

Agenda

Tuesday, May 7, 2024 | 10am

Online Only meeting:

https://dvrpc.zoom.us/webinar/register/WN_DI8MRljHT0iBX1pC9WPF_w

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

Ethan Fogg, Capital Program Coordinator, will present. The dynamic nature of funding transportation improvements and the need to remain within financial constraint require amendments or modifications to the TIP on a regular basis. The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or the FY2023 TIP for Pennsylvania.

- a. PA23-110: Concrete Arch Bridge Repair (MPMS #113416), Various Counties– Add New Project to the TIP
- b. PA23-111: Reed Rd over Whetstone Run (MPMS #103521), Delaware County –Advance Funding to Current FY
- c. 23-112: North Valley Road over Amtrak (MPSM #47979), Chester County – Delay CON PhasePA
- d. PA23-113: I-76 Parallel Arterials Phase 2 (MPMS #119476), Montgomery County – Add New Project to the TIP
- e. PA23-114: Federal Preventive Maintenance Program (MPMS #60317), SEPTA – Increase OP Phase

- f. PA23-115: Regional Rail Car and Locomotive Acquisition Program (MPMS #60638), Various Counties – Decrease PUR Phase

3. FY 2025 Pennsylvania TCDI Grant Program

Spencer Gober, Manager, Office of Community and Economic Development, will present. In January 2024, DVRPC solicited applications for the FY 2025 PA TCDI grant program from eligible Pennsylvania entities. Staff will present the program details and projects recommended for funding.

4. Trip Smart PA TMA TDM Program

Stacy Bartels, Manager, Office of TDM Strategy and Marketing, will present a summary of the proposed PA TMA work programs and budgets for FY 2025-2026.

5. Appointment of Nominating Committee for FY2025 DVRPC Regional Technical Committee Officers

A Nominating Committee will be selected to solicit candidates for Chair and Vice-Chair of the RTC for FY2025 (July 1, 2024 through June 30, 2025). The Nominating Committee will be facilitated by a DVRPC staff member and consist of at least one voting member from both PA and NJ. At the June 2024 RTC meeting, the Nominating Committee will recommend candidates and elections will take place.

PRESENTATION ITEMS

6. Freight Program Updates

Kristen Scudder, Manager, Freight Program, will provide an overview of Freight Program reports that have been issued during the FY24 fiscal year. These reports include: The Chester County Freight Plan, The Philadelphia Truck Network and Complete Streets Integration Guidebook, Impacts of E-Commerce, and The Lower Bucks Freight Access Study. She will also share network map updates that have been made to the PhillyFreightFinder web tool- a resource for exploring and tracking freight activity in the DVRPC region. The updated web tool can be viewed here: www.dvrpc.org/webmaps/phillyfreightfinder.

7. Lower Bucks Freight Access Study

Dan Farina, Jr. AICP, Senior Transportation Planner, will present. The Lower Bucks Freight Access Study examined freight generation and travel patterns in Lower Bucks County to provide recommendations and strategies that support industrial development while ensuring the safe and efficient movement of both people and goods. This study documents existing land use and employment patterns; provides an analysis of activity and identified trends; and lays out recommendations for designating a truck route network, traffic calming considerations, workforce access, and truck wayfinding and restriction signage. See www.dvrpc.org/products/23134 for the full report.

8. Bridge Street Crossing

Joe Banks, Manager of PA Office of Project Implementation and PennDOT Consultant Project Manager, will present on the recently completed Bridge Street Crossing - D&L Canal Trail Towpath project. The locally sponsored trail project in Morrisville Borough, Bucks County was a DCNR top ten trail gap. Funding for the project included Circuit Trails Line Item,

Regional Trails, and DCNR.

DISCUSSION ITEMS

9. IIJA Update

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

10. One Minute Reports

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

Old Business and New Business

11. Meeting Adjournment

The next scheduled meeting of the RTC is Tuesday, June 11, 2024, planned as in person/hybrid.

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

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE

April 9, 2024 Meeting Highlights

This Meeting was Hybrid

Public Comment on Any Agenda and Non-Agenda Items

No public comments were stated.

RTC AGENDA ITEMS

1. Highlights of the March 12, 2024 RTC Meeting

The highlights from the March 12, 2024 meeting of the RTC were presented for adoption.

Motion: by Matt Edmond, seconded by Ilene Lampitt that the RTC adopt the highlights of the March 12, 2024 RTC meeting.

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

2a. PA23-105: Gov Printz Blvd o/ Conrail (Bridge) (MPMS #92324), Delaware County – Increase CON Phase

The RTC 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.

Motion by Lou Hufnagle, seconded by Jonathan Korus that the RTC recommend Board approval of the TIP action.

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

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

The RTC 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

Motion by *Kelley Yemen*, seconded by *Nick Cressman* that the RTC recommend Board approval of the TIP action.

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

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

The RTC 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).

Motion by *Matt Lawson*, 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.

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

The 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.

Motion by *Ilene Lampitt*, seconded by *Donna Rendeiro* that the RTC recommend the Board approve the TIP action.

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

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

The RTC recommends:

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. .

Motion: by *Matt Edmond*, seconded by *Nick Cressman* that the RTC recommend Board authorize the public comment period.

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

4. DVRPC's Travel Options Program (TOP) Project Selections

The RTC recommends:

That the 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.

Motion by *Donna Rendeiro*, seconded by *Matt Lawson* that the RTC recommend Board approval of the TOP Project Selections.

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

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

The RTC recommends:

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.

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

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

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

The RTC recommends:

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.

Motion by *Kellie Bellina*, seconded by *Kelley Yemen* that the RTC recommend Board approval of the work program amendment.

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

7. Public Participation Task Force (PPTF) Update

8. Bicycle Cyclical Count Program Storymap

9. DVRPC region's Climate Pollution Reduction Grant (CPRG) Program Update

10. IJJA Updates

The next scheduled meeting of the RTC is **Tuesday, May 7, 2024, planned as an online 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
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

Representative

Andrew Clark
David Caulfield
(not represented)
(not represented)
Donna Rendeiro
(not represented)
(not represented)
David Alas
(not represented)
Jonathan Korus
Richard Brahler
Tom Stanuikynas
Ilene Lampitt
Brian Styche
Lou Hufnagle
Nick Cressman
Matthew Lawson
Matt Edmond
Mason Austin
(not represented)
Kelley Yemen
(not represented)
(not represented)
(not represented)
(not represented)
Louis Millan
(not represented)
Kellie Bellina
Bonita Cummings
Lee Wolfe
Judith Fagin
Bill Matulewicz
Representative
(not represented)
Kelvin MacKavanagh
(not represented)
(not represented)
(not represented)

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

Renee Androckitis
Rosemary Nivar
Cheryl Kastrenakes
Ronda Urkowitz
Tracy Barusevicius
Rob Henry
Jacqui Baxter-Rollins
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)
(not represented)

Other Member Representatives and Guests

Bucks County
Chester County
City of Philadelphia
City of Philadelphia Streets Department
City of Philadelphia Streets Department
PennDOT
Gloucester County
Gloucester County
Montgomery County
NJDOT

Parker Frohlich
Patty Quinn
Steve Baron
David Kanthor
Eva Hayes
Nyomi Evans
Bill Fleming
Jackie Huston
Matt Popek
Farzana Ahmed
Lucas Oshamn
Matt Ludwig
Kyle Brown
Daniel Trubman
Ramond Joseph

DVRPC Staff

Patty Elkis
Ariella Maron
Alyssa Driscoll
Elise Turner
Renee Wise
Wideline Desir
Najah Jackson

Alison Hastings
Gina Myers
Ethan Fogg
Karen Cilurso
Matt Gates
Mike Boyer
Jackie Davis
Travis Spotts
Alyson Dressman
Jesse Buerk
Richard Murphy
Betsy Mastaglio
Greg Krykewycz
Kevin Murphy
Rebecca Wetzler
Meijun Liu
Christopher Mulroy
Sean Greene
Tom Edinger
Glenn McNichol
Jonathan Alexander
Colin Kirby
Kristen Scudder
Amy Bernknopf
Brett Fusco
Shawn Megill Legendre
Spencer Gober
Mark Morley

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) 238-2871 or email.



TIP ACTIONS

RTC | MAY 2024

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

Connect With Us!     



TIP Actions for May 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) PA23-110: Concrete Arch Bridge Repair (MPMS #113416), Various Counties – Add New Project to the TIP
- b) PA23-111: Reed Rd over Whetstone Run (MPMS #103521), Delaware County – Advance Funding to Current FY
- c) PA23-112: North Valley Road over Amtrak (MPSM #47979), Chester County – Delay CON Phase
- d) PA23-113: I-76 Parallel Arterials Phase 2 (MPMS #119476), Montgomery County – Add New Project to the TIP
- e) PA23-114: Federal Preventive Maintenance Program (MPMS #60317), Various Counties – Increase OP Phase
- f) PA23-115: Regional Rail Car and Locomotive Acquisition Program (MPMS #60638), Various Counties – Decrease PUR Phase

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

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
May 7, 2024

Agenda Item:

2a. PA23-110: Concrete Arch Bridge Repair (MPMS #113416), Various Counties– Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, the Concrete Arch Bridge Repair project (MPMS #113416), in the amount of \$100,000 State 185 funds for the ROW phase in FY24.

The Concrete Arch Bridge Repair project will be included in the Draft FY2025 TIP for Pennsylvania, however, it is necessary to add the ROW phase of the project to the FY2023 TIP in order to allow the project to stay on schedule for an expected mid-2025 let date.

The Concrete Arch Bridge Repair project involves improvements to two bridges. Both scopes include enhancements to the bridges' structural integrity, improvements to existing assets (sidewalks and roadways), safety upgrades, and management of surrounding natural elements. Specific improvements include:

- US1 (Township Line Road) over Cobbs Creek:
 - Replacement of bridge railing
 - Concrete repairs to bridge structure
 - Drainage improvements
 - Clearing debris
 - Upgrading guide rails to meet current MASH standards
 - Replacement of the existing sidewalk and
 - Repaving the roadway
- US1 (City Avenue) over East Branch Indian Creek:
 - Replacement of cracked sidewalk sections
 - Repaving the roadway

- Removal of problematic vegetation
- Concrete repairs to match the existing structure
- Installation of rock scour protection along abutments

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:

\$100,000 State 185

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-110, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, the Concrete Arch Bridge Repair Project, in the amount of \$100,000 State 185 funds for the ROW phase in FY24.

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #134

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-110

Various

MPMS# 113416 **Concrete Arch Bridge Repair**

AQ Code S19

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City; Collegeville Borough; Lower Merion Townshi

Longitude: Bridge Repair/Replacement

PROJ MANG: TSS/M. Harrower

SR 0001 (Township Line Road) over Cobbs Creek -

The proposed scope of work includes removal of existing concrete bridge railing and replace with a new PA Type 10M bridge barrier (painted brown) attached to a moment slab; perform concrete repairs and crack repairs to the arch barrel; perform concrete repairs to the spandrel walls, wingwalls and abutments; improve off bridge drainage behind the wingwalls; install rock protection along the abutments and wingwalls; remove deposits and timber debris in the upstream and downstream channels; upgrade guide rail to current MASH standards; replace existing sidewalk; and repave the bituminous roadway and approach roadway.

SR 0001 (City Avenue) over East Branch Indian Creek -

The proposed scope of work includes replacement of cracked and settled sidewalk sections; removal of vegetation debris from the bridge; removal of vegetation growth from the bridge; remove tree at northwest quadrant of the bridge that is growing into the bridge railing; concrete repairs to the balustrade railing, matching color and texture to existing bridge; concrete repairs and crack repairs to the arch barrel, matching color and texture to existing bridge; concrete repairs to the spandrel walls, wingwalls and abutments, matching color and texture to existing bridge; repave bituminous roadway and approach roadway; and the installation of rock scour protection along abutments, using a dark colored stone that blends with the environment.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project to the TIP, the Concrete Arch Bridge Repair project (MPMS #113416), in the amount of \$100,000 State 185 funds for the ROW phase in FY24.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	581		100											
		0	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			100	Total FY2027-2030				0	Total FY2031-2034			0

ACTION ITEM

Date Prepared: April 25, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 7, 2024

Agenda Item:

2b. PA23-111: Reed Rd over Whetstone Run (MPMS #103521), Delaware County – Advance Funding to Current FY

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by advancing \$500,000 BOF/Toll Credit to FY24 for the Preliminary Engineering (PE) Phase of the Reed Rd over Whetstone Run project (MPMS #103521). This action is also federalizing the project.

PennDOT is seeking to move funding into the first four years of the TIP in order to start the design process for the project. Additionally, the funding source for this project is being shifted from State 185 to BOF, as it qualifies for the latter.

The Reed Road over Whetstone Run project will involve the replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. Originally built in 1962, the project plans to replace the bridge along its current alignment, requiring minimal approach modifications to connect with the existing road conditions. Additionally, the project will include pedestrian and bicycle facilities on the bridge to link the Darby Creek Trail with the proposed trail system in the Don Guanella Park.

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:

\$500,000 BOF/Toll Credit

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-111, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by advancing \$500,000 BOF/Toll Credit to FY24 for the Preliminary Engineering (PE) Phase of the Reed Rd over Whetstone Run project (MPMS #103521).

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #135

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-111

Delaware

MPMS# 103521 *Reed Road over Whetstone Run (CB #36)*

AQ Code S19

LIMITS:

Latitude:

MUNICIPALITIES Marple Township

Longitude:

Bridge Repair/Replacement

PROJ MANG:

The project will involve the rehabilitation or replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. The bridge was constructed in 1962. It is anticipated that the bridge will be replaced on the existing alignment with minimal approach work to tie back into existing conditions. Pedestrian/Bike facilities on bridge to connect Darby Creek Trail with trail system proposed in County park on Don Guanella tract.

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

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by advancing \$500,000 BOF/Toll Credit to FY24 for the Preliminary Engineering (PE) Phase of the Reed Rd over Whetstone Run project (MPMS #103521). This action is also federalizing the project.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185					450							
FD	185						350			75			
ROW	BRIP												
UTL	BRIP								50				
CON	STP						3,025						
CON	BRIP									2,000			
		0	0	0	0	450	3,375	0	50	75	2,000	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				3,875				2,075			

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	BOF		500										
FD	185						350			75			
ROW	BRIP												
UTL	BRIP								50				
CON	STP						3,025						
CON	BRIP									2,000			
		0	500	0	0	0	3,375	0	50	75	2,000	0	0
Total FY2023-2026		500				Total FY2027-2030				Total FY2031-2034			
		500				3,425				2,075			

ACTION ITEM

Date Prepared: April 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 7, 2024

Agenda Item:

2c. PA23-112: North Valley Road over Amtrak (MPMS #47979), Chester County – Delay CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak project by shifting \$12.655 M BRIP/Toll Credit from FY24 to FY29 (\$11.574 M BRIP/Toll Credit) and FY30 (\$0.926 M BRIP/\$0.155 M STU/Toll Credit). This project will be carried on the Draft FY2025 TIP with CON funding beginning in FY25.

The construction funding for the North Valley Road over Amtrak project will be cash flowed outside of the four-year TIP to align with the project's current let date, July 2025. This is a formal action as the TIP MOUs consider this a cost decrease in the four-year federal TIP. Project funds in FY24 are being shifted to the Governor Printz Boulevard over Conrail project (MPMS #92324). See TIP Action PA23-105 from April 2024 for more information.

The North Valley Road over Amtrak project will replace the existing bridge on North Valley Road (PA 1005) over Amtrak/SEPTA (BMS #15-1005-0080-1331, adjacent to the Paoli Train Station) with a new bridge, across from the intersection of Lancaster Avenue and Darby Road. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry. The bridge replacement is one element of the Paoli Intermodal Transportation Center project (MPMS #60574), which will upgrade Chester County's most utilized train station. This station currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

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.

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:

\$12.655 M (\$12.5 M BRIP/Toll Credit, \$0.155 M STU/Toll Credit)

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-112, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by shifting \$12.655 M BRIP/Toll Credit from FY24 to FY29 (\$11.574 M BRIP/Toll Credit) and FY30 (\$0.926 M BRIP/ \$0.155 M STU/Toll Credit). This project will be carried on the Draft FY2025 TIP with CON funding beginning in FY25.

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT FCC #129

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-112

Chester

MPMS# 47979 North Valley Road over Amtrak SR:0030

AQ Code S19 LIMITS: US 30, Lancaster Avenue/North Valley Road/Central

Latitude: 40.0418 MUNICIPALITIES Willistown Township; Tredyffrin Township

Longitude: -75.486 Bridge Repair/Replacement

PROJ MANG: TSS/M. Saintval

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak project by shifting \$12.655 M BRIP/Toll Credit from FY24 to FY29 (\$11.574 M BRIP/Toll Credit) and FY30 (\$0.926 M BRIP/ \$0.155 M STU/Toll Credit).

Before Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	TOLL													
ROW	BRIP	2,546												
CON	TOLL													
CON	BRIP		12,655											
CON	TOLL													
CON	BRIP			558										
CON	TOLL													
CON	BRIP				3,926									
CON	STU					3,150								
CON	BRIP					1,566								
		2,546	12,655	558	3,926	4,716	0	0	0	0	0	0	0	
		Total FY2023-2026			19,685	Total FY2027-2030				4,716	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	TOLL												
ROW	BRIP	2,546											
CON	TOLL												
CON	BRIP			558									
CON	TOLL												
CON	BRIP				3,926								
CON	BRIP					1,566							
CON	STU					3,150							
CON	TOLL												
CON	BRIP							11,574					
CON	TOLL												
CON	STU											155	
CON	BRIP												926

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-112

Chester

2,546	0	558	3,926	4,716	0	11,574	1,081	0	0	0	0
Total FY2023-2026		7,030		Total FY2027-2030		17,371		Total FY2031-2034		0	

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
May 7, 2024

Agenda Item:

**2d. PA23-113: I-76 Parallel Arterials Phase 2 (MPMS #119476),
Montgomery County – Add New Project to the TIP**

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, I-76 Parallel Arterials Phase 2 (MPMS #119476) for Construction (CON) in the amount of \$10,000,000 Green Light-Go (State 073) funding (FY24: \$3,500,000; FY25: \$3,500,000; FY26: \$3,000,000). These are additional funds to the region and are outside of the Core DVRPC Funding distributions.

This project is a breakout of the I-76 Integrated Corridor Management project (MPMS #106662) that was recently awarded Green Light-Go (GLG) funding. The I-76 Parallel Arterials Phase 2 project will implement Intelligent Transportation Systems (ITS) improvements along the arterial corridors adjacent to I-76 to provide more comprehensive traffic management coverage while coordinating closely with the mainline I-76 integrated corridor management (ICM) project. The following ITS elements are proposed:

- Arterial Closed-Circuit Television (CCTV) Cameras at critical intersections along the arterials to improve situational awareness along the corridors.
- Arterial Dynamic Message Signs (DMS) at key locations along the corridors to display highway travel times, transit travel times, and transit parking facility availability messages, along with other traffic operations and incident management related messages.
- Fiber optic cable and required infrastructure (conduits, junction boxes, utility poles, etc.) to enable the Southeastern Regional Traffic Management Center (RTMC) to communicate with the field equipment.

This project has been identified in the Southeastern Region / District 6-0 Regional Operations Plan (ROP) as a High Priority Project.

The Green Light-Go program is Pennsylvania's Municipal Signal Partnership Program which is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by PennDOT. Grant funding through the GLG program may be utilized for a range of operational improvements including, but not limited to, ITS applications, light-emitting diode (LED) technology installation, traffic signal retiming, monitoring traffic signals, and upgrading signals to the latest technologies.

Financial Constraint:

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

Conformity Finding:

The TIP's current conformity finding will not be impacted by this action because it is a breakout of another project, MPMS #106662. The non-exempt elements of this project have already been modeled under the parent project.

Cost and Source of Funds:

\$10,000,000 Green Light-Go (Appropriations 073)

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-113, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new project, I-76 Parallel Arterials Phase 2 (MPMS #119476) for CON in the amount of \$10,000,000 Green Light-Go (State 073) funding (FY24: \$3,500,000, FY25: \$3,500,000, FY26: \$3,000,000). These are additional funds to the region and are outside of the Core DVRPC Funding distributions.

Staff Contact:

Alyson Dressman

Attachments:

1. PennDOT Statewide FCC

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-113

Montgomery

MPMS# 119476 I-76 Parallel Arterials Phase 2

AQ Code S7

LIMITS:

Latitude:

MUNICIPALITIES

Longitude:

Signal/ITS Improvements

PROJ MANG:

The I-76 Parallel Arterials Phase 2 project will address ITS along the arterial corridors adjacent to I-76 to provide more comprehensive traffic management coverage while coordinating closely with the mainline I-76 integrated corridor management (ICM). The following intelligent transportation systems (ITS) elements are proposed:

- Arterial Closed Circuit Television (CCTV) Cameras at critical intersections along the arterials to improve situational awareness along the corridors.
- Arterial Dynamic Message Signs (DMS) at key locations along the corridors to display travel times, transit travel time and transit parking facility messages along with other traffic operations and incident management related messages.
- Fiber optic cable and required infrastructure (conduits, junction boxes, utility poles, etc.) to enable the Southeastern Regional Traffic Management Center (RTMC) to communicate with the field equipment.
- OTN communications Hub cabinet to support the integration of the proposed fiber optic cable into the PennDOT District 6-0 communication network.

This project has been identified in the Southeastern Region / District 6-0 Regional Operations Plan (ROP) as a High Priority Project.

This is a breakout project of MPMS #106662.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by adding a new project, I-76 Parallel Arterials Phase 2 (MPMS #119476) for Construction (CON) in the amount of \$10,000,000 Green Light-Go (State 073) funding (FY24: \$3,500,000; FY25: \$3,500,000; FY26: \$3,000,000).

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
CON	073		3,500												
CON	073			3,500											
CON	073				3,000										
		0	3,500	3,500	3,000	0	0	0	0	0	0	0	0		
		Total FY2023-2026			10,000	Total FY2027-2030				0	Total FY2031-2034				0

ACTION ITEM

Date Prepared: April 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 7, 2024

Agenda Item:

2e. PA23-114: Federal Preventive Maintenance Program (MPMS #60317), Various Counties – Increase OP Phase

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Operations (OP) Phase of the SEPTA Federal Preventative Maintenance Program (MPMS #60317) by \$77,140,000 (\$61,712,000 Section 5337/\$15,428,000 LOC) to meet operating needs. Local funds will be provided by SEPTA operating dollars as the match requirement for the Section 5337 funding.

SEPTA's Federal Preventative Maintenance Program provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities. SEPTA will use the additional funds from this action to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

Financial Constraint:

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

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:

\$77,140,000 (\$61,712,000 Section 5337/\$15,428,000 LOC)

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-114, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY24 Operations (OP) Phase of the SEPTA Federal Preventative Maintenance Program (MPMS #60317) by \$77,140,000 (\$61,712,000 Section 5337/\$15,428,000 LOC) to meet operating needs.

Staff Contact:

Alyson Dressman

Attachments:

1. Request Letter
2. SEPTA FCC

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-114

SEPTA

MPMS# 60317 *Federal Preventive Maintenance*

AQ Code M1 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by increasing the FY24 Operations (OP) Phase of the SEPTA Federal Preventative Maintenance Program (MPMS #60317) by \$77,140,000 (\$61,712,000 Section 5337/\$15,428,000 LOC) to meet operating needs.

Before Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
OP	5337					36,200								
OP	LOC					9,050								
OP	5337						36,200							
OP	LOC						9,051							
OP	5337							36,200						
OP	LOC							9,050						
OP	5337								36,200					
OP	LOC								9,050					
OP	5337									6,892				
OP	5307									29,308				
OP	LOC									9,050				
OP	5307										4,753			
OP	5337										31,447			
OP	LOC										9,050			
OP	5307											2,366		
OP	5337											33,834		
OP	LOC											9,050		
OP	5337												36,200	
OP	LOC												9,050	
		0	0	0	0	45,250	45,251	45,250	45,250	45,250	45,250	45,250	45,250	
		Total FY2023-2026				0	Total FY2027-2030			181,001	Total FY2031-2034			181,000

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
OP	5337		61,712										
OP	LOC		15,428										
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,051						
OP	5337							36,200					
OP	LOC							9,050					

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-114

SEPTA														
OP	5337												36,200	
OP	LOC												9,050	
OP	5337													6,892
OP	5307													29,308
OP	LOC													9,050
OP	5307													4,753
OP	5337													31,447
OP	LOC													9,050
OP	5307													2,366
OP	5337													33,834
OP	LOC													9,050
OP	5337													36,200
OP	LOC													9,050
		0	77,140	0	0	45,250	45,251	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2023-2026		77,140		Total FY2027-2030		181,001		Total FY2031-2034		181,000		

ACTION ITEM

Date Prepared: April 26, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 7, 2024

Agenda Item:

2f. PA23-115: Regional Rail Car and Locomotive Acquisition Program (MPMS #60638), Various Counties – Decrease PUR Phase

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Purchase of Equipment (PUR) Phase of the SEPTA Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) by \$63,712,000 (\$61,712,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC). SEPTA has cancelled the Multilevel Rail Car Procurement contract and will not obligate these funds under this program. The funds will be reallocated to FY24 of the Preventive Maintenance Program (MPMS #60317) per TIP Action PA23-114.

SEPTA's Regional Rail Car and Locomotive Acquisition Program provided funding for the acquisition of new multi-level push-pull passenger railcars.

Financial Constraint:

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

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:

\$63,712,000 (\$61,712,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC)

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

That the Regional Technical Committee recommends Board approval of TIP Action PA23-115, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Purchase of Equipment (PUR) Phase of the SEPTA Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) by \$63,712,000 (\$61,712,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC).

Staff Contact:

Alyson Dressman

Attachments:

1. Request Letter
2. SEPTA FCC

DVRPC FY2023-2026 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA23-115

SEPTA

MPMS# 60638 *Regional Rail Car and Locomotive Acquisition*

AQ Code M10 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

Multi-Level Regional Rail Cars - \$179.20M (Prior Years- FY 2025)

This project provides for the acquisition of new multi-level push-pull passenger railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.

Summary of Action:

Action to amend the FY2023 TIP for Pennsylvania by decreasing the FY24 Purchase of Equipment (PUR) Phase of the SEPTA Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) by \$63,712,000 (\$61,712,000 Section 5337/\$1,935,000 State 1514/\$65,000 LOC).

Before Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PUR	5307	2,000												
PUR	1514	7,258												
PUR	LOC	242												
PUR	5337		61,712											
PUR	1514		1,935											
PUR	LOC		65											
		9,500	63,712	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			73,212				Total FY2027-2030		0		Total FY2031-2034	

After Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PUR	5307	2,000												
PUR	1514	7,258												
PUR	LOC	242												
		9,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			9,500				Total FY2027-2030		0		Total FY2031-2034	



April 23, 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 the removal and reallocation of all FY 2024 funding (\$61.712M Section 5337; \$1.935M State 1514; and \$65K Local) from the Regional Rail Car & Locomotive Acquisition Program (MPMS# 60638). SEPTA has cancelled the Multilevel Rail Car Procurement and will not obligate these funds under this program. These funds will be reallocated to FY 2024 of the Preventive Maintenance Program (MPMS# 60317) in the amount of \$61.712M Section 5337 and Capital Asset Lease Program (MPMS# 59966) in the amount of \$1.935M State 1514 and \$65K Local. Additionally, SEPTA requests the addition of Local funds in the amount of \$15.428M to the Preventive Maintenance Program (MPMS# 60317) to reflect the use of Operating funds as the match requirement for the \$61.712M of Section 5337 funding.

Preventive Maintenance provides for operating assistance and maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

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".

Brian McFadden
Director, Capital Budgets & Grant Development

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

PennDOT Fiscal Constraint Charts
(May 2024)

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

MA IDs:

TIP MODIFICATIONS FOR APRIL 2024
Chart #131

Chart: 131

* 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			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	468,126	0	0	2,414,000	0	0	13,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,838,034	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	2,000,000	0	0	0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	
			After	HSIP		0	0	0	2,468,126	0	0	2,414,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,838,034		
WASHINGTON LANE CORRIDOR SAFETY IMPROVEMENTS	115440	CON	Before	HSIP		0	0	0	2,000,000	0	0	2,412,000	0	0	0	0	0	0	0	0	0	0	0	0	4,412,000	CASH FLOWING BASED ON PROJECT SCHEDULE.
PHILADELPHIA			Adjust	HSIP		0	0	0	(2,000,000)	0	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	
SR,4019,SIP			After	HSIP		0	0	0	0	0	0	2,412,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	4,412,000
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	2,468,126	0	0	2,414,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,838,034	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	(705,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(705,000)	
			After	HSIP		0	0	0	1,763,126	0	0	2,414,000	0	0	11,746,908	0	0	106,504,000	0	0	108,705,000	0	0	231,133,034		
BROAD ST SAFETY IMP: ALLEGHENY - HUNTING PARK AVE	115430	CON	Before	CRPU	TC	1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
PHILADELPHIA			Adjust	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0611,SIP			After	CRPU	TC	1,300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000	
BROAD ST SAFETY IMP: ALLEGHENY - HUNTING PARK AVE	115430	CON	Before	HSIP	TC	0	0	0	826,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	826,000	SWITCHING OUT REGIONAL HSIP FOR HVRU.	
PHILADELPHIA			Adjust	HSIP	TC	0	0	0	(826,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(826,000)	
SR,0611,SIP			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BROAD ST SAFETY IMP: ALLEGHENY - HUNTING PARK AVE	115430	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SWITCHING OUT REGIONAL HSIP FOR HVRU AS PROJECT IS ELIGIBLE.
PHILADELPHIA			Adjust	HVRU	TC	0	0	0	1,531,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,531,000	
SR,0611,SIP			After	HVRU	TC	0	0	0	1,531,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,531,000
Before FFY Totals						1,300,000	0	0	5,762,252	0	0	7,240,000	0	0	25,493,816	0	0	213,008,000	0	0	217,410,000	0	0	470,214,068		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						1,300,000	0	0	5,762,252	0	0	7,240,000	0	0	25,493,816	0	0	213,008,000	0	0	217,410,000	0	0	470,214,068		

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

MA IDs:

TIP MODIFICATIONS FOR APRIL 2024
Chart #132

Chart: 132

* 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 FFY 2031			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				
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	4,086,190	0	0	8,266,000	0	0	8,438,000	0	0	33,752,000	0	0	33,754,000	0	0	88,296,190	LINE ITEM		
			Adjust	TAU		0	0	0	(491,669)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(491,669)		
			After	TAU		0	0	0	0	0	3,594,521	0	0	8,266,000	0	0	8,438,000	0	0	33,752,000	0	0	33,754,000	0	0	87,804,521	
PARKSIDE CYNWYD TRAIL EXTENSION(C) MONTGOMERY SR,----,CTE	110779	CON	Before	TAU	TC	1,191,217	0	0	156,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,348,027	ADDING FUNDS TO MATCH THE RECENT LOW BID + INSPECTION RESULT.		
			Adjust	TAU	TC	0	0	0	491,669	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491,669		
			After	TAU	TC	1,191,217	0	0	648,479	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,839,696		
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	7,860,574	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	29,224,335	LINE ITEM		
			Adjust	STU	581	0	0	0	(69,080)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(69,080)		
			After	STU	581	0	0	0	7,791,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	29,155,255			
CHESTER CITY BUSINESS DIST(F) DELAWARE SR,----,HTS	72913	CON	Before			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 REIMBURSE CHESTER CITY FOR THE FINAL AMOUNT THEY ARE OWED.	
			Adjust	STU	TC	0	0	0	69,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69,080		
			After	STU	TC	0	0	0	69,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69,080		
Before FFY Totals						1,191,217	0	0	12,103,574	438,644	0	15,049,845	689,272	250,000	10,444,000	1,590,000	1,836,000	36,261,000	1,203,000	3,775,000	34,037,000	0	0	118,868,552			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						1,191,217	0	0	12,103,574	438,644	0	15,049,845	689,272	250,000	10,444,000	1,590,000	1,836,000	36,261,000	1,203,000	3,775,000	34,037,000	0	0	118,868,552			

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

MA IDs:

TIP MODIFICATIONS FOR APRIL 2024
Chart #133

Chart: 133

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			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			
CMAQ LINE ITEM BUCKS SR,---,SSS	84318	CON	Before	CAQ		68,451	0	0	8,153,586	0	714,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	101,750,037	LINE ITEM	
			Adjust	CAQ		0	0	0	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,000	
			After	CAQ		68,451	0	0	8,273,586	0	714,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	101,870,037		
STU LINE ITEM BUCKS 79980	79980	CON	Before	STU	581	0	0	0	7,791,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	29,155,255	LINE ITEM	
			Adjust	STU	581	0	0	0	303,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303,000		
			After	STU	581	0	0	0	8,094,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	29,458,255		
TCDI ADMINISTRATION 2022-23 PHILADELPHIA SR,---,---	115963	PRA	Before	STU	TC	190,000	0	0	190,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380,000	REMOVING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
			Adjust	STU	TC	0	0	0	(190,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(190,000)	
			After	STU	TC	190,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000	
AERIAL PHOTOGRAPHY CHESTER SR,---,---	48203	STY	Before	STU	TC	0	0	0	850,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850,000	REMOVING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
			Adjust	STU	TC	0	0	0	(113,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(113,000)	
			After	STU	TC	0	0	0	737,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	737,000	
CMAQ PROJ ENGR/MGMT 2022-23 PHILADELPHIA SR,---,---	115966	PRA	Before	CAQ	581	120,000	30,000	0	120,000	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000	REMOVING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
			Adjust	CAQ	581	0	0	0	(120,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(120,000)	
			After	CAQ	581	120,000	30,000	0	0	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180,000	
STU LINE ITEM BUCKS 79980	79980	CON	Before	STU	581	0	0	0	8,094,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	29,458,255	LINE ITEM	
			Adjust	STU	581	0	0	0	(1,501,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,501,000)	
			After	STU	581	0	0	0	6,593,494	438,644	0	6,783,845	689,272	250,000	2,006,000	1,590,000	1,836,000	2,509,000	1,203,000	3,775,000	283,000	0	0	27,957,255		
PA SRHPP 2022-23 MONTGOMERY SR,---,---	117912	PRA	Before	STU	TC	798,000	0	0	698,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,496,000	ADDING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
			Adjust	STU	TC	0	0	0	130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130,000	
			After	STU	TC	798,000	0	0	828,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,626,000	
TRAVEL MONITORING 2022- 23 MONTGOMERY	115968	PRA	Before	STU	TC	145,000	0	0	145,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290,000	ADDING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
			Adjust	STU	TC	0	0	0	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80,000	

TIP MODIFICATIONS FOR APRIL 2024

Chart #133

Chart: 133

* Positive number denotes a surplus/Negative denotes a deficit

CMAQ LINE ITEM	84318	CON	Before	CAQ		68,451	0	0	8,273,586	0	714,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	101,870,037	LINE ITEM	
BUCKS			Adjust	CAQ		0	0	0	(1,222,000)	0	(682,000)	0	0	0	0	0	0	0	0	0	0	0	0	(1,904,000)		
SR,----,SSS			After	CAQ		68,451	0	0	7,051,586	0	32,000	7,585,000	0	0	7,965,000	0	991,000	35,636,000	0	0	40,637,000	0	0	99,966,037		
TRAVEL OPTIONS PROGRAM (TOP) 2022-23			Before	CAQ	LOC	918,000	0	0	917,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,835,000	ADDING FUNDS BASED ON FY 2025 UPWP PROJECT COST.	
MONTGOMERY	117928	PRA	Adjust	CAQ	LOC	0	0	0	94,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94,000		
SR,----,---			After	CAQ	LOC	918,000	0	0	1,011,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,929,000		
PA TDM 2022-23			Before	CAQ		800,000	0	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000	ADDING FUNDS BASED ON FY 2025 UPWP PROJECT COST. ALSO ADDING LOCAL MATCH THAT WAS MISSING FROM THE TIP.	
MONTGOMERY	117929	PRA	Adjust	CAQ	TC	0	0	200,000	1,128,000	0	682,000	0	0	0	0	0	0	0	0	0	0	0	0	2,010,000		
SR,----,---			After	CAQ	TC	800,000	0	200,000	1,928,000	0	682,000	0	0	0	0	0	0	0	0	0	0	0	0	3,610,000		
AIR QUALITY ACTION SUPPLEMENTAL SERVICES 2022-23			Before	CAQ	LOC	100,000	0	25,000	100,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	250,000	REPROGRAMMING FUNDS ON NEW MPMS#.	
DELAWARE	115970	PRA	Adjust	CAQ	LOC	0	0	0	(100,000)	0	(25,000)	0	0	0	0	0	0	0	0	0	0	0	0	(125,000)		
SR,----,---			After	CAQ	LOC	100,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125,000		
PA AIR QUALITY ACTION SUPP SERVICES 2024-25			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	REPROGRAMMING FUNDS ON NEW MPMS#.
PHILADELPHIA	81227	PRA	Adjust	CAQ	LOC	0	0	0	100,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	125,000		
SR,----,---			After	CAQ	LOC	0	0	0	100,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	125,000		
TRANSPORTATION OPERATIONS 2022-23			Before	CAQ	581	208,000	52,000	0	208,000	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	520,000	REPROGRAMMING FUNDS ON NEW MPMS#.	
MONTGOMERY	115964	PRA	Adjust	CAQ	581	0	0	0	(208,000)	(52,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	(260,000)		
SR,----,---			After	CAQ	581	208,000	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260,000		
TRANSPORTATION OPERATIONS 2024-25			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	REPROGRAMMING FUNDS ON NEW MPMS#.
PHILADELPHIA	81232	PRA	Adjust	CAQ	581	0	0	0	208,000	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	260,000		
SR,----,---			After	CAQ	581	0	0	0	208,000	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	260,000		
Before FFY Totals						4,314,902	112,000	25,000	37,317,910	1,066,288	1,453,000	33,580,326	2,082,673	500,000	38,433,000	3,180,000	5,654,000	76,291,000	2,406,000	7,550,000	81,840,000	0	0	382,053,099		
FFY Adjustment Totals						0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	TOTAL ADJUST IS DUE TO THE USE OF

TIP MODIFICATIONS FOR APRIL 2024
Chart #133

Chart: 133

* Positive number denotes a surplus/Negative denotes a deficit

After FFY Totals	4,314,902	112,000	225,000	37,317,910	1,066,288	1,453,000	33,580,326	2,082,673	500,000	38,433,000	3,180,000	5,654,000	76,291,000	2,406,000	7,550,000	81,840,000	0	0	382,253,099	TO THE USE OF LOCAL FUNDS.
-------------------------	-----------	---------	---------	------------	-----------	-----------	------------	-----------	---------	------------	-----------	-----------	------------	-----------	-----------	------------	---	---	-------------	----------------------------

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

MA IDs:

TIP MODIFICATIONS FOR MAY 2024
Chart #134

Chart: 134

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				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					
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	2,130,000	211,000	0	66,040,000	59,267,849	0	133,590,855	LINE ITEM			
			Adjust	BOF	185	0	0	0	(100,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	(100,000)	
			After	BOF	185	0	348,000	204,835	1,615,346	1,433,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	211,000	0	66,040,000	59,267,849	0	133,490,855				
CONCRETE ARCH BRIDGE REPAIR DELAWARE SR,0001,MPH	113416	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING ROW FUNDS TO THE PROJECT SO THE TEAM CAN START THE ROW PROCESS AND KEEP THE PROJECT ON TRACK FOR A MID 2025 LETTING.	
			Adjust		185	0	0	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		100,000
			After		185	0	0	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		100,000
Before FFY Totals						0	348,000	204,835	1,615,346	1,533,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	211,000	0	66,040,000	59,267,849	0	133,590,855				
FFY Adjustment Totals						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	348,000	204,835	1,615,346	1,533,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	211,000	0	66,040,000	59,267,849	0	133,590,855				

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

MA IDs:

TIP MODIFICATIONS FOR MAY 2024
Chart #135

Chart: 135

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				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				
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	1,615,346	1,433,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	211,000	0	66,040,000	59,267,849	0	133,490,855	LINE ITEM		
			Adjust	BOF	185	0	0	0	(500,000)	0	0	0	0	0	0	0	0	0	0	450,000	0	0	0	0		(50,000)	
			After	BOF	185	0	348,000	204,835	1,115,346	1,433,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,440,855			
REED RD O/ WHETSTONE RUN DELAWARE SR,7023,036	103521	PE	Before		185	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	0	0	0	0	0	450,000	ADVANCING FUNDS INTO THE TIP AS DELAWARE COUNTY IS EAGER TO START DESIGN ON THE PROJECT.	
Adjust				185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(450,000)	0	0	0	0	0	(450,000)		
After					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
REED RD O/ WHETSTONE RUN DELAWARE SR,7023,036	103521	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADVANCING FUNDS INTO THE TIP AS DELAWARE COUNTY IS EAGER TO START DESIGN ON THE PROJECT. ALSO SWITCHING FUNDING FROM STATE 185 TO BOF AS PROJECT IS ELIGIBLE .	
Adjust			BOF	TC	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000		
After			BOF	TC	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		500,000
Before FFY Totals						0	348,000	204,835	1,615,346	1,433,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,940,855			
FFY Adjustment Totals						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	348,000	204,835	1,615,346	1,433,377	1,444,239	0	280,209	25,000	0	0	491,000	2,130,000	661,000	0	66,040,000	59,267,849	0	133,940,855			

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134195) 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					24,533,993			45,871,887			33,865,504			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Adjust	NHPP					(12,454,557)									
			After	NHPP						12,079,436			45,871,887			33,865,504		
I-95S: Columbia-Ann St N (C) 95/GR4 Philadelphia	79827	CON	Before	NHPP		3,596,870												Increase CON phase to cover AUC amount.
			Adjust	NHPP					12,454,557									
			After	NHPP		3,596,870				12,454,557								
Before Totals						\$3,596,870	\$0	\$0	\$24,533,993	\$0	\$0	\$45,871,887	\$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						\$3,596,870	\$0	\$0	\$24,533,993	\$0	\$0	\$45,871,887	\$0	\$0	\$33,865,504	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134472) 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	
I-95 Delaware Line-Phila SB (C) 95/PM5 Delaware	103744	CON	Before	NHPP					3,489,666									Deobligation
			Deob	NHPP						(3,489,666)								
			After															
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581				10,528,598	2,220,851		30,660,501	571,216		33,865,504	1,043,151		Deobligated funds returned to Interstate Contingency LI to maintain fiscal constraint.
			Adjust	NHPP	581				3,489,666									
			After	NHPP	581					14,018,264	2,220,851		30,660,501	571,216		33,865,504	1,043,151	
Administrative Action (MA ID: 134540) 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	581				14,018,264	2,220,851		30,660,501	571,216		33,865,504	1,043,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Adjust	NHPP	581				(3,489,666)	(387,740)								
			After	NHPP	581					10,528,598	1,833,111		30,660,501	571,216		33,865,504	1,043,151	
I95 Delaware Line-Phila NB(Parent) (C) 95/PM5 Delaware	92581	CON	Before	NHPP	581	1,224,744	122,474											Increase CON phase utilizing deobligated funds to take care of an AUC.
			Adjust	NHPP	581					3,489,666	387,740							
			After	NHPP	581	1,224,744	122,474				3,489,666	387,740						
Before Totals						\$1,224,744	\$122,474	\$0	\$28,036,528	\$4,441,702	\$0	\$61,321,002	\$1,142,432	\$0	\$67,731,008	\$2,086,302	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$3,489,666	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$1,224,744	\$122,474	\$0	\$28,036,528	\$4,441,702	\$0	\$61,321,002	\$1,142,432	\$0	\$67,731,008	\$2,086,302	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134247) LVTS TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			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	
Bethlehem Corr. Safety 3015/01X Northampton	102864	CON	Before Adjust After	RRX RRX RRX								360,000 (360,000)			200,000			700,000 260,000 960,000			Est \$1,160,000
SR 512 (Beth Bath Pike) NS RRX 512/0 Northampton	102869	CON	Before Adjust After	RRX RRX RRX														568,218 (284,109) 284,109			Est \$284,109
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					279,353			67,018 360,000 427,018			45,683			1,614,940 24,109 1,639,049			Statewide RRX Reserve
Administrative Action (MA ID: 134248) DVRPC TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Highland Ave. Railroad Preemption 291/386 Delaware	113251	CON	Before Adjust After	RRX RRX RRX											210,000 (10,000)						Est \$200,000
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					279,353			427,018			45,683 10,000 55,683			1,639,049 1,639,049			Statewide RRX Reserve
Administrative Action (MA ID: 134249) S. Alleghenies TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
CSX Grade Xing Improvemnt / Somerset	103035	CON	Before Adjust After	RRX RRX RRX														2,760,000 (960,000)			Est \$1,800,000
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					279,353			427,018			55,683 960,000 2,599,049			1,639,049 960,000 2,599,049			Statewide RRX Reserve
Administrative Action (MA ID: 134250) North Central (District 10-0) TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Big Run Railroad Corridor 2012/0 Jefferson	105583	CON	Before Adjust After	RRX RRX RRX											150,000 (85,000)			435,000 435,000			Est \$500,000
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					279,353			427,018			55,683 85,000 140,683			2,599,049 2,599,049			Statewide RRX Reserve
Administrative Action (MA ID: 134251) SPC (District 11-0) TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
NS RR Crossings in Darlington and Big Beaver / Beaver	106078	CON	Before Adjust After	RRX RRX RRX														600,000 (100,000)			Est \$500,000
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					279,353			427,018			140,683 100,000 2,699,049			2,599,049 100,000 2,699,049			Statewide RRX Reserve
Administrative Action (MA ID: 134252) SPC (District 12-0) TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Vine Street Grade Xing / Westmoreland	103190	CON	Before Adjust After	RRX RRX RRX														337,700 (87,700)			Est \$250,000
Besco St. Grade Crossing / Washington	103187	CON	Before Adjust After	RRX RRX RRX														328,000 (78,000)			Est \$250,000

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134241) DVRPC 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-76 Parallel Arterial P2 23/002 Montgomery	119476	CON	Before		073													Add phase for approved GLG project with state A-073 funding. These funds are additional to the TIP and STIP. PMC approved 5/10/2023.
			Adjust		073					3,500,000			3,500,000			3,000,000		
			After		073					3,500,000			3,500,000			3,000,000		
Before Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	\$3,000,000	\$0	
After Totals						\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	\$3,000,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134264) Lehigh Valley TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Rupperville Road / Lehigh	102868	CON	Before Adjust After	RRX RRX RRX					270,200 (270,200)			270,200 270,200									Cashflow funds out of FFY 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					916,018 270,200 1,186,218			1,509,853 (270,200) 1,239,653			480,783 480,783			427,811 427,811			Reserve line item
Administrative Action (MA ID: 134266) DVRPC TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Main St, 6th St & CSX Crossing Improvement 2005/383 Delaware	103217	CON	Before Adjust After	RRX RRX RRX				250,000	109,783 (109,783)			150,000 (150,000)			109,217 259,783 369,000						Cashflow funds out of FFY 2024
Unionville Rd Grade Xing 842/280 Chester	119786	CON	Before Adjust After	RRX RRX RRX					396,621 (396,621)			396,621 396,621									Cashflow funds out of FFY 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					1,186,218 506,404 1,692,622			1,239,653 (246,621) 993,032			480,783 (259,783) 221,000			427,811 427,811			Reserve line item
Administrative Action (MA ID: 134267) York TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Maple St RRX 921/018 York	117967	CON	Before Adjust After	RRX RRX RRX					25,000 (25,000)			25,000 25,000									Cashflow funds out of FFY 2024
Stonewood Road RRX 2017/RRX York	120103	CON	Before Adjust After	RRX RRX RRX					268,118 (268,118)			268,118 268,118									Cashflow funds out of FFY 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					1,692,622 293,118 1,985,740			993,032 (293,118) 699,914			221,000 427,811 221,000			427,811 427,811			Reserve line item
Administrative Action (MA ID: 134268) Franklin TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
South Third St Crossing /RRX Franklin	102974	CON	Before Adjust After	RRX RRX RRX					21,141 (21,141)						21,141 21,141						Cashflow funds out of FFY 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					1,985,740 21,141 2,006,881			699,914 (21,141) 699,914			221,000 199,859 427,811			427,811 427,811			Reserve line item
Administrative Action (MA ID: 134272) HATS TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Inglenook X-ing / Dauphin	115861	CON	Before Adjust After	RRX RRX RRX					7,500 (7,500)						7,500 7,500						Cashflow funds out of FFY 2024
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					2,006,881 7,500 2,014,381			699,914 (7,500) 699,914			199,859 (7,500) 192,359			427,811 427,811			Reserve line item
Administrative Action (MA ID: 134276) Lancaster TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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	
Cedar Street X-ing / Lancaster	119223	CON	Before Adjust After	RRX RRX RRX					7,500 (7,500)						7,500 7,500						Cashflow funds out of FFY 2024

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

RRX Reserve	98255	CON	Before	RRX					2,014,381						699,914				192,359				427,811			Reserve line item	
/			Adjust	RRX					7,500											(7,500)							
Central Office			After	RRX						2,021,881							699,914				184,859				427,811		
Administrative Action (MA ID: 134277) SPC (D 10-0) TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027						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				
Maple Avenue Crossing	110766	CON	Before	RRX					100,000						100,000											Cashflow funds out of FFY 2024	
/292			Adjust	RRX					(100,000)											100,000				100,000			
Butler			After	RRX																100,000				100,000			
RRX Reserve	98255	CON	Before	RRX					2,021,881						699,914					184,859				427,811		Reserve line item	
/			Adjust	RRX					100,000							100,000				(100,000)				(100,000)			
Central Office			After	RRX						2,121,881						799,914					84,859				327,811		
Before Totals						\$0	\$0	\$250,000	\$13,029,604	\$0	\$0	\$6,792,194	\$0	\$0	\$2,089,860	\$0	\$0	\$2,994,677	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$250,000	\$13,029,604	\$0	\$0	\$6,792,194	\$0	\$0	\$2,089,860	\$0	\$0	\$2,994,677	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134329) DVRPC and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Cannon Ave. Grade Xing / Montgomery	111129	CON	Before															Return deobligated funds to Statewide RRX Reserve line item.	
			Deob	RRX						(15,462)									
			After	RRX						(15,462)									
RRX Reserve / Central Office	98255	CON	Before	RRX					1,107,498			199,914			712,364			RRX Reserve line item	
			Adjust	RRX					15,462										
			After	RRX					1,122,960			199,914			712,364				
Before Totals						\$0	\$0	\$0	\$1,107,498	\$0	\$0	\$199,914	\$0	\$0	\$712,364	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$15,462	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$1,107,498	\$0	\$0	\$199,914	\$0	\$0	\$712,364	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134565) DVRPC and STWD Items TIPS				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Systemic Improvements-Vulnerable Users (C) /SIP Philadelphia	117796	CON	Before	sHVRU					1,000,000			2,000,000						Advance funds for obligation of low bid amount.	
			Adjust	sHVRU						2,000,000			(2,000,000)						
			After	sHVRU						3,000,000									
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					3,761,664			5,702,713			30,904,396			HSIP Set Aside Reserve line item	
			Adjust	sHSIP						(2,000,000)			2,000,000						
			After	sHSIP						1,761,664			7,702,713			30,904,396			
Before Totals						\$0	\$0	\$0	\$4,761,664	\$0	\$0	\$7,702,713	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$4,761,664	\$0	\$0	\$7,702,713	\$0	\$0	\$30,904,396	\$0	\$0		

NOTES

SEPTA Fiscal Constraint Charts
(May 2024)

DVRPC FFY 2023-2026 TIP for Pennsylvania
 Fiscal Constraint Chart
 SEPTA TIP Actions for May 2024
 Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments	
			Amts	Fed	State	Fed	State	Local		
Capital Asset Lease	59966	CAL	Before	5337	1514	72,825	5,633	188	Administrative action to increase funds to meet program needs	
			Before	5307	1514	2,000	0	0		
			Before	CRRSAA	1514	0	0	0		
			Before	State	1514	0	0	0		
			Before	n/a	1514	0	1,029	35		
			Adjust	5337	1514	0	0	0		
			Adjust	5307	1514	0	0	0		
			Adjust	CRRSAA	1514	0	0	0		
			Adjust	State	1514	0	1,935	65		
			Adjust	n/a	1514	0	0	0		
			Total Adjust			0	1,935	65		
			After	5337	1514	72,825	5,633	188		
			After	5307	1514	2,000	0	0		
			After	CRRSAA	1514	0	0	0		
			After	State	1514	0	1,935	65		
After	n/a	1514	0	1,029	35					
Federal Preventive Maintenance	60317	OP	Before	5337	n/a	0	0	0	SEPTA is reprogramming funds to meet operating needs. Local match funds will be provided by SEPTA Operating dollars.	
			Before	ARP	n/a	0	0	0		
			Before	5307	n/a	0	0	0		
			Adjust	5337	n/a	61,712	0	15,428		
			Adjust	ARP	n/a	0	0	0		
			Adjust	5307	n/a	0	0	0		
			Total Adjust			61,712	0	15,428		
			After	5337	n/a	61,712	0	15,428		
			After	CARES	n/a	0	0	0		
After	5307	n/a	0	0	0					

Project Title	MPMS	Phase	Fund Type			FFY 2024			Comments
			Amts	Fed	State	Fed	State	Local	
Regional Rail Car & Locomotive Acquisition	60638	PUR	Before	5337	1514	61,712	1,935	65	SEPTA cancelled the procurement of 45 Multi-Level Rail Cars. Funds no longer needed in this program.
			Before	5307	1514	0	0	0	
			Before	OTH	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	(61,712)	(1,935)	(65)	
			Adjust	5307	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			(61,712)	(1,935)	(65)	
			After	5337	1514	0	0	0	
			After	5307	1514	0	0	0	
			After	OTH	1514	0	0	0	
After	n/a	1514	0	0	0				
Summary of Changes			Before			984,829	446,970	244,106	The net increase of Local funding in the amount of \$15,428 represents the SEPTA Operating dollars that will match Section 5337 funding in the Preventive Maintenance Program.
			Adjust			0	0	15,428	
			After			984,829	446,971	259,534	

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

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

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

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

PROJECT PHASES OF WORK (Continued)

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

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

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

HIGHWAY PROJECT FUNDING SOURCES

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

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)

<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)		
<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.

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

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

HIGHWAY PROJECT FUNDING SOURCES (Continued)			
<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.

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

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

TRANSIT PROJECT FUNDING SOURCES

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

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

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

<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



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

Connect With Us!     

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, 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

May 7, 2024

Agenda Item:

3. FY2025 Project Selection for the Pennsylvania Transportation and Community Development Initiative (TCDI) Program

Background/Analysis/Issues:

The Transportation and Community Development Initiative (TCDI) provides grants to local governments, transit agencies, and Transportation Management Associations (TMA) to undertake initiatives that strive to implement the region's long-range plan, *Connections 2050*, and enhance or improve the efficiency of the regional transportation system. Awardees may receive up to \$100,000 for single municipal projects and \$175,000 for multi-municipal projects. To ensure projects are right-sized, there is also a soft award floor of \$60,000.

For FY2025, there was \$1,200,000 available for Pennsylvania projects. DVRPC received 31 applications totaling \$3,094,600. The Pennsylvania TCDI Review Committee (Review Committee) representing the DVRPC counties, state agencies, transit agencies, and Pennsylvania Department of Transportation is currently reviewing the projects based on a set of quantitative criteria and selected funding priorities for the FY2025 PA round.

The Review Committee will meet on April 29, 2024, to finalize the list of recommended FY2025 Pennsylvania TCDI Projects. The final list will be provided to the RTC for consideration following the Review Committee's meeting.

Cost and Source of Funds:

FY2023 PA TIP as follows: \$1,200,000 STU funds for PA TCDI projects (MPMS #117904).

Date Action Required:

May 7, 2024

Recommendation:

- | | |
|------------------------------|--|
| Regional Technical Committee | - Will make recommendation at 05.07.2024 meeting |
| PA TCDI Review Committee | - Recommends approval |

Action Proposed:

The RTC recommends that the Board approves the list of recommended FY2025 Pennsylvania TCDI projects and authorizes the Executive Director to enter into a Memorandum of Understanding with each selected project sponsor and if applicable, contract with a qualified consultant to undertake the project in accordance with the scope of work and awarded amount.

Staff Contact:

Spencer K. Gober, Manager, Office of Community and Economic Development

Agenda Item 3 Attachment: FY2025 PA TCDI Recommended Projects

Bucks County (\$200,000)

Falls Township, \$100,000

D&L Trail Crossing Study

TCDI funds will be used to study six specific road crossings along the D&L Trail within Falls and Bristol Townships. Current conditions at these locations create conflict between trail users and motorists. The Study will identify and develop safe crossing alternatives, wayfinding recommendations, and actionable steps for implementation.

Transportation Management Association (TMA) Bucks, \$100,000

Quakertown Borough Complete Streets Plan

The Plan will identify and recommend elements of Complete Streets that are appropriate for specific corridors within Quakertown Borough that are known to be problematic and unsafe for pedestrians and cyclists. The goal is to improve safe access for all users, including pedestrians, bicyclists, and motorists.

Chester County (\$185,000)

Transportation Management Association of Chester County (TMACC), \$85,000

Lincoln Highway Active Transportation Improvement Plan

Route 30 (Lincoln Highway) is an important transportation corridor throughout Chester County, but also serves as a primary corridor within many of the County's western communities. The funds will be used to develop a plan that will make Lincoln Highway a safer and more useable corridor for pedestrians, cyclists, and users of public transportation; and a corridor that better connects the communities that exist along it.

Upper Uwchlan Township, \$100,000

Eagle Village Gateways and Mobility Plan

Eagle Village is the historic center for Upper Uwchlan Township. The Township will use these TCDI funds to build on prior efforts to improve walkability in the core by closing gaps in the multimodal network. The Plan will also identify appropriate traffic calming measures, and ways in which to enhance the sense of place within Eagle Village.

Delaware County (\$275,000)

Collingdale Borough, \$175,000

MacDade Boulevard Concept Development Study

Collingdale and Darby Boroughs will use TCDI funds to identify appropriate strategies for improving pedestrian and cyclist safety, and increasing multimodal options along MacDade Boulevard. Strategies may include, but are not limited to, road diets and protected bike lines.

Radnor Township, \$100,000

Downtown Wayne Master Plan

The Plan will identify multimodal improvements, economic development strategies, and other infrastructure improvements for the Township’s social and economic center, Wayne. The goal is to coordinate the area’s redevelopment, as well as increase safety for cyclists and pedestrians.

Montgomery County (\$210,000)

Abington Township, \$75,000

Abington Separated Bike Lanes Action Plan

The funds will be used to develop an action plan that will identify and prioritize corridors for separated bike lanes throughout the Township. This will build on prior Township efforts that focused primarily on a network of sharrows and unprotected bike lanes, and better connect the existing bicycle network with the Township’s seven SEPTA stations.

Montgomery County, \$135,000

Cheltenham Avenue Road Diet Feasibility Study

Montgomery County, with direct involvement from Cheltenham and Springfield Townships, will develop a road diet feasibility study aimed at improving accommodations for pedestrians and cyclists, and safety for all roadway users; and reducing vehicle speeds along Cheltenham Avenue.

Philadelphia (\$330,000)

Philadelphia City Planning Commission (PCPC)

Philadelphia Complete Streets Area Study: Port Richmond Industrial District and Waterfront, \$60,000

TCDI funds will be used to develop a conceptual plan for the Port Richmond neighborhood that will incorporate Complete Streets, address accessibility of the Delaware River Trail, and provide site recommendations and best practices for truck routing and overnight parking to reduce impacts on residents.

34th Street at Grays Ferry Visioning Project, \$90,000

The project will focus on the redesign of two intersections in Grays Ferry, and the stretch of 34th Street that connects them. The goal is to improve safety for pedestrians and cyclists, as well as accommodate truck traffic, while balancing the needs of residents and businesses in the surrounding neighborhood.

Intercity Bus Terminal Site Planning Project, \$90,000

The project will greatly emphasize stakeholder outreach and engagement to evaluate three preidentified potential locations for the intercity bus terminal within the 30th Street Station area. Through a feasibility analysis, a preferred site will be identified, and preliminary designs developed.

Philadelphia Office of Transportation Infrastructure, and Sustainability (OTIS)

48th & Woodland Playground Area Transportation Safety Study, \$90,000

The confluence of various transit modes and a complicated street network in this area create challenges for multimodal options, concerns regarding pedestrian and cyclist safety, and serve as barriers to access. The effort will provide a plan for short, medium, and long-term implementation of strategies that will improve the quality of life of residents in the surrounding neighborhood, and increase safety among multimodal options.

ACTION ITEM

Date Prepared: April 24, 2024

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

MAY 7, 2024

Agenda Item:

4. Subrecipient Scopes and Budgets for Trip Smart PA Program

Background/Analysis/Issues:

In 2021, DVRPC and the Pennsylvania TDM Policy Committee agreed to revise the funding structure for TDM work in Pennsylvania. Two of the major changes were:

1. Combining the previous TMA Assistance and Mobility Alternatives Program (MAP) grants into one "TDM Base Program" grant, continuing in a 2-year cycle; the Base program has since been branded as Trip Smart PA to promote a cohesive regional program, similar to the way MAP and its components were branded.
2. Reducing the size of the Trip Smart PA grant relative to MAP, and providing a new budget for the competitive Travel Options Program (TOP) grant.

The attached chart shows how Trip Smart PA and TOP fit under the TDM umbrella of work DVRPC and its partners carry out. While the total amount of funding has been approved for the Trip Smart PA program when the FY2025 UPWP was adopted (project 25-70-100), it is customary for the RTC and Board to review and approve activities and project deliverables that will be carried out by the current eight Trip Smart PA grantees for the next (FY2025-26) two year grant period.

Cost and Source of Funds:

\$2,310,000 - PA TIP MPMS# 117929: \$1,848,000 STU/Toll Credit; \$462,000 Local In-Kind Match.

Note: This was an increase of \$110,000 (5%) from the previous two-year contract period (\$2,200,000).

Funds by Contractor (total for two years, incl. match):

Bucks County TMA	\$315,000
TMA of Chester County (TMACC)	\$315,000

Delaware County TMA	\$315,000
GVF (Greater Valley Forge TMA)	\$315,000
Partnership TMA of Montgomery Co. (PTMA)	\$315,000
University City TMA	\$157,500
Clean Air Council	\$157,500
SEPTA	<u>\$420,000</u>
Total	\$2,310,000

These figures include a required 20% local match; DVRPC will reimburse contractors at 80%.

Date Action Required:

May 7, 2024

Recommendations:

RTC – Will make recommendations at the May 7, 2024 RTC Meeting

Staff – Recommends approval.

Action Proposed:

The RTC recommends DVRPC Board approval of eight contractor work program scopes and budgets for the Trip Smart PA program for the eight continuing program grantees, for the next two-year contract period (FY2025-26).

Staff Contact:

Stacy Bartels

Attachments:

1. Diagram summarizing DVRPC TDM program structure
2. Draft work programs and task-level budgets for each contracting agency (to follow prior to RTC meeting).

DVRPC TDM Program and Committee Structure

