400					
ROW	TOLL												
UTL	TOLL												
UTL	BRIP							1,000					
CON	STP	1,000											
CON	TOLL												
CON	STU		2,300										
CON	BRIP		14,745										
CON	TOLL												
CON	STU			675									
CON	TOLL												
CON	STU				675								
CON	BRIP				5,255								
CON	TOLL												
CON	TOLL												
CON	BRIP						100						
CON	BRIP							2,250					
CON	TOLL												

DVRPC FY2023-2026 TIP for PA

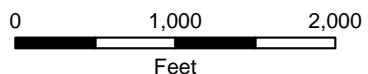
Pennsylvania - Highway and Transit Program

Action: PA23-105

Delaware

1,000	17,045	675	5,930	0	100	3,650	0	0	0	0	0
Total FY2023-2026		24,650		Total FY2027-2030		3,750		Total FY2031-2034		0	

PA23-105: Gov Printz Blvd o/ Conrail (Bridge)



ACTION ITEM

Date Prepared: March 28, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

April 9, 2024

Agenda Item:

2b. PA23-106: Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) (MPMS #69828), City of Philadelphia – Increase Cost Estimate

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) project (MPMS #69828) in the amount of \$23,357,000 (FY25: \$2,708,000 NHPP/\$677,000 State 581, FY31: \$15,978,000 NHPP/\$3,994,000 State 185). Additionally, PennDOT has requested to increase the Utility (UTL) Phase in the amount of \$4,000,000 State 185 and to decrease the Right-of-Way (ROW) Phase in the amount of \$4,000,000 State 185.

As the project nears completion of the Final Design (FD) phase, significant increases in CON and UTL cost estimates can be attributed to modifications to the project scope. These changes are associated with work necessary to maintain SEPTA subway operations during construction, additional preservation and rehabilitation work, and an increase in Construction Engineering (CENG). Additionally, certain CON and UTL costs that were previously allocated to SEPTA will now fall under PennDOT's responsibility. Costs for structural and operational work for SEPTA's Market-Frankford Line, located beneath the Market Street Bridge, will be incurred by SEPTA and reimbursed by PennDOT. The UTL phase increase will accommodate this arrangement. Surplus funds from the ROW phase, which is already in progress, will be used for the UTL phase cost increases.

Additional activities contributing to the CON phase cost increase include:

- Repairs to the river walls along the Schuylkill River banks that support I-76 and the Chestnut Street Bridge.
- Rehabilitation to the retaining wall on the south side of Market Street at the former 24th Street alley.

- Structural work on the bridge and subway tunnel.
- Foundation improvements to the stairway connecting JFK Boulevard to the Schuylkill River Trail.
- Walnut Street Bridge preservation. Upon completion of the Market Street bridge work, the City of Philadelphia has requested modification of the Walnut Street bridge (used for project detours) to provide a parking-protected bicycle lane as part of a PennDOT approved pilot program. Since the Walnut Street Bridge is due for preservation work, this presents an opportunity to implement these multimodal improvements.

The MSB project involves the rehabilitation, replacement, and preservation work on five structures in the City of Philadelphia which carry Market, Walnut, and Chestnut Streets over the Schuylkill River and park area, CSX railroad, and I-76. In addition to these enhancements, pedestrian and bicycle improvements are planned along Market Street, Walnut Street, JFK Boulevard with access to the Schuylkill River Trail, and the Schuylkill River Trail. PennDOT is working closely with the City of Philadelphia and SEPTA regarding proposed project elements.

Financial Constraint:

Financial constraint in the TIP will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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:

\$23,357,000 (\$18,686,000 NHPP/\$3,994,000 State 185/\$677,000 State 581)

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-106, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) project (MPMS #69828) in the amount of \$23,357,000 (FY25: \$2,708,000 NHPP/\$677,000 State 581, FY31: \$15,978,000 NHPP/\$3,994,000 State 185). Additionally, PennDOT has requested to increase the Utility (UTL) Phase in the amount of \$4,000,000 State 185 and to decrease the Right-of-Way (ROW) Phase in the amount of \$4,000,000 State 185

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #130
2. Project Location Map

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-106

Philadelphia

MPMS# 69828 **Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

AQ Code S19 **LIMITS:** Over Schuylkill River and CSX Railroad

Latitude: 39.9546 **MUNICIPALITIES** West Philadelphia; Center City Philadelphia

Longitude: -75.181 Bridge Repair/Replacement

PROJ MANG: AECOM/D. Didier

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River, the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in the substructure and spalling in the superstructure.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) project (MPMS #69828) in the amount of \$23,357,000 (FY25: \$2,708,000 NHPP/\$677,000 State 581, FY33: \$15,978,000 NHPP/\$3,994,000 State 185), increasing the Utility (UTL) Phase in the amount of \$4,000,000 State 185, and decreasing the Right-of-Way (ROW) Phase in the amount of \$4,000,000 State 185.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		4,000										
FD	185		1,000										
ROW	185	2,300											
ROW	185		1,800										
ROW	185			1,500									
UTL	185	1,786											
UTL	185		500										
CON	BRIP		6,000										
CON	NHPP		5,641										
CON	185		2,910										
CON	BRIP			34,385									
CON	NHPP			6,939									
CON	185			10,331									
CON	BRIP				7,175								
CON	185				1,793								
CON	NHPP					9,304							
CON	BRIP					16,372							
CON	185					6,419							
CON	BRIP						20,683						
CON	185						5,170						
CON	BRIP							6,817					
CON	185							1,704					

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-106

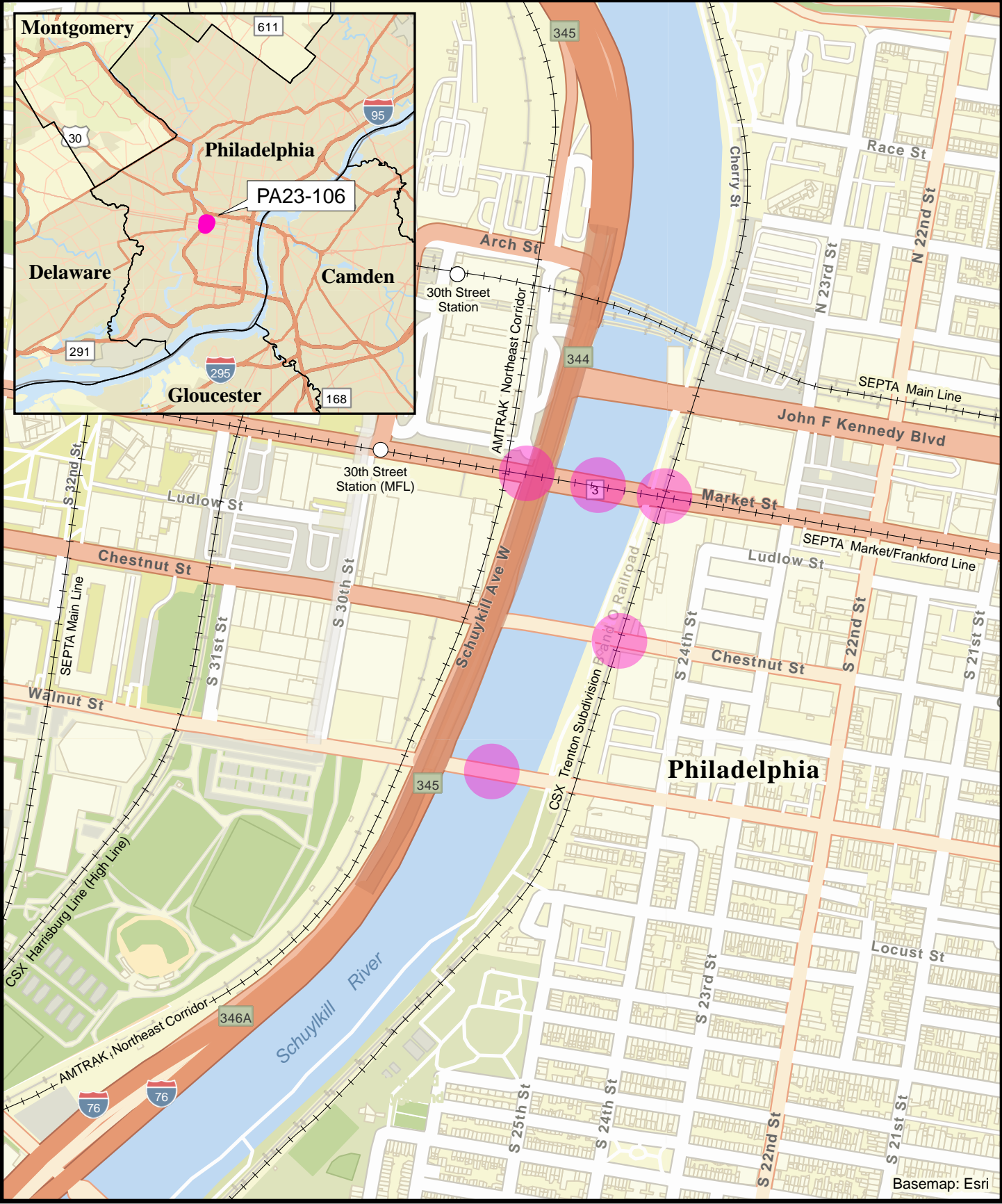
Philadelphia

CON BRIP										4,000			
CON 185										1,000			
	4,086	21,851	53,155	8,968	32,095	25,853	8,521	0	5,000	0	0	0	
Total FY2023-2026			88,060		Total FY2027-2030		66,469		Total FY2031-2034		5,000		

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		4,000										
FD	185		1,000										
ROW	185	1,600											
UTL	185	2,486											
UTL	185		2,300										
UTL	185			1,500									
CON	BRIP		6,000										
CON	NHPP		5,641										
CON	185		2,910										
CON	BRIP			34,385									
CON	NHPP			9,647									
CON	185			10,331									
CON	581			677									
CON	BRIP				7,175								
CON	185				1,793								
CON	BRIP					16,372							
CON	NHPP					9,304							
CON	185					6,419							
CON	BRIP						20,683						
CON	185						5,170						
CON	BRIP							6,817					
CON	185							1,704					
CON	NHPP								15,978				
CON	BRIP								4,000				
CON	185								3,994				
CON	185								1,000				
		4,086	21,851	56,540	8,968	32,095	25,853	8,521	0	24,972	0	0	0
Total FY2023-2026				91,445		Total FY2027-2030		66,469		Total FY2031-2034		24,972	

PA23-106: Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB)



REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

April 9, 2024

Agenda Item:

2c. PA23-107: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to the Program

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Vacuum Train Project, to the description of the Safety and Security Improvements Program (MPMS #107011). The overall funding of the Safety and Security Improvements Program will remain the same. The new project's expenditures will not exceed \$1 million for the rest of FY2024, with the majority of spending for this project anticipated to occur following the adoption of SEPTA's FY2025 Capital Budget. The remaining funds needed for this project are expected to be included in the forthcoming FY2025 TIP for Pennsylvania.

The Vacuum Train Project includes the purchase of four self-propelled vacuum cleaning trains, which will work to reduce dirt and debris on SEPTA tracks, economizing and accelerating cleaning of rail tunnels in Philadelphia. Debris along the tracks poses a fire hazard and can lead to service interruptions. The Vacuum Cleaning trains will be deployed within the Broad Street Subway, Market Frankford Subway, Railroad Center City Tunnel, and Trolley Subway Tunnel to maintain clean tracks. The total project cost is estimated at \$32,000,000, spread across FY2024-FY2030, but at this time the project will only utilize \$1 million of Safety and Security Improvements Program funds for pre-award authority purposes.

Safety is a core value at SEPTA, reflected in the safety-first approach of all capital program projects. The implementation of a comprehensive safety plan and program aligns with SEPTA's overarching objective to promote safety and public health. This program includes life safety assessments, as well as safety and security measures for facilities and vehicles. Additionally, it covers projects supported by competitive grants

from the U.S. Department of Homeland Security. SEPTA is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), a collaborative effort to promote safety and security enhancements for transit operations within and around Philadelphia.

Financial Constraint:

Financial constraint will be maintained as no funding will change.

Conformity Finding:

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

Cost and Source of Funds:

\$1,000,000 State 1514 - The overall funding of the program will not change.

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-107, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Vacuum Train Project, to the description of the Safety and Security Improvements program (MPMS #107011).

Staff Contact:

Alyson Dressman

Attachments:

1. SEPTA FCC
2. SEPTA Request Letter

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-107

SEPTA

MPMS# 107011 **Safety and Security Improvements**

AQ Code S6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)
- Fern Rock Transportation Center Pedestrian Access - \$25M (FY 2024- FY 2035)
- Light Rail Vehicle Collision Avoidance System
- Vacuum Train Project - \$1M (FY 2024 - FY 2030)

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, the Vacuum Train Project, to the description of the Safety and Security Improvements Program (MPMS #10701).

Before Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-107

SEPTA

ERC	1514					17,274							
ERC	LOC					576							
ERC	5307						2,400						
ERC	1514						17,758						
ERC	LOC						592						
ERC	5307							2,400					
ERC	1514							20,661					
ERC	LOC							689					
ERC	5307								2,400				
ERC	1514							25,984					
ERC	LOC							866					
ERC	5307								2,400				
ERC	1514							25,500					
ERC	LOC							850					
ERC	5307									2,400			
ERC	1514									25,500			
ERC	LOC									850			
ERC	5307										2,400		
ERC	1514										20,661		
ERC	LOC										689		
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	TIGER	332											
ERC	1514	23,976											
ERC	LOC	866											
ERC	5307		12,987										
ERC	1514		29,832										
ERC	LOC		7,168										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				
ERC	LOC								592				
ERC	5307									2,400			
ERC	1514									20,661			
ERC	LOC									689			

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-107

SEPTA														
ERC	5307												2,400	
ERC	1514												25,984	
ERC	LOC												866	
ERC	5307												2,400	
ERC	1514												25,500	
ERC	LOC												850	
ERC	5307													2,400
ERC	1514													20,661
ERC	LOC													689
		25,174	49,987	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750	
		Total FY2023-2026		116,799		Total FY2027-2030		80,399		Total FY2031-2034		105,500		



March 18, 2024

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 an amendment to the FY2023-2026 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting a textual change to MPMS #107011 Safety and Security Program to include the Vacuum Train Project (FY 2024 – FY 2030 - \$32M). The project includes the purchase of four (4) self-propelled vacuum cleaning trains with the goal to accelerate and economize cleaning of SEPTA rail tunnels in Philadelphia. Vacuum Cleaning Trains will be utilized in the Broad Street Subway, Market Frankford Subway, Railroad Center City Tunnel, and Trolley Subway Tunnel. The project schedule includes RFP issuance in January 2025, Notice to Proceed in November 2025, and first vehicle delivery by November 2029. This project will be supported with currently programmed state funding.

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,

A handwritten signature in black ink that reads "Brian McFadden". The signature is written in a cursive, flowing style.

Brian McFadden
Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
D. Alas- PennDOT

ACTION ITEM

Date Prepared: March 28, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

April 9, 2024

Agenda Item:

2d. NJ24-027: DVRPC Carbon Reduction Program (DB #D2305), Various Counties – Add New Projects to the Program

Background/Analysis/Issues:

DVRPC Staff has requested that the RTC recommend Board approval to amend the FY2024 TIP for New Jersey by adding the South Jersey Port Corporation Equipment Electrification project to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$4,000,000 CR-PHILA.

This new federal-aid funding category established under the IIJA/BIL provides for projects that will reduce transportation emissions and supports the development of carbon reduction strategies. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly-available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT has submitted their Carbon Reduction Strategy to the federal government and was approved on February 20, 2024. DVRPC is in the process of developing a regional Carbon Reduction Strategy, which is expected by the end of State FY24.

The South Jersey Port Corporation (SJPC) Equipment Electrification project will replace two Tier 0 (cargo handling equipment with an on-road engine that is Pre-1998) diesel top loaders with two EV top loaders. Currently, the Tier 0 diesel top loaders are used at the SJPC port for up to 275 hours per year, but forthcoming facility improvements are expected to increase cargo activity and, consequently, increase top-loader usage. Replacing these top loaders with electric alternatives will significantly reduce emissions associated with diesel engines, improving air quality in a historically disadvantaged community. Costs to purchase, deliver, install, and assemble these vehicles is

estimated to be \$4,000,000 (CR-PHILA).

Financial Constraint:

Financial constraint will be maintained.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is not regionally significant.

Cost and Source of Funds:

\$4,000,000 CR-PHILA

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommends Board approval of TIP Action NJ24-027, DVRPC Staff's request to amend the FY2024 TIP for New Jersey by adding the South Jersey Port Corporation Equipment Electrification project to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$4,000,000 CR-PHILA.

Staff Contact:

Alyson Dressman

DVRPC FY2024 TIP for New Jersey

Action: NJ24-027

New Jersey - Highway and Transit Program

Various

DB# D2305 **DVRPC Carbon Reduction Program**

A/Q Code NRS

This new federal-aid funding category established under the IIJA/BIL provides for projects that will reduce transportation emissions, as well as the development of carbon reduction strategies. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT has submitted their Carbon Reduction Strategy to the federal government and was approved on February 20, 2024. DVRPC is pursuing the creation of a regional Carbon Reduction Strategy in the FY24 UPWP.

Projects under this program include:

- South Jersey Port Corporation (SJPC) Equipment Electrification project - \$4 M

Prog Mgr: Berryman, Thomas

Summary of Action: Action to amend the FY2024 TIP for New Jersey by adding the South Jersey Port Corporation Equipment Electrification project to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$4 M CR-PHILA.

		TIP Program Years (\$ millions)							
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CR-PHILA	2.628	2.680	2.734	2.789	2.844	2.901	2.959	3.019
ERC	CR-TRENTON	0.677	0.691	0.705	0.719	0.733	0.748	0.763	0.778
Fiscal Year Total		3.305	3.371	3.439	3.508	3.578	3.649	3.722	3.797
Total FY2022 - 2025		13.623				Total FY2026 - 2031		22.569	

Before Proposed Action:

After Proposed Action:

PennDOT Fiscal Constraint Charts ***(April 2024)***

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2024
Chart #123

Chart: 123

* 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 2027-2030			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	TOTAL	Remarks				
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	4,178,670	720,044	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	2,664,000	246,000	3,775,000	283,000	0	0	0	32,634,831	LINE ITEM			
			Adjust	STU	581	0	0	0	(325,600)	(81,400)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(407,000)		
			After	STU	581	0	0	0	3,853,070	638,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	2,664,000	246,000	3,775,000	283,000	0	0	0	0	0	32,227,831		
LANGHORNE-YARDLEY RD INT IMPROV(C) BUCKS SR,2049,BLW	107794	CON	Before	STU	581	0	0	0	4,496,000	1,124,000	0	4,496,000	1,124,000	0	0	0	0	0	0	0	0	0	0	0	0	11,240,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.		
			Adjust	STU	581	0	0	0	325,600	81,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407,000		
			After	STU	581	0	0	0	4,821,600	1,205,400	0	4,496,000	1,124,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,647,000	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	88,835	835,210	3,680,710	1,504,896	0	280,209	25,000	0	19,005	491,000	2,130,000	292,000	0	68,040,000	63,636,849	0	0	0	143,445,714	LINE ITEM		
			Adjust	BOF	185	0	0	0	0	(39,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(39,000)		
			After	BOF	185	0	0	88,835	835,210	3,641,710	1,504,896	0	280,209	25,000	0	19,005	491,000	2,130,000	292,000	0	68,040,000	63,636,849	0	0	0	0	0	143,406,714	
PA 32 O/ TRIB DELAWARE RIVER(C) BUCKS SR,0032,ID2	116892	CON	Before	FFL	185	732,000	183,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.		
			Adjust	FFL	185	0	0	0	156,000	39,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195,000		
			After	FFL	185	732,000	183,000	0	156,000	39,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,110,000	
Before FFY Totals						732,000	183,000	88,835	9,509,880	5,524,754	1,504,896	8,838,845	3,792,481	275,000	2,681,000	2,604,005	2,327,000	4,794,000	538,000	3,775,000	68,323,000	63,636,849	0	0	0	188,235,545			
FFY Adjustment Totals						0	0	0	156,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156,000	TOTAL ADJUST IS DUE TO THE USE OF FFL FUNDS.
After FFY Totals						732,000	183,000	88,835	9,665,880	5,524,754	1,504,896	8,838,845	3,792,481	275,000	2,681,000	2,604,005	2,327,000	4,794,000	538,000	3,775,000	68,323,000	63,636,849	0	0	0	0	188,391,545		

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

MA IDs

TIP MODIFICATIONS FOR MARCH 2024

Chart: #124

Chart: 124

* 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	
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	15,853,070	638,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	38,499,831	LINE ITEM	
			Adjust	STU	581	0	0	0	332,574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332,574	
			After	STU	581	0	0	0	16,185,644	638,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	38,832,405		
DISTRICTWIDE BARRIER REPAIR(C) PHILADELPHIA SR,0076,PBR	112280	CON	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$158,853.11 FPN Y230- T065-260	
			Adjust	STU		0	0	0	(158,853)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(158,853)	
			After	STU		0	0	0	(158,853)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(158,853)	
WARMINSTER RD O/ PENNYPACK CR(C) MONTGOMERY SR,2040,MWB	16726	FD	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$157,137.35 FPN M23E- X064-318	
			Adjust	STU		0	0	0	(157,137)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(157,137)	
			After	STU		0	0	0	(157,137)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(157,137)	
RACIAL MINORITY MOBILITY CHOICES STUDY MONTGOMERY SR,--,RMM	115960	STY	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$2,188.22 FPN Z23E- T060-116	
			Adjust	STU		0	0	0	(2,188)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,188)	
			After	STU		0	0	0	(2,188)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,188)	
PA SUPPORTIVE PLANNING PROGRAM MONTGOMERY SR,--,PAP	115962	PRA	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$12,820.97 FPN Z23E- T060-118	
			Adjust	STU		0	0	0	(12,820)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(12,820)	
			After	STU		0	0	0	(12,820)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(12,820)	
FIFTH ST O/ CONRAIL PHILADELPHIA SR,2003,P5R	69914	ROW	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	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$1,576.26 FPN Z230- X065-377	
			Adjust	STU		0	0	0	(1,576)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,576)	
			After	STU		0	0	0	(1,576)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,576)	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	88,835	835,210	3,641,710	1,504,896	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	63,636,849	0	140,984,714	LINE ITEM	
			Adjust	BOF	185	0	0	0	226,645	42,937	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284,582	
			After	BOF	185	0	0	88,835	1,061,855	3,684,647	1,519,896	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	63,636,849	0	141,269,296		
HADFIELD RD O/ BEAVER CR(C) CHESTER SR,7015,244	86064	CON	Before	BOF	183	0	0	0	1,571,000	295,000	99,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,965,000	SAVINGS ARE DUE TO RECENT LOW BID RESULTS.
			Adjust	BOF	183	0	0	0	(226,645)	(42,937)	(15,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(284,582)	
			After	BOF	183	0	0	0	1,344,355	252,063	84,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,680,418	
REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		0	0	0	1,073,885	0	0	2,414,000	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	LINE ITEM	
			Adjust	HSIP		0	0	0	23,241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,241	
			After	HSIP		0	0	0	1,097,126	0	0	2,414,000	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	232,467,034		
LANSDOWNE AVE SAFETY IMP(C) DELAWARE SR,2005,SIP	111167	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	FUNDS AVAILABLE VIA DEOBLIGATION OF \$23,241.22 FPN ZS30- T063-151	
			Adjust	HSIP		0	0	0	(23,241)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(23,241)	
			After	HSIP		0	0	0	(23,241)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(23,241)	

Chart: 124

* Positive number denotes a surplus/Negative denotes a deficit

CMAQ LINE ITEM	84318	CON	Before	CAQ																													LINE ITEM
					68,451	0	0	10,920,871	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	104,517,322	
BUCKS SR,----,SSS	107640	CON	Before	CAQ	0	0	0	233,726	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233,726			
			Adjust	CAQ	0	0	0	(197,131)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(197,131)		
			After	CAQ	68,451	0	0	11,154,597	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	104,751,048	
ROUTE 463 TRAFFIC SIGNALS(C) MONTGOMERY SR,0463,640	107640	CON	Before	CAQ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Adjust	CAQ	0	0	0	(197,131)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(197,131)		
			After	CAQ	0	0	0	(197,131)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(197,131)		
REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM PHILADELPHIA SR,----,---	114939	PRA	Before	CAQ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Adjust	CAQ	0	0	0	(26,717)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(26,717)		
			After	CAQ	0	0	0	(26,717)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(26,717)		
WALLINGFORD CONNECTION(C) DELAWARE SR,----,WMT	107649	CON	Before	CAQ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Adjust	CAQ	0	0	0	(9,878)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(9,878)		
			After	CAQ	0	0	0	(9,878)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(9,878)		
Before FFY Totals					68,451	0	88,835	30,254,036	4,575,354	2,317,896	14,341,845	2,668,481	275,000	24,392,908	2,604,005	3,318,000	31,112,000	335,000	3,623,000	39,249,000	165,000	152,000	35,802,000	0	0	40,771,000	995,000	0	217,665,000	63,636,849	0	518,410,660	
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					68,451	0	88,835	30,254,036	4,575,354	2,317,896	14,341,845	2,668,481	275,000	24,392,908	2,604,005	3,318,000	31,112,000	335,000	3,623,000	39,249,000	165,000	152,000	35,802,000	0	0	40,771,000	995,000	0	217,665,000	63,636,849	0	518,410,660	

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2024
Chart #125

Chart: 125

* 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	
CMAQ LINE ITEM BUCKS SR,SSS	84318	CON	Before	CAQ		68,451	0	0	11,154,597	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	104,751,048	LINE ITEM	
			Adjust	CAQ		0	0	0	(2,707,011)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,707,011)		
			After	CAQ		68,451	0	0	8,447,586	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	102,044,037		
CHURCH RD, GREENWOOD-RICES MILL(C) MONTGOMERY SR,0073,04N	16334	CON	Before	CAQ	TC	0	0	0	9,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,200,000	ADDING FUNDS TO ACCOUNT FOR LOW BID COST INCREASE.	
			Adjust	CAQ	TC	0	0	0	2,707,011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,707,011		
			After	CAQ	TC	0	0	0	11,907,011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,907,011		
Before FFY Totals						68,451	0	0	20,354,597	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	113,951,048		
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						68,451	0	0	20,354,597	0	714,000	7,585,000	0	0	7,965,000	0	991,000	3,353,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	113,951,048		

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2024
Chart #126

Chart: 126

* 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		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	16,185,644	638,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	38,832,405	LINE ITEM		
			Adjust	STU	581	0	0	0	(1,487,000)	(200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,687,000)		
			After	STU	581	0	0	0	14,698,644	438,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	37,145,405			
BROAD ST O/ LOADING DOCK(C) PHILADELPHIA SR,0611,CRH	92147	CON	Before	BRIP	TC	201,575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201,575	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	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	0		
			After	BRIP	TC	201,575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201,575		
BROAD ST O/ LOADING DOCK(C) PHILADELPHIA SR,0611,CRH	92147	CON	Before	STU		723,425	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	723,425	ADDING FUNDS TO ADDRESS AUC.		
			Adjust	STU		0	0	0	625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	625,000			
			After	STU		723,425	0	0	625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,348,425		
ADAMS AV/ARAMINGO CONNECTOR(C) PHILADELPHIA SR,1026,H04	17782	UTL	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	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION/AUC.	
			Adjust	STU		0	0	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000			
			After	STU		0	0	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000		
PLEASANTVIEW & PARK RD BRIDGES(C) MONTGOMERY SR,0422,MAB	112472	CON	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	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
			Adjust	STU		0	0	0	242,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302,000		
			After	STU		0	0	0	242,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302,000	
202-510 MARKLEY ST SOUTH(C) MONTGOMERY SR,3020,510	80021	CON	Before	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	0	980,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	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	0	0	0	
			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	0	0	0	980,000	
202-510 MARKLEY ST SOUTH(C) MONTGOMERY SR,3020,510	80021	CON	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	0	0	0	0	ADDING FUNDS TO ADDRESS AUC.
			Adjust	STU		0	0	0	560,000	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000		
			After	STU		0	0	0	560,000	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000	
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	876,657	0	0	910,131	0	0	305,000	0	0	1,600,000	0	900,000	511,000	176,000	807,000	1,600,000	194,000	896,000	1,816,000	194,000	807,000	303,890	334,000	318,970	12,876,648	LINE ITEM		
			Adjust	STP	581	0	0	0	(166,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(166,000)		
			After	STP	581	0	0	327,000	710,657	0	0	910,131	0	0	305,000	0	0	1,600,000	0	900,000	511,000	176,000	807,000	1,600,000	194,000	896,000	1,816,000	194,000	807,000	303,890	334,000	318,970	12,710,648			
ADA RAMPS CENTER CITY PHILA PHILADELPHIA SR,3010,ADM	112463	PE	Before	STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION/AUC.	
			Adjust	STP		0	0	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	150,000			
			After	STP		0	0	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	150,000		
HULMEVILLE AVE O/ CSX(C) BUCKS	13606	UTL	Before	STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR AC CONVERSION/AUC.	
			Adjust	STP		0	0	0	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	16,000			

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2024
Chart #127

Chart: 127

* 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 FFY 2031			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581		0	0	0	14,698,644	438,644	0	4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	37,145,405	LINE ITEM		
			Adjust	STU	581		0	0	0	(4,538,070)	0	0	3,116,000	(1,699,000)	0	0	(995,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,116,070)		
			After	STU	581		0	0	0	10,160,574	438,644	0	7,458,845	689,272	250,000	2,681,000	1,590,000	1,836,000	1,223,000	246,000	3,623,000	108,000	0	152,000	0	0	0	1,333,000	957,000	0	283,000	0	0	33,029,335			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	0	88,835	1,061,855	3,684,647	1,519,896	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	63,636,849	0	141,269,296	LINE ITEM		
			Adjust	BOF	185		0	0	0	(55,350)	(18,450)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(73,800)			
			After	BOF	185		0	0	88,835	1,061,855	3,629,297	1,501,446	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	63,636,849	0	141,195,496			
HENRY AVE CONGESTED CORR2(C) PHILADELPHIA SR,4001,S12	102134	CON	Before	sSTP	TC		325,000	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	325,000	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	sSTP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	sSTP	TC		325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325,000	
HENRY AVE CONGESTED CORR2(C) PHILADELPHIA SR,4001,S12	102134	CON	Before	STU	TC		325,000	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	325,000	ADDING FUNDS TO MATCH THE NEGOTIATED PRICE FOR THE CCTV CAMERA INSTALL.		
			Adjust	STU	TC		0	0	0	176,868	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176,868		
			After	STU	TC		325,000	0	0	176,868	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501,868	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	FD	Before	NHPP	TC		491,620	0	0	950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,441,620	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	NHPP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP	TC		491,620	0	0	950,000	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	1,441,620	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR,0095,CAP	106264	FD	Before	STU	TC		2,272,380	0	0	1,000,000	0	0	3,116,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,388,380	ADVANCING FUNDS FOR AC CONVERSION AND ALSO ADDING FUNDS FOR SUPPLEMENT 9.		
			Adjust	STU	TC		0	0	0	4,066,000	0	0	(3,116,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	950,000		
			After	STU	TC		2,272,380	0	0	5,066,000	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	7,338,380	
RIDGE PIKE O/ NORFOLK SOUTHERN(C) MONTGOMERY SR,----,MG3	92839	ROW	Before	STU	183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO PAY FINAL ROW INVOICES.
			Adjust	STU	183		0	0	0	295,202	55,350	18,450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	369,002	
			After	STU	183		0	0	0	295,202	55,350	18,450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	369,002
ALMSHOUSE AT JACKSONVILLE RD BUCKS SR,2089,ALM	110310	FD	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECT ON CURRENT TIP ADDING FD PHASE TO KEEP PROJECT MOVING FORWARD.
			Adjust		581		0	0	0	0	0	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000		
			After		581		0	0	0	0	0	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000
RIDGE/GERMANTOWN REALIGNMENT-ADV DEMO MONTGOMERY SR,4031,DEM	82115	CON	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECT IS A BREKAOUT OF 102273, RIDGE/GERMANTOWN INTRIS REALIGNMENT. THERE ARE 3 BUILDINGS AND 1 SHED TO BE DEMOLISHED AS PART OF THE PROJECT. THESE DEMOLITIONS WERE TO BE INCLUDED IN THE ORIGINAL CON PROJECT, BUT HAVE BEEN BROKEN OUT INTO THEIR OWN SEPERATE LETTING.
			Adjust		581		0	0	0	0	0	0	600,000	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		581		0	0	0	0	0	0	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000
US1: PA41-SCHOOLHOUSE RD CHESTER			Before		581		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR MUNICIPAL COORDINATION, UPDATES TO ROADWAY PLANS AND ENVIRONMENTAL
			Adjust		581		0	0	0	0	0	0	499,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499,000

Chart: 127

* Positive number denotes a surplus/Negative denotes a deficit

SR,0001,210	113312	PE	After	581	0	0	0	0	0	0	0	499,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499,000	STUDIES, DESIGN WORK AND TRAFFIC ANALYSIS FOR ROUNDABOUT ADDED AT NEWARK RD INTERCHANGE, AND ADDITIONAL STRUCTURE DESIGN TO INVESTIGATE IMPACTS OF PROFILE CHANGES ALONG RT	
US1: PA896-PA41	14581	PE	Before	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR ADDITIONAL DESIGN WORK FOR MULTIPLE ROUNDABOUTS, ADDITIONAL MUNICIPAL COORDINATION, UPDATES TO TRAFFIC CONTROL PLANS, ADDITIONAL CULTURAL RESOURCE COORDINATION, AND ADDITIONAL STRUCTURE DESIGN FOR MAINLINE STRUCTURE REPLACEMENT.	
CHESTER			Adjust	581	0	125,000	0	0	125,000	0	0	0	745,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	995,000			
SR,0001,200			After	581	0	125,000	0	0	125,000	0	0	0	745,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	995,000		
US1: PA896-PA41	14581	FD	Before	581	0	125,000	0	0	125,000	0	0	1,000,000	0	0	0	1,175,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,425,000	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED.		
CHESTER			Adjust	581	0	(125,000)	0	0	(125,000)	0	0	(745,000)	0	0	0	995,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0001,200			After	581	0	0	0	0	0	0	0	0	255,000	0	0	0	2,170,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,425,000	
Before FFY Totals					3,414,000	125,000	88,835	17,710,499	4,248,291	1,519,896	7,458,845	3,668,481	275,000	2,681,000	3,779,005	2,327,000	2,783,000	335,000	3,623,000	108,000	165,000	152,000	273,000	0	0	1,630,000	995,000	0	68,323,000	63,636,849	0	189,319,701					
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals					3,414,000	125,000	88,835	17,710,499	4,248,291	1,519,896	7,458,845	3,668,481	275,000	2,681,000	3,779,005	2,327,000	2,783,000	335,000	3,623,000	108,000	165,000	152,000	273,000	0	0	1,630,000	995,000	0	68,323,000	63,636,849	0	189,319,701					

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

MA IDs:

TIP MODIFICATIONS FOR MARCH 2024
Chart #128

Chart: 128

* 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		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	88,835	1,061,855	3,629,297	1,501,446	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	68,040,000	63,636,849	0	141,195,496	LINE ITEM		
			Adjust	BOF	185	0	0	0	2,000,000	375,000	125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125,000		
			After	BOF	185	0	0	88,835	3,061,855	4,004,297	1,626,446	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	66,040,000	63,261,849	0	141,320,496			
W BRIDGE ST O/ AMTRAK CHESTER SR,7410,BRG	14134	CON	Before	BOF	183	0	0	0	6,399,000	1,200,000	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,999,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.		
			Adjust	BOF	183	0	0	0	(2,000,000)	(375,000)	(125,000)	2,000,000	375,000	125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	BOF	183	0	0	0	4,399,000	825,000	275,000	2,000,000	375,000	125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,999,000	
59TH ST O/ AMTRAK PHILADELPHIA SR,7301,631	98229	CON	Before	BOF	183	0	0	0	0	0	0	10,355,000	1,942,000	647,000	15,696,000	2,943,000	981,000	5,007,000	939,000	312,000	69,000	12,000	4,000	0	0	0	0	0	0	0	0	0	0	38,907,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.	
			Adjust	BOF	183	0	0	0	0	0	0	0	(2,000,000)	(375,000)	(125,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	BOF	183	0	0	0	0	0	0	0	8,355,000	1,567,000	522,000	15,696,000	2,943,000	981,000	5,007,000	939,000	312,000	69,000	12,000	4,000	0	0	0	0	0	0	0	0	0	0	0	38,907,000
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	88,835	3,061,855	4,004,297	1,626,446	0	280,209	25,000	0	19,005	491,000	1,560,000	89,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	66,040,000	63,261,849	0	141,320,496	LINE ITEM		
			Adjust	BOF	185	0	348,000	116,000	(1,446,509)	(2,371,720)	(156,907)	0	0	0	0	(19,005)	0	0	(81,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,611,141)		
			After	BOF	185	0	348,000	204,835	1,615,346	1,632,577	1,469,539	0	280,209	25,000	0	0	491,000	1,560,000	8,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	66,040,000	63,261,849	0	137,709,355			
COUNTY/CITY BRDG RESERV BUCKS SR,-----	95447	CON	Before		183	0	0	0	0	792,800	197,700	0	1,104,000	245,042	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	40,949,169	LINE ITEM		
			Adjust		183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After		183	0	0	0	0	0	792,800	197,700	0	1,104,000	245,042	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	40,949,169		
MONTGOMERY AVE O/ AMTRAK(C) PHILADELPHIA SR,7301,185	57276	UTL	Before	BOF		500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	ADDING FUNDS FOR ADDITIONAL AC CONVERSION		
			Adjust	BOF		0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000		
			After	BOF		500,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000		
WATERMARK RD O/ MUDDY RUN(C) CHESTER SR,7015,021	86696	CON	Before	BOF	183	1,073,490	201,780	66,594	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,341,864	ADDING FUNDS TO COVER WORK ORDERS DURING CONSTRUCTION.		
			Adjust	BOF	183	0	0	0	446,509	83,720	27,907	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	558,136		
			After	BOF	183	1,073,490	201,780	66,594	446,509	83,720	27,907	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900,000	
THIRD ST @ BROOMALL RUN DELAWARE SR,----,DBR	47147	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	0	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR ONGOING DESIGN WORK.	
			Adjust		183	0	0	0	0	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		
			After		183	0	0	0	0	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	
FRANKFORD AV O/ FRANKFORD CR PHILADELPHIA SR,2007,FAR	81292	FD	Before		185	0	1,073,000	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	1,073,000	ADDING FUNDS FOR ONGOING AND EXTENSIVE COORDINATION WITH THE UTILITY COMPANIES.		
			Adjust		185	0	0	0	0	178,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178,000		
			After		185	0	1,073,000	0	0	178,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,251,000	
DUBLIN PK O/ MORGAN CR BUCKS	81292	FD	Before		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	0	0	ADDING PHASE TO THE PROJECT TO BEGIN THE DESIGN PHASE.	
			Adjust		185	0	0	0	0	650,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000		

Chart: 128

* Positive number denotes a surplus/Negative denotes a deficit

BUCKS	95447	CON	Adjust	183	0	0	0	0	(792,800)	(197,700)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(990,500)	
SR,-----			After	183	0	0	0	0	0	0	0	1,104,000	245,042	0	795,502	166,125	0	934,000	233,000	0	8,158,000	2,039,000	0	6,318,000	1,579,000	0	14,766,000	3,621,000	0	0	0	0	39,958,669			
E LOCUST RD O/ RED CLAY CR			Before		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED. EAST MARLBOROUGH TWP SEEKING REIMBURSEMENT.	
CHESTER	86287	FD	Adjust	183	0	0	0	0	132,000	33,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165,000			
SR,7209,BRG			After	183	0	0	0	0	132,000	33,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165,000		
E LOCUST RD O/ RED CLAY CR			Before		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED. EAST MARLBOROUGH TWP SEEKING REIMBURSEMENT.	
CHESTER	86287	ROW	Adjust	183	0	0	0	0	20,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000			
SR,7209,BRG			After	183	0	0	0	0	20,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000		
E LOCUST RD O/ RED CLAY CR			Before		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	RETRO-REIMBURSEMENT. PROJECT COMPLETED. EAST MARLBOROUGH TWP SEEKING REIMBURSEMENT.	
CHESTER	86287	CON	Adjust	183	0	0	0	0	740,000	185,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	925,000		
SR,7209,BRG			After	183	0	0	0	0	740,000	185,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	925,000		
Before FFY Totals					3,427,490	2,270,780	565,099	12,138,056	12,101,771	5,392,831	10,355,000	5,901,129	1,427,209	15,696,000	6,494,512	3,163,125	9,687,000	2,993,000	778,000	69,000	16,823,000	4,082,000	819,000	12,636,000	3,158,000	891,000	29,646,000	7,242,000	200,120,000	190,160,547	0	558,037,549				
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	125,000	125,000	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
After FFY Totals					3,427,490	2,270,780	565,099	12,138,056	12,101,771	5,392,831	10,355,000	5,901,129	1,427,209	15,696,000	6,494,512	3,163,125	9,687,000	2,993,000	778,000	69,000	16,823,000	4,082,000	819,000	12,636,000	3,158,000	891,000	29,646,000	7,242,000	200,120,000	190,160,547	125,000	558,162,549				

Chart: 129

* Positive number denotes a surplus/Negative denotes a deficit

GOV PRINTZ BLVD O/ CONRAIL	92324	CON	Before	BRIP	TC	0	0	0	12,655,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,655,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
			Adjust	BRIP	TC	0	0	0	2,090,000	0	0	0	0	5,255,000	0	0	0	0	0	0	0	100,000	0	0	2,250,000	0	0	0	0	0	0	0	9,695,000	
			After	BRIP	TC	0	0	0	14,745,000	0	0	0	0	5,255,000	0	0	0	0	0	0	0	100,000	0	0	2,250,000	0	0	0	0	0	0	0	22,350,000	
GOV PRINTZ BLVD O/ CONRAIL	92324	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
			Adjust	STU	TC	0	0	0	2,300,000	0	0	675,000	0	675,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,650,000	
			After	STU	TC	0	0	0	2,300,000	0	0	675,000	0	675,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,650,000	
Before FFY Totals						2,000,000	0	0	49,811,148	877,288	0	15,475,690	1,378,544	500,000	19,798,000	3,180,000	3,672,000	7,162,000	492,000	7,246,000	416,000	0	304,000	16,074,000	0	0	3,437,000	1,914,000	0	566,000	0	0	134,303,670	
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						2,000,000	0	0	49,811,148	877,288	0	15,475,690	1,378,544	500,000	19,798,000	3,180,000	3,672,000	7,162,000	492,000	7,246,000	416,000	0	304,000	16,074,000	0	0	3,437,000	1,914,000	0	566,000	0	0	134,303,670	

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

TIP MODIFICATIONS FOR APRIL 2024

Chart: 130

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT	Project Title	MPMS	Phs	Amts.	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 FFY 2031			3RD 4 YRS FFY 2032			3RD 4 YRS FFY 2033			3RD 4 YRS FFY 2034			TOTAL	Remarks
					Fund Type	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	ROW	Before	185	0	2,300,000	0	0	1,800,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,600,000	MORE FUNDS ARE PROGRAMMED THAN ARE NEEDED TO COMPLETE THE PHASE.			
			Adjust	185	0	(700,000)	0	0	(1,800,000)	0	0	(1,500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,000,000)				
			After	185	0	1,600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000				
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	UTL	Before	185	0	1,786,000	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	0	0	0	0	0	0	2,286,000	ADDING FUNDS TO MATCH THE CURRENT PHASE ESTIMATE.			
			Adjust	185	0	700,000	0	0	1,800,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,000,000		
			After	185	0	2,486,000	0	0	2,300,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6,286,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF 185	0	348,000	204,835	1,615,346	1,533,377	1,444,239	0	280,209	25,000	0	0	491,000	1,560,000	8,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	66,040,000	63,261,849	0	0	0	0	0	0	0	0	137,584,855	LINE ITEM		
			Adjust	BOF 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	(3,994,000)	0	0	0	0	0	0	0	0	(3,994,000)			
			After	BOF 185	0	348,000	204,835	1,615,346	1,533,377	1,444,239	0	280,209	25,000	0	0	491,000	1,560,000	8,000	0	0	165,000	0	273,000	0	0	297,000	38,000	0	66,040,000	59,267,849	0	0	0	0	0	0	0	0	133,590,855			
SOUTH GULPH & HENDERSON MONTGOMERY	48187	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	15,978,000	3,994,000	0	0	0	0	0	0	0	0	19,972,000	PROJECT CASH FLOWED TO LRP IN SEPTEMBER 2023.				
			Adjust	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	(15,978,000)	0	0	0	0	0	0	0	0	0		(15,978,000)			
			After	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	3,994,000	0	0	0	0	0	0	0		0	3,994,000		
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	CON	Before	BRIP 185	0	0	0	6,000,000	0	0	34,385,000	0	0	7,175,000	1,793,000	0	16,372,000	0	0	20,683,000	5,170,000	0	6,817,000	1,704,000	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	105,099,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	BRIP 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	0	0	0	0	0	0	0		0		
			After	BRIP 185	0	0	0	6,000,000	0	0	34,385,000	0	0	7,175,000	1,793,000	0	16,372,000	0	0	20,683,000	5,170,000	0	6,817,000	1,704,000	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	0		105,099,000		
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	CON	Before	NHPP 185	0	0	0	5,641,000	2,910,000	0	6,939,000	10,331,000	0	0	0	9,304,000	6,419,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41,544,000	ADDING FUNDS FOR LATEST CON ESTIMATE.			
			Adjust	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	15,978,000	3,994,000	0	0	0	0	0	0	0		19,972,000		
			After	NHPP 185	0	0	0	5,641,000	2,910,000	0	6,939,000	10,331,000	0	0	0	9,304,000	6,419,000	0	0	0	0	0	0	0	0	0	0	0	0	15,978,000	3,994,000	0	0	0	0	0	0	0		61,516,000		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP 581	0	0	0	272,750	47,000	0	7,550,636	1,381,129	0	18,491,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,743,515	LINE ITEM				
			Adjust	NHPP 581	0	0	0	0	0	0	0	(2,708,000)	(677,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(3,385,000)		
			After	NHPP 581	0	0	0	272,750	47,000	0	4,842,636	704,129	0	18,491,000	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	24,358,515		
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	CON	Before	BRIP 185	0	0	0	6,000,000	0	0	34,385,000	0	0	7,175,000	1,793,000	0	16,372,000	0	0	20,683,000	5,170,000	0	6,817,000	1,704,000	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	105,099,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.			
			Adjust	BRIP 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	0	0	0	0	0	0	0		0		
			After	BRIP 185	0	0	0	6,000,000	0	0	34,385,000	0	0	7,175,000	1,793,000	0	16,372,000	0	0	20,683,000	5,170,000	0	6,817,000	1,704,000	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	0		105,099,000		
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	CON	Before	NHPP 185	0	0	0	5,641,000	2,910,000	0	6,939,000	10,331,000	0	0	0	9,304,000	6,419,000	0	0	0	0	0	0	0	0	0	0	15,978,000	3,994,000	0	0	0	0	0	0	0	0	61,516,000	ADDING FUNDS FOR LATEST CON ESTIMATE.			
			Adjust	NHPP 185	0	0	0	0	0	0	0	2,708,000	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	2,708,000				
			After	NHPP 185	0	0	0	5,641,000	2,910,000	0	9,647,000	10,331,000	0	0	0	9,304,000	6,419,000	0	0	0	0	0	0	0	0	0	0	0	15,978,000	3,994,000	0	0	0	0	0	0	0	0		64,224,000		
MARKET ST O/ SCHUYLKILL RIVER, SPETA, & CSX PHILADELPHIA	69828	CON	Before	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS FOR LATEST CON ESTIMATE.		
			Adjust	581	0	0	0	0	0	0	0	0	677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	677,000			
			After	581	0	0	0	0	0	0	0	677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	677,000			
Before FFY Totals				0	4,434,000	204,835	25,170,096	9,700,377	1,444,239	90,198,636	23,823,338	25,000	32,841,000	3,586,000	491,000	52,913,000	12,846,000	0	41,366,000	10,505,000	0	13,907,000	3,408,000	0	297,000	38,000	0	105,996,000	73,249,849	0	0	0	0	0	0	0	506,444,370					
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	0	0	0	0	0	0	0	0	0			
After FFY Totals				0	4,434,000	204,835	25,170,096	9,700,377	1,444,239	90,198,636	23,823,338	25,000	32,841,000	3,586,000	491,000	52,913,000	12,846,000	0	41,366,000	10,505,000	0	13,907,000	3,408,000	0	297,000	38,000	0	105,996,000	73,249,849	0	0	0	0	0	0	0	0	506,444,370				

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133862) D6-0 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					89,345,685			43,647,107			33,865,504			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP					(6,500,000)										
			After	NHPP						82,845,685			43,647,107			33,865,504			
I-476 Travel Management 476/HSR Delaware	104821	PE	Before															Increase PE to match current estimate.	
			Adjust	NHPP					6,500,000										
			After	NHPP						6,500,000									
Before Totals						\$0	\$0	\$0	\$89,345,685	\$0	\$0	\$43,647,107	\$0	\$0	\$33,865,504	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$89,345,685	\$0	\$0	\$43,647,107	\$0	\$0	\$33,865,504	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 133864) D6 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581				68,345,685	3,980,851		43,647,107	1,500,000		33,865,504	5,043,151		38,494,519	392,259		72,417,066	7,199,519		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP	581								(1,000,000)			(4,000,000)			(19,200,000)			(20,000,000)	(4,000,000)		
I-95: Betsy Ross/Mainln NB 95/BR3 Philadelphia	79905	ROW	Before		581					2,000,000														Increasing PE phase to current IM TIP.	
			Adjust		581								1,000,000			4,000,000									4,000,000
I-95: Betsy Ross/Mainln NB 95/BR3 Philadelphia	79905	CON	Before	NHPP					20,343,000			22,104,811			10,000,000			30,000,000			30,000,000			Increasing CON phase to match current TIP.	
			Adjust	NHPP												19,200,000			20,000,000			20,000,000			
Before Totals						\$0	\$0	\$0	\$88,688,685	\$5,980,851	\$0	\$65,751,918	\$1,500,000	\$0	\$43,865,504	\$5,043,151	\$0	\$68,494,519	\$392,259	\$0	\$102,417,066	\$7,199,519	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
After Totals						\$0	\$0	\$0	\$88,688,685	\$5,980,851	\$0	\$65,751,918	\$1,500,000	\$0	\$43,865,504	\$5,043,151	\$0	\$68,494,519	\$392,259	\$0	\$102,417,066	\$7,199,519	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134091) 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: Allegheny&Castor Ave Int. Connection 95/AFR Philadelphia	115687	ROW	Before	NHPP		15,000,000			20,000,000			10,000,000						Source	
			Adjust	NHPP						(8,000,000)									
			After	NHPP			15,000,000			12,000,000			10,000,000						
I-95: Tioga St to Wheatsheaf Ln (ROW) 95/AFW Philadelphia	120933	ROW	Before	NHPP														Add phase	
			Adjust	NHPP						8,000,000									
			After	NHPP						8,000,000									
Before Totals						\$15,000,000	\$0	\$0	\$20,000,000	\$0	\$0	\$10,000,000	\$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						\$15,000,000	\$0	\$0	\$20,000,000	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 133877) 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		
Multimodal Reserve / Central Office	102893	CON	Before		411		64,331,332			59,053,773			83,603,000			80,603,000		Multimodal Reserve used as source of funds to maintain fiscal constraint.	
			Adjust		411					(5,372,578)									
			After		411		64,331,332			53,681,195				83,603,000			80,603,000		
Hillman Dr Ext R8 1/MT5 Delaware	118392	CON	Before		411													Add phase.	
			Adjust		411					1,089,464									
			After		411					1,089,464									
PA 29: Yerkes - Hopwood Rd R8 29/MT1 Montgomery	118387	CON	Before		411													Add phase.	
			Adjust		411					2,933,114									
			After		411					2,933,114									
PATpk Willow Grove Int R8 611/MT2 Montgomery	118389	CON	Before		411													Add phase.	
			Adjust		411					1,350,000									
			After		411					1,350,000									
Before Totals						\$0	\$64,331,332	\$0	\$0	\$59,053,773	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$64,331,332	\$0	\$0	\$59,053,773	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134064) Statewide & 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		
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		34,778,864			36,550,768			75,878,000			77,106,000			Statewide PROTECT Reserve used as source of funds to maintain fiscal constraint.	
			Adjust	PRTCT					(12,000,000)										
			After	PRTCT		34,778,864				24,550,768			75,878,000			77,106,000			
US 202 & PA 29 Sinkhole Remediation 202/SNK Montgomery	107175	CON	Before	STU					12,000,000									Swap STU for PRTCT funds on eligible PROTECT project.	
			Before	PRTCT															
			Adjust	STU						(12,000,000)									
			Adjust	PRTCT						12,000,000									
			After	STU															
S T U Reserve Line Item /SSS Bucks	79980	CON	Before	STU	581				7,278,670	720,044		4,342,845	2,388,272	250,000	2,681,000	2,585,000	1,836,000	Return STU funding to DVRPC S T U Reserve Line Item to maintain fiscal constraint.	
			Adjust	STU	581				12,000,000										
			After	PRTCT															
Before Totals						\$34,778,864	\$0	\$0	\$55,829,438	\$720,044	\$0	\$80,220,845	\$2,388,272	\$250,000	\$79,787,000	\$2,585,000	\$1,836,000	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$34,778,864	\$0	\$0	\$55,829,438	\$720,044	\$0	\$80,220,845	\$2,388,272	\$250,000	\$79,787,000	\$2,585,000	\$1,836,000		

NOTES

SEPTA Fiscal Constraint Charts ***(April 2024)***

DVRPC FFY 2023-2026 TIP for Pennsylvania

Fiscal Constraint Chart

SEPTA TIP Actions for April 2024

Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	
Safety and Security Improvements	107011	ERC	Before	5307	1514	12,987	2,755	92	Amendment to add the Vacuum Train Project.
			Before	TIG	1514	0	0	0	
			Before	CARES	1514	0	0	0	
			Before	5312	1514	0	0	0	
			Before	n/a	1514	0	27,077	7,077	
			Adjust	5307	1514	0	0	0	
			Adjust	TIG	1514	0	0	0	
			Adjust	CARES	1514	0	0	0	
			Adjust	5312	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	0	0	
			After	5307	1514	12,987	2,755	92	
			After	TIG	1514	0	0	0	
			After	CARES	1514	0	0	0	
			After	5312	1514	0	0	0	
After	n/a	1514	0	27,077	7,077				

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.

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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.

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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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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>
<i>F</i>	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
<i>F</i>	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).
<i>F</i>	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

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

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

TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

<i>Acronym</i>	<i>Definition</i>
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.

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING

April 9, 2024

Agenda Item:

- 3: Request to Open Public Comment Period for *Connections 2050 Long Range Plan (LRP)*: Draft Amendment 3, Draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania, and Draft Transportation Conformity Determination Finding of the *Connections 2050 LRP*: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania**

Background/Analysis/Issues:

Federal law and planning regulations require the development of a Long-Range Plan (LRP) and Transportation Improvement Program (TIP) before a metropolitan region is eligible to receive federal transportation funds. The LRP and TIP are to be created by the Metropolitan Planning Organization (MPO) in cooperation with the state(s) and all transit operators in the area it serves, and must provide opportunity for input and comment by the public. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the Plan and TIP.

The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the LRP or TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards; that Transportation Plans and Programs demonstrate conformity to the applicable State Implementation Plans (SIP) for air quality.

Staff requests to open a 30-day public comment period on:

- *Connections 2050 LRP*: Draft Amendment 3,
- Draft FY2025 TIP for Pennsylvania, and
- Draft Transportation Conformity Determination Finding of the *Connections 2050 LRP*: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania.

The 30-day public comment period will include proper public notification; publication of *Connections 2050 LRP*: Amendment 3, Draft FY2025 TIP for Pennsylvania, and Draft Conformity Finding documents, to post them on the Internet; to make copies available at certain public libraries; and to hold public meetings.

Cost and Source of Funds:

N/A

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

That the RTC recommend that the Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the *Connections 2050 LRP: Draft Amendment 3*, *Draft FY2025 TIP for Pennsylvania*, and *Draft Transportation Conformity Determination Finding of the Connections 2050 LRP: Amendment 3 and Draft FY2025 TIP for Pennsylvania*; to issue proper public notifications; to publish the draft documents on the Internet; to make copies available at certain public libraries; and to hold public meetings.

Staff Contact:

Ethan Fogg

Attachments:

N/A

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE MEETING****April 9, 2024****Agenda Item:****4. DVRPC's Travel Options Program (TOP) Project Selections****Background/Analysis/Issues:**

DVRPC's Travel Options Program (TOP) funds innovative transportation demand management (TDM) projects to provide better access to more travel options across the region and welcomes concept development projects, operating projects, and education and marketing campaigns. For the FY 25-26 TOP round, there were approximately \$1.1 million in federal funds available for PA TOP projects, and \$225,000 federal funds for NJ TOP projects. The Pennsylvania funding amount includes \$287,600 in funding previously allocated to the Woodland Avenue Complete Streets Project in the FY23-24 TOP selection round, and will require an administrative TIP action, to move the funds off the project and into the UPWP TOP Program, and a UPWP amendment to add these funds to DVRPC's FY2025 UPWP.

Applicants went through a two-stage application process (expression of Interest and formal application). The application period opened on November 10, 2023 and closed on January 8, 2024. DVRPC accepted expressions of interest only from those whose ideas fell within one of the following focus areas: Workforce Access (non-SOV), Education and Outreach, Quick Build or Temporary Infrastructure, Concept Development for a new or existing service, Operational Solutions. Also, ideas must address Regional TDM Plan core goals, have a clearly identified issue and strategy, and will be able to measure the impacts on travel behavior change.

Of the 24 expression of Interest (EOI) forms submitted, applicants for 14 projects requesting a total of \$ 2,740,000 were invited to submit full applications. Then a selection committee composed of representatives from DVRPC partner agencies throughout the region and DVRPC's PPTF members rated, scored, and selected a diverse set of 12 non-construction projects that are listed in the attached table. The 12 projects, as revised during post-application scoping and eligibility conversations, total \$1,235,600 in funding requested.

Staff request approval of the list of selected FY25-26 TOP projects totaling \$1,235,600 which consists of: New Jersey - \$225,000 (\$125K STBG, \$100K CMAQ) and Pennsylvania - \$1,010,600 (STBG).

Cost and Source of Funds:

The amount of funding available for PA TOP projects in the FY2025 Work Program is \$723,000. The adjusted total available for funding (\$1,010,600) is contingent upon the Woodland Avenue Complete Streets project receiving other anticipated competitive funding awards, and subsequently reallocating \$287,600 from that project (MPMS # 118496) to the TOP program in DVRPC's FY2025 UPWP (25-80-100, MPMS # 117928).

Following that action, funding for TOP selections will be provided from the FY2023 PA TIP, FFY24 funds, as part of the FY2025 UPWP (project 25-80-100) as follows: \$1,010,600 STU/Toll Credit for PA TOP projects; and \$225,000 (\$125K STBGP-PHILA/\$100,000 CMAQ) for NJ TOP projects.

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make recommendations at the April 9, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee (RTC) recommend the DVRPC Board approve the list of selected FY25-26 Travel Option Program (TOP) projects totaling \$1,235,600 million which consists of: New Jersey - \$225,000 (\$125K STBG-PHILA, \$100k CMAQ) and Pennsylvania - \$1,010,600 (STU), and approve amending the FY2025 DVRPC UPWP to add \$287,500 to project 25-80-100.

Staff Contact:

Amy Bernknopf

Attachments:

1. PDF Table of Recommended Projects and Budgets
2. PDF slides with details of the Recommended Projects and Budgets

TOP Projects Proposed for Award					
Project Name	County	Project Description	Grantee	Amount requested	Proposed amount to be awarded
Emergency Ride Home Transit Reform	Philadelphia	This project will pilot a targeted expansion of the existing Emergency Ride Home (ERH) program for transit riders. The goal is to improve transit reliability perception and make it easier to use ERH if needed.	Clean Air Council	\$100,364	\$100,364
US Route 1, Business Route 1 Access to Transit Evaluation and Corrections	Bucks	Evaluate transit stops along the entire Bucks County length of the US Route 1 and Business Route 1 corridors, identify safety and/or accessibility issues at these stops, and promote implementation of corrective measures that improve community accessibility.	TMA Bucks	\$149,993	\$149,993
King of Prussia Central	Montgomery	This project will develop a plan of recommendations for the King of Prussia park-and-ride lot to create the King of Prussia Central project.	GVF	\$149,993	\$149,993
Getting to Green: Routes to Roots	Philadelphia	This is an expansion of the active "Getting to Green" project an innovative public art + public parks + public transit initiative connecting SEPTA riders to abundant green spaces, using SEPTA. This is a community engagement campaign emphasizing education and direct participation (workshops) for migrant and immigrant communities - expanding into phase 2 with Northeast Philadelphia and high school students.	Philadelphia Mural Arts Advocates	\$157,645	\$92,400
Bike the Pike Branding and Advertisement	Delaware	This project aims to educate and provide public outreach about the low-stress "Bike the Pike" route along the Chester Pike Corridor based on the recently completed Chester Pike Corridor Master Plan.	Chester Pike Corridor Improvement Partners	\$95,649	\$95,649
Bike More, Drive Less – Hatfield	Montgomery	Identify locations to install bike infrastructure and pursue opportunities that will lead to installations and use in Hatfield Township and the Borough of Hatfield. Partnership TMA will leverage the tools and lessons learned from the Bike More, Drive Less in the last grant round.	The Partnership TMA of Montgomery County	\$218,768	\$152,400
Addressing Transit Ridership Needs in the City of Chester, PA	Delaware	The goal of this project is to determine the transportation needs of residents in Chester City and identify a plan forward to implement a preferred option to pilot.	Delaware County Planning and TMA	\$100,000	\$100,000
Chescobus 2.0 - Marketing and Outreach Plan	Chester	The objective of the project is to create an 22-month interactive bilingual public awareness campaign and rider training for the new transit service model of the Chescobus.	TMACC	\$109,000	\$92,400
Indego Trainer Program Pilot	Philadelphia	This project will provide League Certification Instructor training to interested and committed community members to provide high-quality bike safety education and encouragement to disadvantaged communities.	City of Philadelphia, OTIS	\$150,000	\$77,400
Total				\$1,231,413	\$1,010,600

TOP Projects Proposed for Award

Project Name	County	Project Description	Grantee	Amount requested	Proposed amount to be awarded
Evesham Township Complete Streets Demonstration Project	Burlington	The demonstration project(s) will create temporary bikeways, pedestrian amenities, and traffic calming elements in locations in and near Downtown Marlton. Temporary facilities could become permanent, connecting residents to schools, jobs, healthcare, and shopping areas.	Cross County Connection TMA	\$100,000	\$100,000
Hop on the Bus! Creating Greater Awareness and Increasing the Rider Experience on JARC Bus Services	Mercer	Increase awareness and usage of the JARC bus services available in Mercer County through increased marketing and improving the rider experience by evaluating a text messaging service and bus tracker service app.	Greater Mercer TMA	\$76,800	\$76,800
Encouragement of and Access to Walking and Biking in Trenton	Mercer	The project goal is to encourage biking and walking trips in Trenton. According to outreach, 44 percent of residents said that concerns about traffic safety, particularly speeding, and personal safety affected their choice of how they get around. Because of the current unsafe conditions on Trenton streets, people are choosing to walk and bike less and drive more.	City of Trenton	\$250,000	\$48,200
Total				\$426,800	\$225,000



Emergency Ride Home Transit Reform

This project will pilot a targeted expansion of the existing [Emergency Ride Home \(ERH\) program](#) for transit riders. The goal is to improve transit reliability perception and make it easier to use ERH if needed.

Applicant and Partners	Clean Air Council, Delaware Valley Regional Planning Commission
Proposed Budget to be Awarded	\$100,364
Focus Area	Operational Solutions
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
TDM Issue being solved by this project	Improves perception of transit reliability, which is a barrier to transit ridership commitment; easier use improves the experience of transit-dependent riders; gives riders the “safety net” to rely on transit as their primary mode
Measurable Outcome(s)	Increased number of people enrolled in ERH; increased number of people using ERH benefits, surveys of program participants to determine if it makes them more likely to continue as transit riders; retention of existing riders
Project Outcome(s)	<ol style="list-style-type: none"> (1) Coordination with DVRPC and SEPTA to pilot expansion of ERH to transit riders (2) Marketing and outreach to promote expanded benefits and enroll riders in ERH (3) Approach rideshare companies to try to develop a code-based payment system for enrolled riders in the ERH



US Route 1 and Business Route 1: Access to Transit Evaluation and Corrections

Evaluate transit stops along the entire Bucks County length of the US Route 1 and Business Route 1 corridors, identify safety and/or accessibility issues at these stops, and promote implementation of corrective measures that improve community accessibility.

Applicant and Partners	TMA Bucks, SEPTA, Bucks County Planning Commission
Proposed Budget to be Awarded	\$149,993
Focus Area	Concept Development for a New or Existing Transportation Service
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
TDM Issue being solved by this project	Addresses emissions reduction through improvement of non-SOV travel choices; makes public transportation a more accessible and attractive alternative to driving; increases job access; focuses on disadvantaged populations for data gathering
Measurable Outcome(s)	SEPTA ridership; public surveys prior and throughout study period; workshop attendance numbers
Project Outcome(s)	(1) Full analysis of bus stops on and adjacent to US Route 1 and Business Route 1 to determine where improvements to facilities, access, safety, and appearance to enhance access to, awareness of, and local perception of bus services in the community (2) Community workshops planned and executed as a means of educating residents, businesses, and transit users on the changes to the transit network as implemented by Bus Revolution (3) Formation of a US 1 Corridor Coalition



King of Prussia Central

This project will develop a plan of recommendations for the King of Prussia park-and-ride lot to create the King of Prussia Central Project

Applicant and Partners	Greater Valley Forge TMA, PECO, Upper Merion Township
Proposed Budget to be Awarded	\$149,993
Focus Area	Operations Solutions
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
TDM Issue being solved by this project	This location is one of the hubs for intercity bus connectivity in our area. As it stands today there is little awareness for these types of connections at this location. This project will develop a plan to create a multimodal center to allow residents to make TDM choices like cycling, transit, carpooling and vanpooling more viable. The project would benefit those who utilize intercity bus travel, the Chester Valley Trail, carpoolers, and vanpoolers.
Measurable Outcome(s)	Collect data and analyze existing conditions at the park and ride lot; develop short, medium, and long term improvements that will allow the Central to be measured over time
Project Outcome(s)	<ol style="list-style-type: none"> (1) Complete detailed analysis of existing conditions and usage (2) Conduct meetings to understand the lot and its regional impact (3) Develop a plan of operations with recommendations for the creation of the King of Prussia Central project



Getting to Green: Routes to Roots – Phase Two

This is an expansion of the active “[Getting to Green](#)” project an innovative public art + public parks + public transit initiative connecting SEPTA riders to abundant green spaces using SEPTA. This is a community engagement campaign emphasizing education and direct participation (workshops) for migrant and immigrant communities - expanding into phase 2 with Northeast Philadelphia and high school students.

Applicant and Partners	Mural Arts Philadelphia, SEPTA
Proposed Budget to be Awarded	\$92,400
Focus Area	Education and Outreach
TDM Project Goals	Equity, Freedom of Choice
TDM Issue being solved by this project	Addresses emissions reduction through non-SOV use; addresses equity through selection of route(s); provides benefits to low-income and immigrant populations
Measurable Outcome(s)	Changes in attitudes, awareness, and behavior, including pre- and post-experience survey with workshop participants; message exposures across media generated by bus wraps, bus shelter graphics, and customized route maps through Critical Mention Media Monitoring Service; SEPTA bus ridership before the project launches and after group rides and workshops
Project Outcome(s)	<ul style="list-style-type: none"> (1) High-visibility imagery along SEPTA routes via bus wraps and shelter designs aligned with routes impacted by SEPTA's forthcoming “Bus Revolution” (2) Build first-hand familiarity and community around bus riding among immigrant and migrant communities via targeted outreach, in-person connections, group chartered rides, and partnership programming with organizations (3) Behavioral change; greater use of SEPTA to connect Philadelphia's green spaces



Bike the Pike Branding and Advertisement

This project aims to educate and provide public outreach about the low-stress “Bike the Pike” route along the Chester Pike Corridor based on the recently completed [Chester Pike Corridor Master Plan](#).

Applicant and Partners	Chester Pike Corridor Improvement Partners, Delaware County Planning Department, Delaware County Transportation Management Association
Proposed Budget to be Awarded	\$95,649
Focus Area	Education and Outreach
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
TDM Issue being solved by this project	Will provide and support efficient bike travel for short trips and can reduce estimated SOV travel; will provide travel benefits for communities of concern as identified by Indicators of Potential Disadvantage scores
Measurable Outcome(s)	Use of a Strava “Heat Map,” which will collect GPS location data from running and cycling apps; collection of daily bike count data at three (3) locations along the corridor before the route is implemented and at the same locations approximately one year after the marketing campaign
Project Outcome(s)	<ol style="list-style-type: none"> (1) Website and branding development, including a GIS StoryMap (2) Local media engagement (3) Before and after bike counts (4) Groundbreaking and community events for the new route



Bike More, Drive Less - Hatfield

Identify locations to install bike infrastructure and pursue opportunities that will lead to installations and use. Partnership TMA will leverage the tools and lessons learned from the Bike More, Drive Less in the last grant round.

Applicant and Partners	The Partnership TMA of Montgomery County, Hatfield Township and the Borough of Hatfield, Bike North Penn
Proposed Budget to be Awarded	\$152,400
Focus Area	Education and Outreach
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
TDM Issue being solved by this project	Decrease the number of SOV trips by empowering people to bike more often through planning for and creating new safe, accessible, and connected bicycle infrastructure
Measurable Outcome(s)	Volume of bicycle trips (before and after infrastructure is installed); surveys; number of miles of bicycle infrastructure and/or amenities installed; tracking of communications impressions on social media channels, website, and newsletter engagement
Project Outcome(s)	(1) Educate and engage the local community to gain local support and input where and what infrastructure should be implemented. (2) Identify locations and funds to install bike infrastructure and amenities and pursue opportunities that will lead to installations.



Addressing Transit Ridership Needs in the City of Chester, PA

The goal of this project is to determine the transportation needs of residents in Chester City and identify a plan forward to implement a preferred option to pilot.

Applicant and Partners	Delaware County Planning Department, Delaware County TMA, Chester Economic Development Authority, Delaware County Workforce Development
Proposed Budget to be Awarded	\$100,000
Focus Area	Workforce Job Access (non-SOV)
TDM Project Goals	Equity
TDM Issue being solved by this project	Residents of Chester City have limited options for reliable, affordable, safe, sustainable and well-connected mobility. With changes to the bus routes via Bus Revolution, the options for many will become more limited. By surveying and learning about transportation habits and needs, data-based decisions and recommendations can be made to supplement changes in service and educate users on their options.
Measurable Outcome(s)	Increased ridership of SEPTA fixed bus routes from Chester Transportation Center along identified corridors; employment figures for participating businesses; HR benefits introduced during grant period
Project Outcome(s)	<ol style="list-style-type: none"> (1) An improved understanding of Chester residents' transportation needs (2) Report on Chester City residents' and engagement process and activities (3) Suggested next steps for improving travel options based on findings



Chescobus 2.0 - Marketing and Outreach Plan

The objective of the project is to create an 22-month interactive bilingual public awareness campaign and rider training for the new transit service model of the Chescobus.

Applicant and Partners	TMACC
Proposed Budget to be Awarded	\$92,400
Focus Area	Education and Outreach
TDM Project Goals	Climate Action and Air Quality Improvement, Freedom of Choice
TDM Issue being solved by this project	TMACC has been working with STV and PennDOT to develop a new transit service plan for Chescobus (2 routes). 3.5 options are identified to improve Chescobus service: more efficient service routes, on-demand flexible routes with buffer, micro transit, and commingled microtransit. Service is expected to change in Spring 2024. This campaign and training will help build confidence and awareness in the bus service and riders. A key partnership will be with La Comunidad, the largest LatinX social service agency in southern Chester County.
Measurable Outcome(s)	Tracking ridership usage/growth during the promotion period; enhanced community awareness, diverse participation, stakeholder engagement, education presentations/trainings attendees, and social media; pre-sales of 10-trip and monthly passes.
Project Outcome(s)	<ul style="list-style-type: none"> (1) Increase access to public transit (2) Reduce the dependency on unregistered cab rides (3) Increase daily ridership and passenger engagement/satisfaction (4) Engage employers and social service agencies



Indego Trainer Program Pilot

This project will provide League Certification Instructor training to interested and committed community members to provide high-quality bike safety education and encouragement to disadvantaged communities.

Applicant and Partners	City of Philadelphia - OTIS, Bicycle Coalition of Greater Philadelphia, League of American Bicyclists
Proposed Budget to be awarded	\$77,400
Focus Area	Education and Outreach
TDM Project Goals	Equity, Freedom of Choice
TDM Issue being solved by this project	Encourages climate-friendly commuting by bicycle; benefits disadvantaged communities with low transportation access and low bicycle safety knowledge in the Indego Service Area; increases the diversity and presence of bike safety instructors in Philadelphia
Measurable Outcome(s)	Pre- and post-program surveys; increased Indego station utilization rates at trainer programming locations; increased Indego Access Passholder sign-ups throughout program; increased diversity of Indego Passholders across the system
Project Outcome(s)	<ol style="list-style-type: none"> (1) Higher utilization rate of Indego Bike Share across disadvantaged communities in Philadelphia (2) Increased cycling by commuters involved in the program (3) Enhanced safety and confidence among cyclists involved in the program through surveys (4) Increased Indego Access Passholder sign-ups



Evesham Township Complete Streets Demonstration Project

The demonstration project(s) will create temporary bikeways, pedestrian amenities, and traffic calming elements in locations in and near Downtown Marlton. Temporary facilities could become permanent, connecting residents to schools, jobs, healthcare, and shopping areas.

Applicant and Partners	Cross County Connection TMA
Proposed Budget to be Awarded	\$100,000
Focus Area	Quick-build or Temporary Infrastructure
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
TDM Issue being solved by this project	Create a safer biking and walking environment that encourages residents to replace SOV trips with biking and walking
Measurable Outcome(s)	Facilitate the implementation of the Burlington County Downtown Bicycle and Pedestrian Plan in Evesham Township; allow the municipality and county to test infrastructure and use community feedback to guide the decision-making process; educate residents on the use and purpose of Complete Streets infrastructure
Project Outcome(s)	<ul style="list-style-type: none"> (1) Change in transportation mode choice, based on survey responses (2) Increased number of residents biking and walking using bike and pedestrian counts (3) Improvement in local air quality calculated by survey responses (4) Educational and outreach components will be measured through social media and website indicators, including number of impressions and clicks



Hop on the Bus! Creating Greater Awareness and Increasing the Rider Experience on JARC Bus Services

Increase awareness and usage of the JARC bus services available in Mercer County through increased marketing and improving the rider experience by evaluating a text messaging service and bus tracker service app.

Applicant and Partners	Greater Mercer TMA
Proposed Budget to be Awarded	\$76,800
Focus Area	Education and Outreach, Workforce Job Access (non-SOV)
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
TDM Issue being solved by this project	Encourages non-SOV travel, improves rider experience to build recurring ridership, benefits low-income communities
Measurable Outcome(s)	Increased ridership following marketing campaigns, impact of a real time bus app or text messaging based on "Where's my bus" call volume, rider surveys following the implementation of new amenities
Project Outcome(s)	<ol style="list-style-type: none"> (1) Develop marketing pieces and distribute to on-site employer locations (2) Evaluate and pilot bus tracking real-time bus app and texting programs (3) Survey riders on JARC services (4) Plan for continuation of real-time bus tracking and/or texting app



Encouragement of and Access to Walking and Biking in Trenton

Work with Greater Mercer TMA to facilitate bicycle and pedestrian safety assemblies at K-8 schools in the Trenton School District. Work with Trenton Cycling Revolution to (1) expand operating hours at the existing Community Outreach Garage, which provides bike repair and training, and (2) give bikes to those who need them to commute for daily trips.

Applicant and Partners	City of Trenton, Trenton Cycling Revolution, Greater Mercer TMA
Proposed Budget to be Awarded	\$48,200
Focus Area	Education and Outreach
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
TDM Issue being solved by this project	A significant portion of Trenton's population relies on non-SOV modes due to financial barriers or being ineligible for a driver's license. Empowering residents of all ages with the skills and confidence to use low-cost, low-carbon, low-congestion options like walking and biking could improve the transportation options and independence of these groups.
Measurable Outcome(s)	Number of attendees at education, outreach, and promotional events, number of visitors to the Community Outreach Garage, number of bikes given away, residents surveyed pre- and post-participation to determine effectiveness and/or interest in walking or biking.
Project Outcome(s)	<ol style="list-style-type: none"> (1) K-8 students trained in walking and biking. (2) Bikes given away to low-income residents. (3) Increased access to bike repair services and bike maintenance training. (4) An increase in resident participation in bicycle and pedestrian advocacy activities.

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

APRIL 9, 2024

Agenda Item:

5. DVRPC FY 2024 Work Program Amendment: FTA Areas of Persistent Poverty Program Grant - Regional Sidewalk Development for Equitable Transit Access

Background/Analysis/Issues:

On July 20, 2023, DVRPC was selected to receive \$450,000 under the FTA FFY 2023 Areas of Persistent Poverty (AoPP) Program to execute the Regional Sidewalk Development for Equitable Transit Access project. The purpose of this project is to use DVRPC's regional sidewalk inventory and sidewalk gap and prioritization analysis around transit stations to identify sidewalks and other pedestrian improvements that increase access to transit stops within, to, and from high-poverty census tracts, and provide a new opportunity for these worthy projects to receive engineering/design support.

Per AoPP program guidance for applicants to coordinate with typical FTA designated recipients, DVRPC and SEPTA developed a collaborative approach to administer this program; SEPTA will be the direct recipient of these funds and administer the design contract, and the designs prepared under this grant will be for projects in SEPTA's service area which improve access to SEPTA service.

Drawing on the regional sidewalk inventory and ongoing analysis and prioritization work, as well as a review of pending applications for competitive construction funding programs and SEPTA and other capital projects, DVRPC will work with SEPTA to identify candidate locations for design funded under this grant. DVRPC will facilitate conversations with local governments, road owners and other project stakeholders, as appropriate, for identified candidate locations. Based on municipal/road owner interest and capacity, one or more projects will be selected to be fully designed after the scope of project improvements is finalized. The selected design consultant will prepare designs and conduct related work as necessary to prepare the identified projects to advance to construction.

This work is being funded by a grant through the Federal Transit Administration's Areas of Persistent Poverty Program. SEPTA is the direct recipient of the funding for the project. Funds will be obligated for use by SEPTA whereby SEPTA will oversee the grant with assistance from DVRPC. DVRPC is assisting with this work through existing work program tasks/activities, and no funding is passing-through DVRPC. SEPTA will run the competitive procurement for the design consultant, and execute the required agreement for design services.

Amending the DVRPC UPWP to include the project is a requirement of the FTA grant program.

Cost and Source of Funds: \$450,000 FTA AoPP; \$50,000 Local Match from DVRPC

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make a recommendation at the April 9, 2024 meeting

Staff – recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 Unified Planning Work Program to add the *FTA Areas of Persistent Poverty Grant - Regional Sidewalk Development for Equitable Transit Access* project, as required by the Federal Transit Administration (FTA) per FY 2023 Areas of Persistent Poverty program requirements.

Attachments:

- 1) Work Program project description

Project Title: Regional Sidewalk Development for Equitable Transit Access

Responsible Agency: SEPTA

Program Coordinator: Brian McFadden, SEPTA

Goals:

Complete location selection and final design drawings for priority sidewalk projects that improve access to transit stops within, to, and from high-poverty census tracts.

Description:

The DVRPC region is supported by robust public transit that connects residents to work, commerce, and recreational opportunities. But access to transit is limited by an incomplete, or in some places degraded, sidewalk network. Gaps in the sidewalk network mean transit riders must walk unsafely and uncomfortably to reach a bus or rail stop. For riders in a wheelchair, a sidewalk gap may make transit unusable. This project uses DVRPC's regional sidewalk inventory and sidewalk gap and prioritization analysis around transit stations to provide a new opportunity for sidewalks and other pedestrian improvements that increase access to transit stops within, to, and from high-poverty census tracts, to receive engineering/design support.

Per Areas of Persistent Poverty program guidance for applicants to coordinate with typical FTA designated recipients, DVRPC and SEPTA developed a collaborative approach to administer this program; the designs prepared under this grant will be for projects in SEPTA's service area which improve access to SEPTA service.

Tasks:

Program Administration:

1. SEPTA will be the direct recipient of the grant agreement with FTA.
2. Funds will be obligated for use by SEPTA whereby SEPTA will oversee the grant with assistance from DVRPC.
3. DVRPC and SEPTA will develop and agree to an Memorandum of Understanding (MOU) for administering the project, laying out mutual responsibilities.
4. DVRPC will manage the project, including coordination with regional sidewalk planning work and other design and construction project pipelines, as well as drafting a Request for Proposal (RFP) for and with SEPTA. DVRPC will support these efforts via Regional Transit Planning and Technical Assistance to Member Governments programs.
5. DVRPC will provide progress reports and milestones on the work related to this project including project management, administrative, and technical assistance.
6. SEPTA will post the RFP, run competitive procurement for the design consultant, and execute the required agreement for design services.
7. The selected design consultant will directly invoice SEPTA for tasks completed and seek reimbursements.

8. DVRPC will review and "pre-approve" invoices submitted by the consultant, and conduct performance review of the consultant, for SEPTA submittal of progress reports to FTA.

Other Program Tasks:

1. Drawing on the regional sidewalk inventory and ongoing gap analysis and prioritization work, as well as a review of pending applications for competitive construction funding programs and SEPTA and other capital projects, DVRPC will work with SEPTA to identify candidate locations for pedestrian improvement design funded under this grant.
2. DVRPC will facilitate conversations with local governments, road owners and other project stakeholders, as appropriate, for identified candidate locations. Based on municipal/road owner interest and capacity, one or more projects will be selected to be fully designed after scope of project improvements are finalized.
3. The selected design consultant will prepare designs and conduct related work as necessary to prepare the identified projects to advance to construction.

Products:

1. Project Agreements
2. Progress Reports
3. Completed Design Projects

Beneficiaries:

SEPTA riders, regional residents in high-poverty areas seeking to walk to or near SEPTA facilities

Project Cost and Funding:

Total project cost: \$500,000 (Federal Areas of Persistent Poverty Program grant of \$450,000 to SEPTA, plus DVRPC match of \$50,000)

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

April 9, 2024

Agenda Item:

6. DVRPC FY 2024 Work Program Amendment: FTA Areas of Persistent Poverty Grant – Erie Avenue Transit First

Background/Analysis/Issues:

On July 20, 2023, SEPTA was selected to receive \$500,000 under the FTA FFY 2023 Areas of Persistent Poverty (AoPP) Program to execute the Erie Avenue Transit First project. The project will identify, evaluate, and create a conceptual design for transit priority improvements along Erie Avenue

The 3.65 miles of Erie Avenue between Hunting Park and Kensington Avenues is a major residential, commercial, and institutional corridor for Philadelphia's poorest and most vulnerable communities. Erie Ave is part of the 12% of streets responsible for 78% of city traffic deaths and serious injuries. The importance of this artery and its safety issues make it critical to identify improvements to optimize transit service and traffic safety while fostering equity and environmental justice.

The Erie Avenue Transit First Study is a transit-focused corridor study of Erie Avenue between Old York Road and Kensington Avenue. The study will examine existing transit, traffic, and roadway safety conditions, identify a purpose, and need statement and project goals for improvements along the corridor, conduct an alternative analysis of two corridor concepts, and result in a preferred alternative concept design for Erie Avenue.

This study is being funded by a grant through the Federal Transit Administration's Areas of Persistent Poverty Program. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Adding the project to the DVRPC UPWP is a requirement of the FTA grant program.

Cost and Source of Funds: \$500,000 FTA AoPP; \$55,556 Local Match from SEPTA

Date Action Required:

April 9, 2024

Recommendations:

RTC – Will make a recommendation at the April 9, 2024 meeting

Staff – recommends approval

Action Proposed:

That the Regional Technical Committee recommend that the Board amend the FY24 Unified Planning Work Program to add the *FTA Areas of Persistent Poverty Grant – Erie Avenue Transit First* project, as required by the Federal Transit Administration (FTA) per FY 2023 Areas of Persistent Poverty program requirements.

Attachments:

- 1) Work Program project description

PROJECT Name: FTA Areas of Persistent Poverty – Erie Ave Transit First

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Program Coordinator: Brian McFadden, SEPTA

Project Manager: Ryan Judge, SEPTA

Goals:

To identify, evaluate, and create a conceptual design for transit priority improvements along Erie Avenue that will make bus service quicker and more reliable while and improving roadway safety. Realizing the aims of the proposed project would decrease the emissions produced by mass transit services and draw more riders to what is already a proportionately less pollutant mode of travel.

Description:

Erie Avenue between Old York Road and Kensington Avenues is a major residential, commercial, and institutional corridor for Philadelphia's poorest and most vulnerable communities. Erie Avenue is also part of Philadelphia's High Injury Network, the 12% of streets responsible for 78% of city traffic deaths and serious injuries. The importance of this artery and its safety issues make it critical to identify improvements to optimize transit service and traffic safety while fostering equity and environmental justice.

The Erie Avenue Transit First Study is a transit-focused corridor study of Erie Avenue between Old York Road and Kensington Avenue. The study will examine existing transit, traffic, and roadway safety conditions, identify a purpose, and need statement and project goals for improvements along the corridor, conduct an alternative analysis of two corridor concepts, and result in a preferred alternative concept design for Erie Avenue. Stakeholder engagement and public outreach will be conducted over the course of the study to ensure that project deliverables are aligned with community needs. Deliverables will include a preferred alternative concept design and a summary report documenting all phases of the study.

This study is being funded by a grant through the Federal Transit Administration's Areas of Persistent Poverty Grant Program. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Adding this project to the DVRPC UPWP is a requirement of the FTA grant program.

Tasks:

1. Existing Condition Analysis – Review transit ridership and performance, roadway safety conditions, area demographics and trip generators, and previous area plans
2. Purpose & Need/Goals – Document the positive outcome expected with the planned action, the challenges SEPTA operations and passengers face on Erie Avenue that this project will address, and produce public-friendly project goals

3. Alternatives Analysis – Develop two concept corridor alternatives with order of magnitude costs and expected transit performance and roadway safety benefits
4. Preferred Alternative Concept Design – Refine selected alternative concept and update cost estimates and expected project benefits
5. Summary Report – Provide documentation of the study process, findings, and outcomes

Products: A full report summarizing the study's findings.

Beneficiaries: SEPTA, DVRPC, City of Philadelphia, residents, employees, and business owners within Erie Ave and along transit routes that serve it.

Project Cost and Funding:

Total project cost: \$555,556 (Federal Areas of Persistent Poverty Program grant of \$500,000 to SEPTA, plus SEPTA match of \$55,556)