



# RTC

## REGIONAL TECHNICAL COMMITTEE

**COMMONWEALTH OF PENNSYLVANIA:**

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

**STATE OF NEW JERSEY:**

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

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# Agenda

Tuesday, September 10, 2024 | 10 am

All-Virtual Meeting

[https://dvrpc.zoom.us/webinar/register/WN\\_tJcXTS\\_JQleRkx-02Zzc\\_w](https://dvrpc.zoom.us/webinar/register/WN_tJcXTS_JQleRkx-02Zzc_w)

Call to Order – Chair’s Comments

DVRPC Director’s Report

Public Comments on Agenda and Non-Agenda Items

## ACTION ITEMS

1. **Highlights of the July 9, 2024 RTC Meeting**
2. **Version 2.0 2050 Population and Employment Forecasts**

Greg Diebold, Planning Analyst, will present. DVRPC is required to maintain population and employment forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. The 2050 Version 2.0 Population and Employment Forecasts updates the 2050 v1.0 forecasts adopted in 2021 with more recent data from the 2020 Decennial Census, US Bureau of Economic Analysis (BEA), and National Establishment Time Series (NETS). These forecasts will inform the *Update: Connections 2050 Plan* development, and are also necessary for the annual air quality conformity analysis.
3. **CMAQ Performance Measures – Interim Performance Plan**

Sean Greene, Manager of the Office of Freight and Clean Transportation, will present. Under the federal Transportation Performance Management program, state DOTs are required to develop congestion and emissions reduction performance targets for the Congestion Mitigation and Air Quality (CMAQ) program. The measures include Peak Hour Excessive Delay per Capita, Percent Non-SOV Travel, and emissions reductions from CMAQ funded projects. DVRPC is required to submit an interim performance plan that demonstrates the progress towards meeting the PM3 targets for the first two years of the reporting period (2022-2025). This performance plan identifies baseline conditions and progress towards meeting the targets. Staff will present the findings of the performance plan and seek a recommendation to adopt the plan’s findings.

#### **4. FY 2024 Comprehensive Economic Development Strategy (CEDS)**

Karen Cilurso, Associate Director, Livable Communities, will present. As the designated U.S. Economic Development Administration (EDA) Economic Development District for the nine-county region, DVRPC facilitates the development of the CEDS. Per U.S. EDA guidance, the CEDS must be adopted every five years. The updated CEDS will serve as the framework to guide the U.S. EDA economic development investments through FY 2028.

### **INFORMATION ITEMS**

#### **5. Proposed Calendar Year 2025 RTC Meeting Dates**

Michael Boyer, Director of Regional Planning, will review the proposed calendar year 2025 meeting dates for the RTC.

#### **6. September 2024 TIP Administrative Actions**

### **PRESENTATION ITEMS**

#### **7. Rail Park Expansion**

Rebecca Cordes Chan, Executive Director of Friends of the Rail Park, will present an update on the Rail Park's Three Mile Vision, equitable development planning process, and expansion.

#### **8. Freight Futures Study**

Dan Farina, Jr. AICP, Senior Freight Transportation Planner, will present. The Freight Futures study was undertaken to anticipate and adapt to changes in the supply chain and freight activities in the Greater Philadelphia area through 2040. In alignment with the principles of the *Connections 2050* Long-Range Plan, Freight Futures assesses the impact of freight infrastructure and activities on sustainability, resilience, and equity across the region. The study evaluated current trends and conditions affecting goods movement that are out of the control of stakeholders, developed four potential future scenarios, and made recommendations to address policy and infrastructural blind-spots.

### **DISCUSSION ITEMS**

#### **9. IIJA Update**

#### **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, October 8, 2024, planned as a hybrid meeting.

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](http://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](mailto:public_affairs@dvrpc.org).

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE**

**July 9, 2024 Meeting Highlights**

**This Meeting was Hybrid**

**Public Comment on Any Agenda and Non-Agenda Items**

No public comments were made at the meeting.

**RTC AGENDA ITEMS**

**1. Highlights of the June 11, 2024 RTC Meeting**

The highlights from the June 11, 2024 meeting of the RTC were presented for adoption.

Motion *by Lou Hufnagle, seconded by Ilene Lampitt* that the RTC adopt the highlights of the June 11, 2024 RTC meeting.

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

**2a. NJ24-046: SJ BRT/Avandale Park Ride (DB #T630), NJ TRANSIT – Add Project Back into the TIP**

The RTC recommends:

The DVRPC Board approve TIP Action NJ24-046, NJ TRANSIT's request that DVRPC amend the FY2024 TIP for New Jersey by adding a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY23 unobligated funds in the amount of \$2 M SECT 5339/5307 for the ERC phase in FY24.

Motion *by June Morton, seconded by Bill Flemming*.

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

**2b. NJ24-047: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201), Burlington County – Add New LCD Graduate Project into the TIP**

The RTC recommends:

The DVRPC Board approve TIP Action NJ24-047, Burlington County's request that DVRPC amend the FY2024 TIP for New Jersey by adding a new Local Concept Development (LCD) graduate project, CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201) into the TIP for Preliminary Engineering (PE), Final Design (FD) and Construction (CON) in the amount of \$5.87 M STBGP-PHILA funding.

Motion by Tom Stanuikynas, seconded by June Morton.  
Motion passed. All votes were cast in favor of the motion.

**2c. PA23-123: Creek Road over Pickering Creek (Bridge) (MPMS #98223), Chester County – Federalize Project**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-123, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the Creek Road over Pickering Creek (MPMS #98223) project, replacing the \$3,100,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding.

**2d. PA23-124: Spring City Road over Stony Run (Bridge) (MPMS #98224), Chester County – Federalize Project**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-124, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by federalizing the Spring City Road over Stony Run (MPMS #98224) project, replacing the \$1,940,000 of State 183/Local funds currently programmed in the County/City Bridge Reserve Line Item (MPMS #95447) with federal BOF funding, and increasing the project estimate by \$960,000 for a total estimated cost of \$2,900,000.

Motion for 2c and 2d by Brian Styche, seconded by June Morton.  
Motion passed. All votes were cast in favor of the motion.

**2e. PA23-125: Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing (MPMS #102273), Montgomery County – Increase CON Phase**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-125, PennDOT's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Ridge/Germantown Intersection Realignment – Phase 1 Perkiomen Crossing (MPMS #102273) project by \$12,642,000 CAQ (\$2,498,000 in FY24; \$13,679,000 in FY25; \$4,823,000 in FY26). \$8,358,000 CAQ will also be advanced from FY27 to match the project's current construction.

Motion by Matt Edmond, seconded by Lou Hufnagle.  
Motion passed. All votes were cast in favor of the motion.

**2f. PA23-126: Communication, Signals, & Technology Improvements (MPMS #102571), SEPTA – Add New Project to Program**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-126, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Broad Street Subway City Hall Reverse Signaling project to the Communication, Signals, & Technology Program (MPMS #102571).

**2g. PA23-127: Safety and Security Improvements (MPMS #107011), SEPTA – Add New Project to Program**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-127, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the Climate Adaptation and Mitigation Program to the Safety & Security Improvements Program (MPMS #107011).

Motion for 2f and 2g by Nicholas Baker, seconded by Kellie Bellina.  
Motion passed. All votes were cast in favor of the motion.

**2h. PA23-128: Transportation Capital Improvements Program (MPMS #95739), PART – Add New Project to Program**

The RTC recommends:

The DVRPC Board approve TIP Action PA23-128, PART's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding the ITS Equipment project to the

Transportation Capital Improvements Program (MPMS #95739) in the amount of \$316,000 (\$253,000 Section 5307/\$61,000 Section 1517/\$2,000 LOC) for the CAP phase in FY24.

Motion by Matt Edmond, seconded by Kellie Bellina.  
Motion passed. All votes were cast in favor of the motion.

### **3. Adoption of the Conformity Determination of the Amendments to the Connections 2050 Long-Range Plan and Draft FY2025 TIP for Pennsylvania**

The RTC recommends:

The DVRPC Board adopt the conformity findings of the *Connections 2050* Long-Range Plan and FY 2025 TIP for Pennsylvania for Ozone and PM<sub>2.5</sub> in the DVRPC planning area by passing resolution number B-FY25-001.

Motion: by June Morton, seconded by Tom Stanuikynas.  
Motion passed. All votes were cast in favor of the motion.

### **4. Adoption of Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia***

The RTC recommends:

The DVRPC Board adopt Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia*, the region's Long-Range Plan, and add or revise the scope, funding, status, and/or timing of 26 MRPs by passing resolution number B-FY25-002.

Motion by Donna Rendeiro, seconded by Lou Hufnagle.  
Motion passed. All votes were cast in favor of the motion.

### **5. Adoption of the Draft DVRPC FY2025 Pennsylvania Transportation Improvement Program and List of Recommended Changes (FY25-FY28)**

The RTC recommends:

The DVRPC Board approve the Memorandum of Understanding (MOU), and adopt the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) with the proposed list of recommended changes as the region's official selection of transportation projects for funding, by passing resolution number B-FY25-003.

Motion by Kellie Bellina, seconded by June Morton.

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

## **6. Annual Self Certification of the Regional Transportation Planning Process**

The RTC recommends:

The DVRPC Board certifies that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the IIJA, FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation and Executive Orders, by passing resolution number B-FY25-004.

Motion by Donna Rendeiro, seconded by Tom Stanuikynas.

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

## **7. DVRPC FY 2025 Work Program Amendment: NJDOT Unobligated PL Funds - Amendments to Existing Projects**

The RTC recommends:

The DVRPC Board amend the FY2025 UPWP to adjust the scopes and budgets for three existing projects:

- 25-33-160 - Rethinking Parking Requirements Toward More Effective Standards and Management (add \$100,000)
- 25-33-180 - Regional Affordable and Accessible Housing (add \$100,000)
- 25-52-160 - Supporting Communities Program (add \$170,000)

Motion by Donna Rendeiro, seconded by Tom Stanuikyas.

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

## **8. DVRPC FY 2025 Work Program Amendment: NJDOT Unobligated PL Funds - New Projects**

The RTC recommends:

The DVRPC Board amend the FY2025 UPWP to add three new projects:

- 25-33-210 - Transportation Analysis for NJ Economic and Workforce Development (2 years) (\$245,416)
- 25-34-210 - 2025 On-Board and Household Household Travel Surveys - SJTPO

- Region (3 years) (\$825,000)
- 25-34-220 - Software Development and Improvement for TIP Administration (4 years) (\$170,000)

Motion by Matt Edmond, seconded by Donna Remdeiro.  
Motion passed. All votes were cast in favor of the motion.

### **9. DVRPC FY 2025 Work Program Amendment: Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program**

The RTC recommends:

The DVRPC Board approve the FY25 UPWP amendment to accept the second year of \$450,000 in funding from PennDOT Central Office to support technical assistance for the TASA program for additional DVRPC staff support and to maintain a consultant on retainer for a second year.

Motion by Brian Styche, seconded by Kellie Bellina.  
Motion passed. All votes were cast in favor of the motion.

### **10. DVRPC FY 2025 Work Program Amendment: Bellwether District Transit & Traffic Forecasts**

The RTC recommends:

The DVRPC Board approve the FY 2025 Work Program Amendment for 25-34-230 - the Bellwether District Transit & Traffic Forecasts project.

Motion by Nathan Grace, seconded by Kelley Yemen.  
Motion passed. All votes were cast in favor of the motion.

### **11. Transportation Performance Management: Transit Assets and Transit Safety Targets**

The RTC recommends:

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

Motion by Tom Stanuikynas, seconded by Darlene Callands.  
Motion passed. All votes were cast in favor of the motion.

## 12. DVRPC Regional Trails Program – 2024 Grant Awards

The RTC recommends:

The DVRPC Board approve twelve Regional Trails Program grant awards for a total amount of \$2,000,000.

Motion by Lou Hufnagle, seconded by Brian Styche.  
Motion passed. All votes were cast in favor of the motion.

**The next scheduled meeting of the RTC is Tuesday, September 10, 2024, planned as an in person/hybrid meeting.**

### ATTENDANCE

#### Voting Members

NJ Department of Transportation  
NJ Department of Environmental Protection  
NJ Department of Community Affairs  
NJ Governor's Appointee  
NJ Office for Planning Advocacy  
PA Department of Community and Economic Development  
PA Department of Environmental Protection  
PA Department of Transportation  
PA Governor's Appointee  
PA Governor's Policy Office  
Bucks County  
Burlington County  
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

#### Representative

Farzana Ahmed  
(not represented)  
(not represented)  
Jasmine Metellus  
Donna Rendeiro  
(not represented)  
Sachin Shankar  
(not represented)  
(not represented)  
Jonathan Korus  
Richard Brahler  
Tom Stanuikynas  
Ilene Lampitt  
Brian Styche  
Lou Hufnagle  
Bill Flemming  
Maria Connolly  
Matt Edmond  
Nathan Grace  
Nicholas Baker  
Kelley Yemen  
June Morton  
Paul Fritz

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

(not represented)  
Darlene Callands  
Michael Swan  
(not represented)  
Kellie Bellina  
Bonita Cummings  
Judith Fagin  
Lee Wolfe  
Bill Matulewicz

**Non-Voting Members**

Delaware River Joint Toll Bridge Commission  
Delaware Valley Goods Movement Task Force  
Federal Highway Administration - NJ Division  
Federal Highway Administration - PA Division  
Federal Transit Administration - Region III  
Greater Philadelphia Chamber of Commerce  
NJ Turnpike Authority  
New Jersey TMAs  
New Jersey TMAs  
Pennsylvania TMAs  
Pennsylvania TMAs  
Pennsylvania Turnpike Commission  
Phila Port  
Pottstown Urban Transit  
Select Greater Philadelphia  
South Jersey Port Corporation  
South Jersey Transportation Authority  
Transportation Operations Task Force  
US EPA - Region II  
US EPA - Region III  
US Department of Housing and Urban Development

**Representative**

(not represented)  
Kelvin MacKavanagh  
(not represented)  
Gene Porochniak  
(not represented)  
(not represented)  
Rosemary Nivar  
Cheryl Kastrenakes  
Ronda Urkowitz  
Tracy Barusevicius  
Jacqui Baxter-Rollins  
(not represented)  
(not represented)

**Other Member Representatives and Guests**

Bucks County  
Bicycle Coalition of Greater Philadelphia  
Chester County  
City of Camden  
City of Philadelphia Streets Department  
City of Philadelphia, Streets Department  
City of Philadelphia, City Planning Commission  
City of Philadelphia

Parker Frohlich  
Sarah Stuart  
Patty Quinn  
Dr. Edward Williams  
David Kanthor  
Sarah Stuart  
Mike Devigne  
Daniel Hoffman  
Marcus Ferreira  
Kyle Brown  
Clara Iodice

Gloucester County  
Dewberry  
Mercer County  
Montgomery County  
New Jersey Transit  
NJDOT  
PennDOT  
PennDOT

Jackie Huston  
Jack Kanarek  
Matthew Zochowski  
Matthew Popek  
Laurie Ferreras  
Amy Polachak  
Lars Delorenzi  
Nyomi Evans  
Shagheyegh Jabalameli

**DVRPC Staff**

Alison Hastings  
Alyssa Driscoll  
Amani Bey  
Ariella Maron  
Betsy Mastaglio  
Chris Mulroy  
Elise Turner  
Emily Goldstein  
Ethan Fogg  
Gina Myers  
Greg Diebold  
Greg Krykewycz  
Joe Natale  
Johnathan Alexander  
Karen Cilurso  
Karin Morris  
Katie Lacava  
Keith Hartington  
Kelsey McElduff  
Matt Gates  
Meijun Liu  
Mike Boyer  
Najah Jackson  
Renee Wise  
Richard Murphy  
Russell Livolsi  
Sean Greene  
Shoshana Akins  
Spencer Gober  
Stacy Bartels  
Tom Edinger  
Travis Spotts  
Vanessa Doan

## Wideline Desir

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 mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a [Title VI Complaint Form](#), please visit: [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE MEETING**

**September 10, 2024**

**Agenda Item:**

**2. Version 2.0 2050 Population and Employment Forecasts**

**Background/Analysis/Issues:**

DVRPC is required to maintain population and employment forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. The 2050 Version 2.0 (v2.0) Population and Employment Forecasts for 2050 updates the 2050 v1.0 forecasts adopted in 2021 with more recent data from the 2020 Decennial Census, US Bureau of Economic Analysis (BEA), and National Establishment Time Series (NETS). These forecasts will inform the *Update: Connections 2050 Plan* development, and are also necessary for the annual air quality conformity analysis.

The forecasts were developed in collaboration with county planning partners through the Socioeconomic and Land Use Analytics Committee (SLUAC): a group of agency staff from around the region tasked with demographic and economic analysis in their roles at their respective agencies. The SLUAC convenes to discuss, review, and advise on a number of DVRPC initiatives. It provided comments on the proposed methodology and formed a consensus around the final forecasts.

***Population Forecast Methodology***

The 2050 v2.0 forecast used updated base data and a new age-cohort model for projecting population at the county level. The 2020 Census was not released in time to be incorporated into the version 1 (v1.0) forecast. The 2010 to 2019 Population Estimates (PEP) preceding the 2020 Census release greatly undercounted the population in the region in comparison to the results of the Census. Due to the past discrepancies between the Decennial Census and the PEP, estimates released post-2020 Census were not incorporated into this forecast.

The primary update to the forecasting approach occurred at the county/regional level. The age-cohort model uses historic decennial census data and births and deaths records from the New Jersey and Pennsylvania state health departments. Age-cohort models predict future population by modeling the behavior of age-sex cohorts from a base year to a horizon year, based on each cohort's anticipated birth, death, and migration rates. Beginning with a base year of the 2020 Census, each model run produced a five-year forecast, based on assumptions about future behavior of each age-sex cohort that were estimated using historic data. At the end of the forecast cycle, each age-sex cohort was 'aged' to the next age bracket, with births from the previous cycle becoming the 0-4 year old bracket, and the model was rerun until the horizon year of 2050.

Municipal forecasts were produced by standardizing the v1.0 forecasts to the new county-level ones to determine the total county growth occurring in each municipality. This factor was multiplied by total county growth in v2.0 to produce new municipal forecasts that summed to the v2.0 county forecast control totals.

The municipal forecasts in v1.0 were developed using UrbanSim: a land use model with predictive capabilities based on factors such as demographics, rental and ownership costs, agglomerating relationships of employment sectors, and location choices for workers and businesses based on changes in highway and transit travel time. The UrbanSim model was not available to be updated for this cycle, and no other models were readily available for use. Municipal-level results from the v1.0 forecasts were used to estimate future municipal population and household growth based on county-level forecasts in the age-cohort model. DVRPC is investigating alternative land use model approaches for the next forecast cycle.

### *Employment Forecast Methodology*

Similar to the population forecast, the employment forecast update consisted of developing a new county-level model and utilizing the v1.0 UrbanSim results for municipal forecasts.

The base employment source for the 2020 forecast was the U.S. Bureau of Economic Analysis (BEA) full-time and part-time employment by NAICS industry. The National Employment Time Series (NETS), a point-based database of employment and business establishments, was aggregated to the municipal level to determine the municipal employment base. The point-level NETS data was scaled uniformly at the county level by industry to match the county BEA employment totals. NETS has discontinued its point-based data series, which was the basis of the last few employment forecasts. As a result, DVRPC has moved to a greater use of BEA as the source of the region's employment data.

A base working-age-population-to-employment ratio was utilized to determine county

level employment at five-year forecast intervals to the year 2050. The v1.0 municipal forecasts (using the results of the UrbanSim model) were then scaled to the v2.0 county employment totals to determine the v2.0 municipal employment forecasts.

### *Forecast Results*

Overall, the regional population is anticipated to grow by 7.8% (or 458,783 people) between 2020 and 2050. This result is similar to the v1.0 forecast, which anticipated 7.6% growth (or 440,188 new residents). The v2.0 forecast ends up at a higher total population (6,351,893) than v1.0 (6,206,332) due to the higher starting point of the 2020 Census.

Employment is anticipated to grow by 10.1% (or 356,537 employees), which is lower growth than the v1.0 forecast of 14.6% (or 445,817 employees). Regional employment growth in v2.0 is tied to the working age population, which does not grow significantly over the forecast period due to an aging population. However, total employment in 2050 is nearly 400,000 employees higher in v2.0 (3,902,843) than v1.0 (3,505,516) due to the shift to using BEA data as the basis for the region's employment figures. See tables 1 through 4 in the attachment for details.

### Date Action Required:

September 10, 2024

### Recommendations:

RTC – Will make a recommendation at the September 10 RTC meeting.

Staff – Recommends approval.

### Action Proposed:

The RTC recommends that the DVRPC Board adopt the 2050 Version 2.0 Population and Employment Forecasts.

### Staff Contact:

Gregory Diebold  
Planning Data Analyst, Office of Long Range Planning

### Attachments:

2050 Version 2.0 Population and Employment Forecasts Tables

## Table 1: Forecasted Population by County, 2020–2050

County	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	461,860	473,272	479,994	483,228	483,537	480,587	475,845	13,985	3.0%
Camden	523,485	530,284	533,400	535,754	535,479	531,621	526,537	3,052	0.6%
Gloucester	302,294	307,059	311,522	317,793	321,229	324,572	325,589	23,295	7.7%
Mercer	387,340	398,440	411,284	417,084	421,509	424,305	426,110	38,770	10.0%
<b>Four New Jersey Counties</b>	<b>1,674,979</b>	<b>1,709,055</b>	<b>1,736,200</b>	<b>1,753,859</b>	<b>1,761,754</b>	<b>1,761,085</b>	<b>1,754,081</b>	<b>79,102</b>	<b>4.7%</b>
Bucks	646,538	653,951	660,319	663,614	662,073	655,807	645,802	-736	-0.1%
Chester	534,413	560,995	580,644	596,128	608,736	617,658	623,047	88,634	16.6%
Delaware	576,830	586,022	595,046	600,828	602,900	601,708	598,561	21,731	3.8%
Montgomery	856,553	884,435	911,389	935,421	953,991	967,300	976,274	119,721	14.0%
Philadelphia	1,603,797	1,653,578	1,689,812	1,711,232	1,725,980	1,737,947	1,754,128	150,331	9.4%
<b>Five Pennsylvania Counties</b>	<b>4,218,131</b>	<b>4,338,981</b>	<b>4,437,210</b>	<b>4,507,223</b>	<b>4,553,680</b>	<b>4,580,420</b>	<b>4,597,812</b>	<b>379,681</b>	<b>9.0%</b>
<b>DVRPC Region</b>	<b>5,893,110</b>	<b>6,048,036</b>	<b>6,173,410</b>	<b>6,261,082</b>	<b>6,315,434</b>	<b>6,341,505</b>	<b>6,351,893</b>	<b>458,783</b>	<b>7.8%</b>

Source: DVRPC, August 2024. Base populations from US Census Bureau 2020 Decennial Census

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Bass River Township	1,355	1,355	1,356	1,364	1,364	1,355	1,342	-13	-1.0%
Burlington	Beverly City	2,499	2,499	2,499	2,508	2,509	2,493	2,468	-31	-1.2%
Burlington	Bordentown City	3,993	4,577	4,577	4,598	4,602	4,576	4,535	542	13.6%
Burlington	Bordentown Township	11,791	12,914	12,921	12,964	12,975	12,900	12,778	987	8.4%
Burlington	Burlington City	9,743	10,060	11,938	12,014	12,022	11,960	11,859	2,116	21.7%
Burlington	Burlington Township	23,983	24,097	24,225	24,309	24,319	24,166	23,920	-63	-0.3%
Burlington	Chesterfield Township	9,422	9,909	10,069	10,100	10,102	10,042	9,946	524	5.6%
Burlington	Cinnaminson Township	17,064	17,385	17,391	17,480	17,491	17,382	17,206	142	0.8%
Burlington	Delanco Township	4,824	5,039	5,043	5,078	5,080	5,050	5,000	176	3.6%
Burlington	Delran Township	17,882	18,860	19,205	19,289	19,299	19,185	19,001	1,119	6.3%
Burlington	Eastampton Township	6,191	7,193	7,193	7,220	7,225	7,185	7,122	931	15.0%
Burlington	Edgewater Park Township	8,930	9,245	9,337	9,399	9,406	9,349	9,258	328	3.7%
Burlington	Evesham Township	46,826	47,941	47,952	48,215	48,241	47,942	47,461	635	1.4%
Burlington	Fieldsboro Borough	526	526	526	528	528	525	520	-6	-1.1%
Burlington	Florence Township	12,812	13,108	13,416	13,466	13,471	13,389	13,258	446	3.5%
Burlington	Hainesport Township	6,035	6,049	6,052	6,200	6,213	6,174	6,112	77	1.3%
Burlington	Lumberton Township	12,803	13,364	13,915	13,975	13,985	13,903	13,771	968	7.6%
Burlington	Mansfield Township	8,897	8,970	9,074	9,168	9,179	9,122	9,030	133	1.5%
Burlington	Maple Shade Township	19,980	19,993	20,005	20,099	20,108	19,980	19,775	-205	-1.0%
Burlington	Medford Lakes Borough	4,264	4,264	4,264	4,277	4,279	4,252	4,208	-56	-1.3%
Burlington	Medford Township	24,497	25,146	26,496	26,599	26,619	26,462	26,211	1,714	7.0%
Burlington	Moorestown Township	21,355	22,108	23,561	24,447	24,467	24,331	24,112	2,757	12.9%
Burlington	Mount Holly Township	9,981	10,028	10,028	10,063	10,067	10,003	9,901	-80	-0.8%
Burlington	Mount Laurel Township	44,633	46,602	46,613	46,961	47,000	46,715	46,257	1,624	3.6%
Burlington	New Hanover Township	6,367	6,382	6,382	6,386	6,387	6,346	6,281	-86	-1.4%
Burlington	North Hanover Township	7,963	7,963	7,963	8,011	8,017	7,966	7,885	-78	-1.0%
Burlington	Palmyra Borough	7,438	7,438	7,729	7,763	7,768	7,721	7,644	206	2.8%
Burlington	Pemberton Borough	1,371	1,371	1,371	1,372	1,372	1,363	1,349	-22	-1.6%
Burlington	Pemberton Township	26,903	26,912	26,915	26,989	27,003	26,831	26,555	-348	-1.3%
Burlington	Riverside Township	8,003	8,435	8,435	8,435	8,437	8,386	8,304	301	3.8%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Riverton Borough	2,764	2,770	2,770	2,782	2,785	2,767	2,739	-25	-0.9%
Burlington	Shamong Township	6,460	6,460	6,460	6,492	6,494	6,453	6,387	-73	-1.1%
Burlington	Southampton Township	10,317	10,317	10,318	10,428	10,439	10,373	10,267	-50	-0.5%
Burlington	Springfield Township	3,245	3,245	3,245	3,251	3,252	3,232	3,198	-47	-1.4%
Burlington	Tabernacle Township	6,776	6,776	6,776	6,804	6,807	6,764	6,695	-81	-1.2%
Burlington	Washington Township	693	693	693	693	693	689	681	-12	-1.7%
Burlington	Westampton Township	9,121	9,121	9,121	9,191	9,203	9,145	9,051	-70	-0.8%
Burlington	Willingboro Township	31,889	31,890	31,892	32,027	32,042	31,839	31,511	-378	-1.2%
Burlington	Woodland Township	1,544	1,549	1,549	1,563	1,564	1,554	1,538	-6	-0.4%
Burlington	Wrightstown Borough	720	720	720	721	722	717	710	-10	-1.4%
Camden	Audubon Borough	8,707	8,707	8,707	8,727	8,723	8,659	8,574	-133	-1.5%
Camden	Audubon Park Borough	991	991	991	991	990	983	974	-17	-1.7%
Camden	Barrington Borough	7,075	7,079	7,137	7,165	7,162	7,109	7,041	-34	-0.5%
Camden	Bellmawr Borough	11,707	11,707	11,707	11,740	11,734	11,648	11,534	-173	-1.5%
Camden	Berlin Borough	7,489	7,756	7,756	7,778	7,774	7,719	7,646	157	2.1%
Camden	Berlin Township	5,867	5,867	5,867	5,873	5,870	5,827	5,770	-97	-1.7%
Camden	Brooklawn Borough	1,815	1,815	1,815	1,833	1,832	1,818	1,801	-14	-0.8%
Camden	Camden City	71,791	72,192	72,212	72,404	72,366	71,837	71,140	-651	-0.9%
Camden	Cherry Hill Township	74,553	79,932	81,490	81,617	81,578	81,028	80,304	5,751	7.7%
Camden	Chesilhurst Borough	1,536	1,541	1,541	1,544	1,543	1,532	1,517	-19	-1.2%
Camden	Clementon Borough	5,338	5,338	5,338	5,355	5,352	5,313	5,261	-77	-1.4%
Camden	Collingswood Borough	14,186	14,192	14,192	14,253	14,246	14,141	14,004	-182	-1.3%
Camden	Gibbsboro Borough	2,189	2,321	2,321	2,321	2,320	2,304	2,283	94	4.3%
Camden	Gloucester City	11,484	11,690	11,690	11,725	11,719	11,635	11,523	39	0.3%
Camden	Gloucester Township	66,034	66,075	66,699	67,256	67,222	66,735	66,094	60	0.1%
Camden	Haddon Heights Borough	7,495	7,495	7,495	7,502	7,498	7,443	7,370	-125	-1.7%
Camden	Haddon Township	15,407	15,407	15,426	15,492	15,484	15,371	15,221	-186	-1.2%
Camden	Haddonfield Borough	12,550	12,550	12,550	12,578	12,571	12,479	12,357	-193	-1.5%
Camden	Hi-Nella Borough	927	927	927	931	931	924	915	-12	-1.3%
Camden	Laurel Springs Borough	1,978	1,978	1,978	1,978	1,977	1,962	1,943	-35	-1.8%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Camden	Lawnside Borough	2,955	2,955	2,955	2,967	2,965	2,944	2,915	-40	-1.4%
	Lindenwold Borough	21,641	21,649	21,668	21,723	21,712	21,552	21,342	-299	-1.4%
Camden	Magnolia Borough	4,352	4,352	4,352	4,356	4,354	4,322	4,280	-72	-1.7%
Camden	Merchantville Borough	3,820	3,823	3,823	3,829	3,827	3,799	3,762	-58	-1.5%
Camden	Mount Ephraim Borough	4,651	4,651	4,651	4,662	4,660	4,625	4,580	-71	-1.5%
Camden	Oaklyn Borough	3,930	3,930	3,930	3,955	3,953	3,924	3,886	-44	-1.1%
Camden	Pennsauken Township	37,074	37,276	37,373	37,457	37,438	37,164	36,804	-270	-0.7%
Camden	Pine Hill Borough	10,764	10,764	10,764	10,778	10,773	10,693	10,589	-175	-1.6%
Camden	Runnemede Borough	8,324	8,324	8,324	8,347	8,342	8,281	8,200	-124	-1.5%
Camden	Somerdale Borough	5,566	5,566	5,566	5,566	5,563	5,522	5,468	-98	-1.8%
Camden	Stratford Borough	6,981	6,986	6,986	7,025	7,021	6,970	6,902	-79	-1.1%
Camden	Tavistock Borough	9	9	9	9	9	9	9	0	0.0%
Camden	Voorhees Township	31,069	31,126	31,243	31,364	31,348	31,119	30,817	-252	-0.8%
Camden	Waterford Township	10,421	10,426	10,426	10,436	10,431	10,354	10,253	-168	-1.6%
Camden	Winslow Township	39,907	39,985	40,588	41,306	41,285	40,991	40,604	697	1.7%
Camden	Woodlyne Borough	2,902	2,902	2,902	2,908	2,906	2,885	2,857	-45	-1.6%
Gloucester	Clayton Borough	8,807	9,305	9,501	9,787	9,796	9,812	9,821	1,014	11.5%
Gloucester	Deptford Township	31,977	32,033	32,072	32,512	32,811	32,842	32,849	872	2.7%
Gloucester	East Greenwich Township	11,706	11,717	11,717	11,729	11,734	11,734	11,734	28	0.2%
Gloucester	Elk Township	4,424	4,533	4,600	4,836	4,853	4,888	4,904	480	10.8%
Gloucester	Franklin Township	16,380	16,391	16,406	16,726	16,913	16,928	16,935	555	3.4%
Gloucester	Glassboro Borough	23,149	23,456	23,529	23,924	24,005	24,058	24,081	932	4.0%
Gloucester	Greenwich Township	4,917	4,917	4,917	4,934	4,942	4,944	4,945	28	0.6%
Gloucester	Harrison Township	13,641	14,217	14,345	14,438	14,710	15,458	15,744	2,103	15.4%
Gloucester	Logan Township	6,000	6,045	6,110	6,445	6,462	6,465	6,466	466	7.8%
Gloucester	Mantua Township	15,235	15,903	16,204	16,794	16,952	17,534	17,701	2,466	16.2%
Gloucester	Monroe Township	37,117	38,101	38,448	38,985	39,369	40,469	40,881	3,764	10.1%
Gloucester	National Park Borough	3,026	3,026	3,026	3,026	3,035	3,035	3,035	9	0.3%
Gloucester	Newfield Borough	1,774	1,774	1,777	1,785	1,786	1,788	1,788	14	0.8%
Gloucester	Paulsboro Borough	6,196	6,196	6,196	6,209	6,215	6,216	6,218	22	0.4%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

# Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
<b>Gloucester</b>	Pitman Borough	8,780	8,807	8,807	8,836	8,857	8,858	8,858	78	0.9%
<b>Gloucester</b>	South Harrison Township	3,395	3,402	3,421	3,603	3,638	3,649	3,653	258	7.6%
<b>Gloucester</b>	Swedesboro Borough	2,711	2,711	2,711	2,720	2,729	2,729	2,729	18	0.7%
<b>Gloucester</b>	Washington Township	48,677	48,729	48,756	49,214	49,573	49,630	49,638	961	2.0%
<b>Gloucester</b>	Wenonah Borough	2,283	2,283	2,283	2,285	2,299	2,299	2,299	16	0.7%
<b>Gloucester</b>	West Deptford Township	22,197	22,271	22,322	23,116	23,645	23,737	23,761	1,564	7.0%
<b>Gloucester</b>	Westville Borough	4,264	4,269	4,271	4,279	4,291	4,291	4,292	28	0.7%
<b>Gloucester</b>	Woodbury City	9,963	9,971	9,973	9,998	10,009	10,013	10,014	51	0.5%
<b>Gloucester</b>	Woodbury Heights Borough	3,098	3,098	3,102	3,117	3,129	3,129	3,129	31	1.0%
<b>Gloucester</b>	Woolwich Township	12,577	13,903	17,028	18,496	19,477	20,066	20,115	7,538	59.9%
<b>Mercer</b>	East Windsor Township	30,045	30,053	31,130	31,242	31,413	31,456	31,512	1,467	4.9%
<b>Mercer</b>	Ewing Township	37,264	39,417	40,672	40,726	40,742	40,759	40,773	3,509	9.4%
<b>Mercer</b>	Hamilton Township	92,297	92,733	93,620	94,073	94,587	95,031	95,337	3,040	3.3%
<b>Mercer</b>	Hightstown Borough	5,900	6,270	6,905	6,959	7,002	7,011	7,038	1,138	19.3%
<b>Mercer</b>	Hopewell Borough	1,918	1,918	1,918	1,926	1,961	1,970	1,970	52	2.7%
<b>Mercer</b>	Hopewell Township	17,491	20,284	21,676	24,032	24,691	25,144	25,477	7,986	45.7%
<b>Mercer</b>	Lawrence Township	33,077	33,281	34,547	35,134	35,729	36,129	36,240	3,163	9.6%
<b>Mercer</b>	Pennington Borough	2,802	2,803	2,803	2,846	2,867	2,911	2,911	109	3.9%
<b>Mercer</b>	Princeton	30,681	30,875	31,521	31,964	32,294	32,503	32,600	1,919	6.3%
<b>Mercer</b>	Robbinsville Township	15,476	15,777	15,777	15,809	15,887	15,913	15,913	437	2.8%
<b>Mercer</b>	Trenton City	90,871	92,179	92,205	93,761	95,558	96,647	97,418	6,547	7.2%
<b>Mercer</b>	West Windsor Township	29,518	32,851	38,509	38,613	38,778	38,831	38,921	9,403	31.9%
<b>Bucks</b>	Bedminster Township	7,541	7,554	7,729	7,842	7,824	7,751	7,634	93	1.2%
<b>Bucks</b>	Bensalem Township	62,707	64,437	64,984	65,349	65,200	64,592	63,621	914	1.5%
<b>Bucks</b>	Bridgeton Township	1,234	1,234	1,237	1,237	1,234	1,222	1,203	-31	-2.5%
<b>Bucks</b>	Bristol Borough	9,861	9,873	9,911	9,926	9,902	9,807	9,654	-207	-2.1%
<b>Bucks</b>	Bristol Township	54,291	54,347	54,647	54,864	54,735	54,209	53,369	-922	-1.7%
<b>Bucks</b>	Buckingham Township	20,851	20,877	21,022	21,115	21,066	20,864	20,541	-310	-1.5%
<b>Bucks</b>	Chalfont Borough	4,253	4,274	4,299	4,316	4,306	4,265	4,199	-54	-1.3%
<b>Bucks</b>	Doylestown Borough	8,300	8,925	9,335	9,350	9,330	9,250	9,121	821	9.9%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Doylestown Township	17,971	18,267	18,639	18,749	18,706	18,532	18,254	283	1.6%
Bucks	Dublin Borough	2,177	2,480	2,494	2,508	2,503	2,482	2,448	271	12.4%
Bucks	Durham Township	1,094	1,094	1,094	1,103	1,100	1,090	1,073	-21	-1.9%
Bucks	East Rockhill Township	5,819	5,822	5,860	5,885	5,871	5,814	5,724	-95	-1.6%
Bucks	Falls Township	34,716	34,727	34,794	34,814	34,731	34,394	33,857	-859	-2.5%
Bucks	Haycock Township	2,200	2,206	2,213	2,216	2,211	2,190	2,156	-44	-2.0%
Bucks	Hilltown Township	16,284	16,882	16,996	17,063	17,024	16,866	16,614	330	2.0%
Bucks	Hulmeville Borough	982	982	983	983	981	971	956	-26	-2.6%
Bucks	Ivyland Borough	955	967	972	976	974	965	950	-5	-0.5%
Bucks	Langhorne Borough	1,643	1,645	1,649	1,653	1,649	1,633	1,607	-36	-2.2%
Bucks	Langhorne Manor Borough	1,496	1,511	1,511	1,515	1,511	1,497	1,473	-23	-1.5%
Bucks	Lower Makefield Township	33,180	33,877	34,256	34,304	34,225	33,903	33,390	210	0.6%
Bucks	Lower Southampton Township	20,599	20,717	20,852	20,884	20,835	20,636	20,317	-282	-1.4%
Bucks	Middletown Township	46,040	46,133	46,421	46,637	46,528	46,081	45,369	-671	-1.5%
Bucks	Milford Township	10,243	10,267	10,428	10,513	10,489	10,390	10,231	-12	-0.1%
Bucks	Morrisville Borough	9,809	9,809	10,148	10,386	10,363	10,267	10,116	307	3.1%
Bucks	New Britain Borough	2,836	3,163	3,167	3,176	3,169	3,142	3,098	262	9.2%
Bucks	New Britain Township	12,327	12,339	12,548	12,659	12,630	12,510	12,319	-8	-0.1%
Bucks	New Hope Borough	2,612	2,613	2,621	2,633	2,626	2,601	2,561	-51	-2.0%
Bucks	Newtown Borough	2,268	2,271	2,292	2,308	2,303	2,281	2,246	-22	-1.0%
Bucks	Newtown Township	19,895	20,028	20,167	20,215	20,168	19,975	19,667	-228	-1.1%
Bucks	Nockamixon Township	3,379	3,380	3,402	3,406	3,398	3,365	3,313	-66	-2.0%
Bucks	Northampton Township	39,915	40,465	40,737	40,878	40,783	40,396	39,778	-137	-0.3%
Bucks	Pennel Borough	2,515	2,515	2,518	2,536	2,530	2,506	2,467	-48	-1.9%
Bucks	Perkasie Borough	9,120	9,120	9,158	9,199	9,177	9,089	8,948	-172	-1.9%
Bucks	Plumstead Township	14,021	14,094	14,546	14,784	14,751	14,615	14,398	377	2.7%
Bucks	Quakertown Borough	9,359	9,472	9,520	9,538	9,516	9,425	9,280	-79	-0.8%
Bucks	Richland Township	13,837	14,201	14,432	14,584	14,551	14,416	14,202	365	2.6%
Bucks	Richlandtown Borough	1,353	1,364	1,364	1,367	1,364	1,351	1,330	-23	-1.7%
Bucks	Riegelsville Borough	847	847	847	847	845	837	824	-23	-2.7%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
<b>Bucks</b>	Sellersville Borough	4,567	4,717	4,763	4,796	4,785	4,741	4,670	103	2.3%
<b>Bucks</b>	Silverdale Borough	805	805	806	806	804	796	784	-21	-2.6%
<b>Bucks</b>	Solebury Township	8,709	8,709	8,742	8,761	8,740	8,656	8,521	-188	-2.2%
<b>Bucks</b>	Springfield Township	5,175	5,175	5,204	5,214	5,202	5,152	5,072	-103	-2.0%
<b>Bucks</b>	Telford Borough	2,199	2,355	2,532	2,546	2,541	2,520	2,486	287	13.1%
<b>Bucks</b>	Tinicum Township	3,818	3,827	3,864	3,887	3,878	3,841	3,782	-36	-0.9%
<b>Bucks</b>	Trumbauersville Borough	904	904	914	914	911	903	889	-15	-1.7%
<b>Bucks</b>	Tullytown Borough	2,282	2,282	2,312	2,315	2,310	2,288	2,253	-29	-1.3%
<b>Bucks</b>	Upper Makefield Township	8,857	8,859	8,903	8,911	8,890	8,804	8,667	-190	-2.1%
<b>Bucks</b>	Upper Southampton Township	15,269	15,293	15,441	15,521	15,485	15,337	15,101	-168	-1.1%
<b>Bucks</b>	Warminster Township	33,603	33,650	33,953	34,205	34,125	33,800	33,280	-323	-1.0%
<b>Bucks</b>	Warrington Township	25,639	26,143	26,345	26,508	26,447	26,198	25,802	163	0.6%
<b>Bucks</b>	Warwick Township	14,851	15,102	15,252	15,343	15,307	15,163	14,934	83	0.6%
<b>Bucks</b>	West Rockhill Township	5,439	5,453	5,576	5,635	5,622	5,569	5,485	46	0.8%
<b>Bucks</b>	Wrightstown Township	3,286	3,289	3,301	3,311	3,303	3,272	3,221	-65	-2.0%
<b>Bucks</b>	Yardley Borough	2,605	2,605	2,617	2,621	2,615	2,590	2,549	-56	-2.1%
<b>Chester</b>	Atglen Borough	1,313	1,434	1,544	1,544	1,544	1,544	1,544	231	17.6%
<b>Chester</b>	Avondale Borough	1,274	1,278	1,307	1,341	1,360	1,382	1,402	128	10.0%
<b>Chester</b>	Birmingham Township	4,082	4,085	4,146	4,185	4,228	4,251	4,271	189	4.6%
<b>Chester</b>	Cain Township	14,432	15,209	15,798	16,321	16,750	17,048	17,199	2,767	19.2%
<b>Chester</b>	Charlestown Township	6,001	6,042	6,289	6,583	6,896	7,158	7,288	1,287	21.4%
<b>Chester</b>	Coatesville City	13,350	13,388	13,836	14,222	14,477	14,681	14,772	1,422	10.7%
<b>Chester</b>	Downingtown Borough	7,892	10,202	10,294	10,380	10,445	10,481	10,503	2,611	33.1%
<b>Chester</b>	East Bradford Township	10,339	10,654	10,788	10,999	11,235	11,396	11,472	1,133	11.0%
<b>Chester</b>	East Brandywine Township	9,738	10,631	10,985	11,337	11,617	11,831	11,919	2,181	22.4%
<b>Chester</b>	East Cain Township	5,384	5,969	6,374	6,374	6,378	6,378	6,382	998	18.5%
<b>Chester</b>	East Coventry Township	7,068	7,231	7,693	8,143	8,479	8,720	8,854	1,786	25.3%
<b>Chester</b>	East Fallowfield Township	7,626	7,732	8,169	8,542	8,844	9,056	9,212	1,586	20.8%
<b>Chester</b>	East Goshen Township	18,410	18,432	18,730	18,993	19,212	19,356	19,429	1,019	5.5%
<b>Chester</b>	East Marlborough Township	7,306	7,855	8,233	8,702	9,009	9,277	9,458	2,152	29.5%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	East Nantmeal Township	1,832	1,836	1,878	1,921	1,971	2,021	2,036	204	11.1%
Chester	East Nottingham Township	8,982	9,068	9,666	10,135	10,567	10,844	11,065	2,083	23.2%
Chester	East Pikeland Township	8,260	8,587	8,988	9,387	9,754	9,974	10,111	1,851	22.4%
Chester	East Vincent Township	7,433	8,212	8,540	8,851	9,122	9,280	9,384	1,951	26.2%
Chester	East Whiteland Township	13,917	16,067	16,471	16,536	16,592	16,638	16,669	2,752	19.8%
Chester	Easttown Township	10,984	11,593	11,794	11,892	11,958	12,018	12,053	1,069	9.7%
Chester	Elk Township	1,698	1,706	1,771	1,850	1,895	1,929	1,958	260	15.3%
Chester	Elverson Borough	1,330	1,379	1,441	1,526	1,617	1,679	1,710	380	28.6%
Chester	Franklin Township	4,433	4,452	4,657	4,890	5,071	5,185	5,243	810	18.3%
Chester	Highland Township	1,259	1,262	1,284	1,326	1,359	1,372	1,395	136	10.8%
Chester	Honey Brook Borough	1,892	1,898	1,988	2,047	2,095	2,125	2,140	248	13.1%
Chester	Honey Brook Township	8,274	8,585	9,030	9,462	9,853	10,107	10,292	2,018	24.4%
Chester	Kennett Square Borough	5,936	6,804	7,600	7,604	7,605	7,608	7,608	1,672	28.2%
Chester	Kennett Township	8,289	8,922	9,317	9,667	9,936	10,100	10,216	1,927	23.2%
Chester	London Britain Township	3,179	3,183	3,210	3,265	3,295	3,314	3,330	151	4.7%
Chester	London Grove Township	8,797	8,962	9,444	9,957	10,421	10,766	10,969	2,172	24.7%
Chester	Londonderry Township	2,476	2,488	2,570	2,664	2,753	2,818	2,854	378	15.3%
Chester	Lower Oxford Township	5,420	5,440	5,711	6,028	6,245	6,398	6,496	1,076	19.9%
Chester	Malvern Borough	3,419	3,426	3,547	3,708	3,831	3,897	3,950	531	15.5%
Chester	Modena Borough	541	543	580	617	650	670	680	139	25.7%
Chester	New Garden Township	11,363	11,536	11,867	12,255	12,642	12,881	13,062	1,699	15.0%
Chester	New London Township	5,810	5,892	6,267	6,611	6,954	7,252	7,404	1,594	27.4%
Chester	Newlin Township	1,358	1,361	1,387	1,431	1,463	1,508	1,520	162	11.9%
Chester	North Coventry Township	8,441	8,507	8,990	9,437	9,768	9,996	10,148	1,707	20.2%
Chester	Oxford Borough	5,736	5,879	5,995	6,094	6,158	6,208	6,255	519	9.0%
Chester	Parkesburg Borough	3,862	4,074	4,339	4,394	4,439	4,468	4,495	633	16.4%
Chester	Penn Township	5,644	5,744	6,320	6,829	7,241	7,571	7,741	2,097	37.2%
Chester	Pennsbury Township	3,876	3,896	4,001	4,104	4,149	4,181	4,199	323	8.3%
Chester	Phoenixville Borough	18,602	21,156	22,084	22,704	23,189	23,484	23,640	5,038	27.1%
Chester	Pocopson Township	4,455	4,487	4,568	4,635	4,676	4,733	4,762	307	6.9%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	Sadsbury Township	4,125	4,421	4,756	5,161	5,510	5,726	5,832	1,707	41.4%
Chester	Schuykill Township	8,780	8,851	8,999	9,156	9,286	9,376	9,443	663	7.6%
Chester	South Coatesville Borough	1,601	1,606	1,701	1,803	1,853	1,911	1,947	346	21.6%
Chester	South Coventry Township	2,796	2,811	2,922	3,056	3,144	3,206	3,243	447	16.0%
Chester	Spring City Borough	3,494	3,827	3,859	3,908	3,945	3,970	3,994	500	14.3%
Chester	Thornbury Township	3,177	3,347	3,582	3,614	3,645	3,655	3,669	492	15.5%
Chester	Tredyffrin Township	31,927	32,812	33,001	33,247	33,462	33,609	33,680	1,753	5.5%
Chester	Upper Oxford Township	2,560	2,562	2,579	2,604	2,636	2,642	2,646	86	3.4%
Chester	Upper Uwchlan Township	12,275	13,479	13,681	13,918	14,114	14,256	14,308	2,033	16.6%
Chester	Uwchlan Township	19,161	19,472	20,238	20,813	21,209	21,541	21,733	2,572	13.4%
Chester	Valley Township	7,985	8,529	8,825	9,051	9,291	9,426	9,526	1,541	19.3%
Chester	Wallace Township	3,711	4,090	4,201	4,231	4,284	4,310	4,316	605	16.3%
Chester	Warwick Township	2,590	2,853	2,857	2,878	2,890	2,906	2,911	321	12.4%
Chester	West Bradford Township	14,316	14,414	14,698	15,056	15,424	15,646	15,806	1,490	10.4%
Chester	West Brandywine Township	7,331	7,861	8,457	8,915	9,260	9,496	9,665	2,334	31.8%
Chester	West Caln Township	8,910	8,948	9,209	9,539	9,794	9,988	10,127	1,217	13.7%
Chester	West Chester Borough	18,671	19,200	19,318	19,477	19,584	19,656	19,729	1,058	5.7%
Chester	West Fallowfield Township	2,459	2,462	2,496	2,545	2,581	2,606	2,614	155	6.3%
Chester	West Goshen Township	23,040	24,595	24,967	25,288	25,507	25,667	25,764	2,724	11.8%
Chester	West Grove Borough	2,770	2,781	2,860	2,941	3,007	3,079	3,111	341	12.3%
Chester	West Marlborough Township	819	819	819	823	829	829	829	10	1.2%
Chester	West Nantmeal Township	2,251	2,256	2,294	2,344	2,380	2,413	2,429	178	7.9%
Chester	West Nottingham Township	2,764	2,772	2,820	2,888	2,919	2,948	2,972	208	7.5%
Chester	West Pikeland Township	4,024	4,050	4,307	4,453	4,601	4,731	4,794	770	19.1%
Chester	West Sadsbury Township	2,436	2,467	2,661	2,877	3,083	3,219	3,308	872	35.8%
Chester	West Vincent Township	6,668	7,163	7,456	7,786	8,003	8,117	8,192	1,524	22.9%
Chester	West Whiteland Township	19,632	22,472	23,923	24,261	24,541	24,765	24,895	5,263	26.8%
Chester	Westtown Township	11,154	11,531	12,140	12,366	12,522	12,637	12,702	1,548	13.9%
Chester	Willistown Township	11,273	11,458	11,528	11,632	11,687	11,745	11,777	504	4.5%
Delaware	Aldan Borough	4,244	4,244	4,301	4,330	4,335	4,326	4,303	59	1.4%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

# Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Aston Township	16,791	16,824	16,939	17,064	17,100	17,066	16,974	183	1.1%
Delaware	Bethel Township	9,574	9,858	10,220	10,327	10,370	10,350	10,298	724	7.6%
Delaware	Brookhaven Borough	8,300	8,313	8,412	8,514	8,568	8,551	8,505	205	2.5%
Delaware	Chadds Ford Township	3,972	3,992	4,084	4,148	4,181	4,172	4,151	179	4.5%
Delaware	Chester City	32,605	32,763	33,027	33,365	33,486	33,418	33,241	636	2.0%
Delaware	Chester Heights Borough	2,897	2,897	2,952	2,979	2,985	2,979	2,963	66	2.3%
Delaware	Chester Township	4,080	4,085	4,132	4,171	4,199	4,190	4,168	88	2.2%
Delaware	Clifton Heights Borough	6,863	6,906	6,925	6,943	6,948	6,934	6,897	34	0.5%
Delaware	Collingdale Borough	8,908	8,923	9,022	9,097	9,126	9,108	9,059	151	1.7%
Delaware	Colwyn Borough	2,474	2,479	2,487	2,501	2,506	2,501	2,488	14	0.6%
Delaware	Concord Township	18,295	19,363	21,517	22,089	22,211	22,173	22,074	3,779	20.7%
Delaware	Darby Borough	10,715	10,822	10,882	10,932	10,950	10,928	10,869	154	1.4%
Delaware	Darby Township	9,219	9,219	9,295	9,313	9,327	9,307	9,257	38	0.4%
Delaware	East Lansdowne Borough	2,714	2,714	2,743	2,766	2,773	2,767	2,752	38	1.4%
Delaware	Eddystone Borough	2,459	2,459	2,467	2,469	2,472	2,466	2,453	-6	-0.2%
Delaware	Edgmont Township	4,283	4,306	4,442	4,560	4,614	4,605	4,581	298	7.0%
Delaware	Folcroft Borough	6,792	6,792	6,860	6,899	6,914	6,900	6,863	71	1.0%
Delaware	Glenolden Borough	7,223	7,223	7,265	7,308	7,320	7,305	7,266	43	0.6%
Delaware	Haverford Township	50,431	50,566	50,697	50,806	50,853	50,749	50,474	43	0.1%
Delaware	Lansdowne Borough	11,107	11,117	11,198	11,234	11,245	11,222	11,161	54	0.5%
Delaware	Lower Chichester Township	3,425	3,438	3,446	3,455	3,459	3,452	3,433	8	0.2%
Delaware	Marcus Hook Borough	2,454	2,454	2,477	2,477	2,481	2,476	2,463	9	0.4%
Delaware	Marple Township	24,214	24,385	24,448	24,491	24,507	24,457	24,325	111	0.5%
Delaware	Media Borough	5,901	5,952	6,062	6,138	6,177	6,165	6,133	232	3.9%
Delaware	Middletown Township	16,373	21,394	21,561	21,645	21,673	21,639	21,550	5,177	31.6%
Delaware	Millbourne Borough	1,212	1,212	1,212	1,239	1,240	1,238	1,231	19	1.6%
Delaware	Morton Borough	2,778	2,791	2,851	2,897	2,903	2,897	2,882	104	3.7%
Delaware	Nether Providence Township	14,525	14,579	14,686	14,755	14,800	14,770	14,691	166	1.1%
Delaware	Newtown Township	15,002	16,221	16,620	16,956	17,084	17,053	16,971	1,969	13.1%
Delaware	Norwood Borough	5,943	5,956	5,977	6,027	6,041	6,028	5,996	53	0.9%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

# Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Parkside Borough	2,321	2,321	2,334	2,341	2,347	2,342	2,330	9	0.4%
Delaware	Prospect Park Borough	6,427	6,470	6,489	6,516	6,535	6,521	6,486	59	0.9%
Delaware	Radnor Township	33,228	33,320	33,816	34,137	34,286	34,217	34,036	808	2.4%
Delaware	Ridley Park Borough	7,186	7,222	7,264	7,321	7,335	7,321	7,281	95	1.3%
Delaware	Ridley Township	31,053	31,096	31,503	31,753	31,839	31,775	31,606	553	1.8%
Delaware	Rose Valley Borough	1,017	1,017	1,040	1,051	1,067	1,065	1,060	43	4.2%
Delaware	Rutledge Borough	782	782	782	782	782	780	776	-6	-0.8%
Delaware	Sharon Hill Borough	6,014	6,022	6,058	6,097	6,109	6,096	6,063	49	0.8%
Delaware	Springfield Township	25,070	25,126	25,361	25,531	25,572	25,520	25,384	314	1.3%
Delaware	Swarthmore Borough	6,543	6,561	6,590	6,622	6,633	6,619	6,584	41	0.6%
Delaware	Thornbury Township	6,904	6,904	6,982	7,050	7,069	7,054	7,017	113	1.6%
Delaware	Tinicum Township	3,983	3,983	4,014	4,036	4,040	4,032	4,010	27	0.7%
Delaware	Trainer Borough	1,976	1,976	1,976	1,981	1,983	1,979	1,968	-8	-0.4%
Delaware	Upland Borough	3,068	3,088	3,104	3,140	3,144	3,137	3,120	52	1.7%
Delaware	Upper Chichester Township	16,898	16,908	17,083	17,258	17,333	17,298	17,206	308	1.8%
Delaware	Upper Darby Township	85,681	85,960	88,270	90,030	90,645	90,468	90,001	4,320	5.0%
Delaware	Upper Providence Township	10,852	10,867	10,977	11,057	11,088	11,066	11,007	155	1.4%
Delaware	Yeadon Borough	12,054	12,149	12,198	12,230	12,247	12,222	12,156	102	0.8%
Montgomery	Abington Township	58,502	59,822	60,469	61,184	61,676	62,092	62,381	3,879	6.6%
Montgomery	Ambler Borough	6,807	6,846	7,110	7,266	7,418	7,509	7,575	768	11.3%
Montgomery	Bridgeport Borough	5,015	5,017	7,548	7,648	7,680	7,708	7,738	2,723	54.3%
Montgomery	Bryn Athyn Borough	1,272	1,278	1,295	1,326	1,347	1,353	1,359	87	6.8%
Montgomery	Cheltenham Township	37,452	37,515	37,945	38,453	38,930	39,235	39,408	1,956	5.2%
Montgomery	Collegeville Borough	5,043	5,060	5,199	5,312	5,392	5,475	5,514	471	9.3%
Montgomery	Conshohocken Borough	9,261	12,727	12,925	13,118	13,246	13,327	13,392	4,131	44.6%
Montgomery	Douglass Township	10,585	10,623	11,144	11,774	12,364	12,784	13,013	2,428	22.9%
Montgomery	East Greenville Borough	3,166	3,175	3,200	3,222	3,276	3,288	3,314	148	4.7%
Montgomery	East Norriton Township	14,021	15,059	15,363	15,574	15,853	15,963	15,996	1,975	14.1%
Montgomery	Franconia Township	13,259	13,514	14,959	15,924	16,950	17,640	18,105	4,846	36.5%
Montgomery	Green Lane Borough	490	490	493	501	501	502	505	15	3.1%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Hatboro Borough	8,238	8,244	8,390	8,561	8,670	8,785	8,843	605	7.3%
Montgomery	Hatfield Borough	3,496	3,499	3,577	3,612	3,664	3,684	3,699	203	5.8%
Montgomery	Hatfield Township	18,640	18,724	19,366	20,109	20,727	21,148	21,397	2,757	14.8%
Montgomery	Horsham Township	26,564	27,626	27,875	28,301	28,689	30,809	32,259	5,695	21.4%
Montgomery	Jenkintown Borough	4,719	5,108	5,174	5,220	5,270	5,316	5,359	640	13.6%
Montgomery	Lansdale Borough	18,773	19,665	19,819	20,058	20,286	20,388	20,465	1,692	9.0%
Montgomery	Limerick Township	20,458	20,713	22,355	23,778	25,065	25,928	26,597	6,139	30.0%
Montgomery	Lower Frederick Township	4,830	4,865	5,002	5,183	5,275	5,337	5,381	551	11.4%
Montgomery	Lower Gwynedd Township	12,076	12,144	12,353	12,632	12,831	12,964	13,069	993	8.2%
Montgomery	Lower Merion Township	63,633	68,101	68,451	69,917	70,619	70,880	70,991	7,358	11.6%
Montgomery	Lower Moreland Township	13,917	14,065	14,189	14,338	14,500	14,545	14,585	668	4.8%
Montgomery	Lower Pottsgrove Township	12,217	12,301	12,632	13,043	13,309	13,545	13,655	1,438	11.8%
Montgomery	Lower Providence Township	25,625	25,776	26,509	27,017	27,308	27,504	27,646	2,021	7.9%
Montgomery	Lower Saiford Township	15,896	15,988	16,690	17,507	18,158	18,490	18,723	2,827	17.8%
Montgomery	Marlborough Township	3,520	3,534	3,602	3,644	3,694	3,718	3,741	221	6.3%
Montgomery	Montgomery Township	25,862	25,954	26,553	26,999	27,556	27,825	28,123	2,261	8.7%
Montgomery	Narberth Borough	4,492	4,614	4,661	4,729	4,771	4,821	4,862	370	8.2%
Montgomery	New Hanover Township	12,973	13,220	14,861	16,777	18,491	19,560	20,233	7,260	56.0%
Montgomery	Norristown Borough	35,748	35,852	36,876	37,881	38,715	39,299	39,661	3,913	10.9%
Montgomery	North Wales Borough	3,426	3,426	3,461	3,516	3,524	3,540	3,552	126	3.7%
Montgomery	Pennsburg Borough	3,889	3,906	3,962	4,005	4,048	4,082	4,099	210	5.4%
Montgomery	Perkiomen Township	8,959	9,010	9,234	9,482	9,648	9,744	9,803	844	9.4%
Montgomery	Plymouth Township	18,256	20,006	20,041	21,758	21,803	21,835	21,847	3,591	19.7%
Montgomery	Pottstown Borough	23,433	23,501	24,018	24,484	24,911	25,188	25,347	1,914	8.2%
Montgomery	Red Hill Borough	2,496	2,502	2,547	2,601	2,621	2,670	2,702	206	8.3%
Montgomery	Rockledge Borough	2,638	2,644	2,654	2,662	2,701	2,705	2,715	77	2.9%
Montgomery	Royersford Borough	4,940	4,946	5,097	5,259	5,429	5,558	5,623	683	13.8%
Montgomery	Saiford Township	3,035	3,037	3,136	3,234	3,323	3,366	3,427	392	12.9%
Montgomery	Schwenksville Borough	1,296	1,304	1,332	1,381	1,425	1,436	1,463	167	12.9%
Montgomery	Skippack Township	14,389	14,704	15,565	16,252	16,937	17,435	17,785	3,396	23.6%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute Percentage	
Montgomery	Souderton Borough	7,191	7,193	7,282	7,341	7,447	7,487	7,511	320	4.5%
Montgomery	Springfield Township	20,814	20,912	21,055	21,229	21,364	21,443	21,500	686	3.3%
Montgomery	Telford Borough	2,729	2,729	2,769	2,802	2,847	2,868	2,880	151	5.5%
Montgomery	Towamencin Township	18,009	18,050	18,469	19,030	19,441	19,666	19,862	1,853	10.3%
Montgomery	Trappe Borough	4,002	4,065	4,120	4,182	4,236	4,251	4,267	265	6.6%
Montgomery	Upper Dublin Township	26,665	30,754	31,494	31,514	31,558	31,580	31,597	4,932	18.5%
Montgomery	Upper Frederick Township	3,703	3,721	3,776	3,844	3,902	3,953	3,973	270	7.3%
Montgomery	Upper Gwynedd Township	17,072	17,137	17,359	17,648	17,808	17,902	17,981	909	5.3%
Montgomery	Upper Hanover Township	8,350	8,385	8,786	9,266	9,651	9,865	10,056	1,706	20.4%
Montgomery	Upper Merion Township	33,613	36,926	37,659	38,384	38,831	39,109	39,302	5,689	16.9%
Montgomery	Upper Moreland Township	26,116	27,154	27,526	27,891	28,270	28,474	28,614	2,498	9.6%
Montgomery	Upper Pottsgrove Township	5,870	5,939	6,333	6,720	6,958	7,119	7,218	1,348	23.0%
Montgomery	Upper Providence Township	24,091	24,273	28,220	29,531	30,624	31,256	31,556	7,465	31.0%
Montgomery	Upper Salford Township	3,172	3,180	3,276	3,371	3,458	3,513	3,570	398	12.5%
Montgomery	West Conshohocken Borough	1,493	1,493	1,529	1,550	1,589	1,594	1,607	114	7.6%
Montgomery	West Norriton Township	16,201	16,278	16,973	17,713	18,374	18,708	18,951	2,750	17.0%
Montgomery	West Pottsgrove Township	3,798	3,810	3,845	3,867	3,899	3,913	3,935	137	3.6%
Montgomery	Whitmarsh Township	19,707	21,089	21,280	21,581	21,839	21,973	22,061	2,354	11.9%
Montgomery	Whitpain Township	20,333	20,877	21,204	21,545	21,821	21,964	22,069	1,736	8.5%
Montgomery	Worcester Township	10,317	10,368	10,805	11,168	11,472	11,678	11,817	1,500	14.5%
Philadelphia	Central	151,916	173,529	193,226	201,366	202,928	203,594	206,391	54,475	35.9%
Philadelphia	Central Northeast	85,324	85,496	85,504	85,789	85,970	86,076	86,180	856	1.0%
Philadelphia	Lower Far Northeast	72,790	72,809	72,813	72,925	73,107	73,208	73,315	525	0.7%
Philadelphia	Lower North	104,689	112,298	116,853	118,550	119,274	119,635	120,141	15,452	14.8%
Philadelphia	Lower Northeast	102,978	102,997	103,005	103,071	103,140	103,194	103,264	286	0.3%
Philadelphia	Lower Northwest	54,358	54,868	55,123	55,408	55,826	55,939	56,217	1,859	3.4%
Philadelphia	Lower South	5,925	7,983	7,991	8,100	8,187	8,222	8,253	2,328	39.3%
Philadelphia	Lower Southwest	41,892	41,935	41,960	42,204	42,443	42,551	42,755	863	2.1%
Philadelphia	North	131,905	133,000	134,239	134,700	137,176	137,456	137,760	5,855	4.4%
Philadelphia	North Delaware	105,079	105,374	105,421	105,782	106,283	106,497	106,784	1,705	1.6%



Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

## Table 2: Forecasted Population by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Philadelphia	River Wards	69,972	74,623	78,552	78,982	79,492	79,692	79,993	10,021	14.3%
Philadelphia	South	139,999	141,838	142,994	143,727	145,477	145,861	146,422	6,423	4.6%
Philadelphia	University Southwest	86,416	94,158	98,736	103,472	104,512	111,899	119,995	33,579	38.9%
Philadelphia	Upper Far Northeast	71,649	71,810	71,829	72,162	72,764	72,995	73,215	1,566	2.2%
Philadelphia	Upper North	141,920	142,227	142,453	144,888	147,646	148,773	150,100	8,180	5.8%
Philadelphia	Upper Northwest	85,876	86,390	86,636	86,994	87,791	88,018	88,356	2,480	2.9%
Philadelphia	West	107,989	108,577	108,790	109,149	109,709	109,938	110,345	2,356	2.2%
Philadelphia	West Park	43,120	43,665	43,688	43,963	44,255	44,398	44,642	1,522	3.5%

Source: DVRPC, August 2024. Base populations from US Census Bureau 2020 Decennial Census



### Table 3: Forecasted Employment by County, 2020–2050

County	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	272,364	301,478	297,093	293,741	293,384	303,632	304,810	32,446	11.9%
Camden	264,617	293,858	289,958	286,678	289,606	297,805	299,050	34,433	13.0%
Gloucester	148,182	171,517	169,419	167,718	167,858	171,601	173,114	24,932	16.8%
Mercer	285,580	308,959	303,685	300,383	305,709	308,075	309,670	24,090	8.4%
<b>Four New Jersey Counties</b>	<b>972,763</b>	<b>1,077,837</b>	<b>1,062,185</b>	<b>1,050,555</b>	<b>1,058,597</b>	<b>1,083,158</b>	<b>1,088,694</b>	<b>115,931</b>	<b>11.9%</b>
Bucks	361,373	390,310	384,794	380,395	384,294	381,381	383,012	21,639	6.0%
Chester	342,950	394,676	389,954	386,132	390,172	385,782	390,188	47,238	13.8%
Delaware	312,220	338,314	333,421	329,732	332,611	336,167	337,581	25,361	8.1%
Montgomery	670,496	731,893	721,105	713,129	722,970	723,543	728,787	58,291	8.7%
Philadelphia	888,524	944,294	932,071	921,523	933,628	967,601	976,631	88,107	9.9%
<b>Five Pennsylvania Counties</b>	<b>2,575,563</b>	<b>2,799,487</b>	<b>2,761,345</b>	<b>2,730,911</b>	<b>2,763,675</b>	<b>2,794,474</b>	<b>2,816,199</b>	<b>240,636</b>	<b>9.3%</b>
<b>DVRPC</b>	<b>3,546,306</b>	<b>3,875,299</b>	<b>3,821,500</b>	<b>3,779,431</b>	<b>3,820,232</b>	<b>3,875,587</b>	<b>3,902,843</b>	<b>356,537</b>	<b>10.1%</b>

Source: DVRPC, August 2024. Base employment data from the National Establishments Time Series (NETS) database and US Bureau of Economic Analysis (BEA).



# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Bass River Township	415	470	468	463	557	879	878	463	111.6%
Burlington	Beverly City	810	865	860	860	900	894	894	84	10.4%
Burlington	Bordentown City	1,825	1,982	1,962	1,945	2,019	1,986	1,998	173	9.5%
Burlington	Bordentown Township	5,915	6,316	6,158	6,084	5,897	5,719	5,743	-172	-2.9%
Burlington	Burlington City	5,642	5,864	5,805	5,735	5,676	6,653	6,682	1,040	18.4%
Burlington	Burlington Township	17,161	19,899	19,556	19,282	19,073	18,649	18,686	1,525	8.9%
Burlington	Chesterfield Township	1,895	2,249	2,226	2,208	2,191	2,068	2,078	183	9.7%
Burlington	Cinnaminson Township	11,246	11,859	11,644	11,476	11,409	11,399	11,368	122	1.1%
Burlington	Delanco Township	1,620	1,841	1,775	1,749	1,755	1,620	1,624	4	0.2%
Burlington	Delran Township	7,530	8,071	7,927	7,820	7,732	8,012	8,015	485	6.4%
Burlington	Eastampton Township	1,821	2,021	1,979	1,962	1,970	1,890	1,904	83	4.6%
Burlington	Edgewater Park Township	1,965	2,684	2,649	2,626	2,595	2,457	2,484	519	26.4%
Burlington	Evesham Township	33,494	35,356	34,885	34,487	34,806	34,037	34,208	714	2.1%
Burlington	Fieldsboro Borough	126	128	126	125	123	106	106	-20	-15.9%
Burlington	Florence Township	4,560	5,833	5,712	5,645	5,247	8,623	8,559	3,999	87.7%
Burlington	Hainesport Township	3,863	4,503	4,394	4,335	4,322	4,446	4,500	637	16.5%
Burlington	Lumberton Township	5,777	7,290	7,237	7,180	7,105	7,730	7,878	2,101	36.4%
Burlington	Mansfield Township	3,928	6,217	6,134	6,089	5,712	6,955	6,915	2,987	76.0%
Burlington	Maple Shade Township	7,016	7,931	7,813	7,740	7,780	7,160	7,189	173	2.5%
Burlington	Medford Township	12,466	13,609	13,454	13,304	13,446	14,620	14,713	2,247	18.0%
Burlington	Medford Lakes Borough	946	1,089	1,064	1,057	1,080	1,122	1,134	188	19.9%
Burlington	Moorestown Township	24,540	27,891	27,265	26,949	27,150	28,478	28,687	4,147	16.9%
Burlington	Mount Holly Township	13,705	14,198	14,035	13,859	14,023	14,019	14,080	375	2.7%
Burlington	Mount Laurel Township	47,275	48,981	48,174	47,607	46,959	48,705	48,852	1,577	3.3%
Burlington	New Hanover Township	8,084	8,352	8,370	8,274	8,267	8,093	8,101	17	0.2%
Burlington	North Hanover Township	1,599	1,756	1,733	1,704	1,750	1,912	1,915	316	19.8%
Burlington	Palmyra Borough	2,535	3,709	3,647	3,616	3,629	3,526	3,518	983	38.8%
Burlington	Pemberton Borough	637	703	698	691	690	663	664	27	4.2%
Burlington	Pemberton Township	5,530	6,852	6,835	6,796	7,200	7,900	7,967	2,437	44.1%
Burlington	Riverside Township	2,325	2,561	2,542	2,521	2,535	2,489	2,497	172	7.4%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Burlington	Riverton Borough	970	1,046	1,018	1,008	1,048	1,101	1,102	132	13.6%
Burlington	Shamong Township	2,097	2,270	2,256	2,237	2,287	2,298	2,313	216	10.3%
Burlington	Southampton Township	4,564	4,909	4,844	4,786	4,694	4,613	4,629	65	1.4%
Burlington	Springfield Township	1,709	1,958	1,950	1,925	1,927	2,137	2,137	428	25.0%
Burlington	Tabernacle Township	2,537	2,804	2,783	2,762	2,851	3,005	3,017	480	18.9%
Burlington	Washington Township	380	404	399	394	428	517	520	140	36.8%
Burlington	Westampton Township	8,648	10,382	10,224	10,118	9,964	9,892	9,932	1,284	14.8%
Burlington	Willingboro Township	13,789	15,093	14,985	14,831	15,077	15,703	15,755	1,966	14.3%
Burlington	Woodland Township	708	723	718	711	760	942	942	234	33.1%
Burlington	Wrightstown Borough	708	811	789	782	749	614	626	-82	-11.6%
Camden	Audubon Borough	2,676	3,011	2,970	2,937	2,995	3,074	3,077	401	15.0%
Camden	Audubon Park Borough	445	449	462	457	456	454	454	9	2.0%
Camden	Barrington Borough	2,908	3,002	2,918	2,866	3,064	2,975	2,988	80	2.8%
Camden	Bellmawr Borough	4,337	4,405	4,319	4,258	4,288	4,286	4,298	-39	-0.9%
Camden	Berlin Borough	4,743	5,322	5,276	5,197	5,183	4,769	4,824	81	1.7%
Camden	Berlin Township	8,753	9,362	9,222	9,152	9,140	9,118	9,149	396	4.5%
Camden	Brooklawn Borough	687	762	750	732	706	931	927	240	34.9%
Camden	Camden City	42,783	50,478	49,895	49,358	50,479	52,865	53,086	10,303	24.1%
Camden	Cherry Hill Township	59,409	64,551	63,722	62,986	62,901	63,218	63,496	4,087	6.9%
Camden	Chesilhurst Borough	277	341	341	338	347	356	356	79	28.5%
Camden	Clementon Borough	1,418	1,652	1,632	1,616	1,612	1,861	1,871	453	31.9%
Camden	Collingswood Borough	6,105	6,441	6,392	6,328	6,231	6,833	6,835	730	12.0%
Camden	Gibbsboro Borough	2,711	2,977	2,924	2,891	2,828	3,276	3,277	566	20.9%
Camden	Gloucester Township	21,877	24,176	23,940	23,697	24,307	25,361	25,523	3,646	16.7%
Camden	Gloucester City	3,632	5,032	4,952	4,910	5,043	5,214	5,218	1,586	43.7%
Camden	Haddon Township	5,100	5,759	5,678	5,602	5,496	5,652	5,656	556	10.9%
Camden	Haddonfield Borough	7,193	7,213	7,068	6,984	7,098	7,294	7,299	106	1.5%
Camden	Haddon Heights Borough	4,581	4,968	4,915	4,864	4,928	5,048	5,059	478	10.4%
Camden	Hi-Nella Borough	279	278	261	257	268	270	270	-9	-3.2%
Camden	Laurel Springs Borough	526	612	607	601	591	606	606	80	15.2%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Camden	Lawnside Borough	1,883	2,212	2,188	2,154	2,168	2,195	2,199	316	16.8%
Camden	Lindenwold Borough	3,816	4,055	3,953	3,904	3,951	4,329	4,335	519	13.6%
Camden	Magnolia Borough	1,118	1,244	1,229	1,214	1,227	1,168	1,181	63	5.6%
Camden	Merchantville Borough	1,273	1,475	1,481	1,468	1,501	1,634	1,639	366	28.8%
Camden	Mount Ephraim Borough	1,123	1,362	1,345	1,330	1,353	1,347	1,356	233	20.7%
Camden	Oaklyn Borough	1,162	1,315	1,325	1,306	1,306	1,266	1,272	110	9.5%
Camden	Pennsauken Township	23,063	26,050	25,593	25,290	25,341	26,095	26,187	3,124	13.5%
Camden	Pine Hill Borough	2,257	2,555	2,533	2,506	2,587	2,844	2,868	611	27.1%
Camden	Runnemede Borough	3,232	3,602	3,549	3,507	3,547	3,483	3,490	258	8.0%
Camden	Somerdale Borough	2,029	2,220	2,155	2,128	2,125	2,116	2,116	87	4.3%
Camden	Stratford Borough	6,655	6,915	6,820	6,747	6,894	7,265	7,284	629	9.5%
Camden	Tavistock Borough	0	23	23	29	28	33	33	33	#DIV/0!
Camden	Voorhees Township	19,444	21,155	20,892	20,642	20,805	21,304	21,410	1,966	10.1%
Camden	Waterford Township	3,202	3,685	3,652	3,616	3,853	4,171	4,209	1,007	31.4%
Camden	Winslow Township	13,412	14,644	14,427	14,262	14,401	14,445	14,550	1,138	8.5%
Camden	Woodlyne Borough	508	554	549	544	559	650	653	145	28.5%
Gloucester	Clayton Borough	2,625	3,119	3,060	3,022	3,084	3,095	3,143	518	19.7%
Gloucester	Deptford Township	16,680	20,104	19,874	19,717	19,554	18,081	18,337	1,657	9.9%
Gloucester	East Greenwich Township	3,984	4,740	4,734	4,687	4,724	4,565	4,606	622	15.6%
Gloucester	Elk Township	1,230	1,527	1,501	1,489	1,552	1,726	1,751	521	42.4%
Gloucester	Franklin Township	6,144	7,298	7,279	7,205	7,323	7,203	7,342	1,198	19.5%
Gloucester	Glassboro Borough	7,257	8,766	8,714	8,630	8,856	9,540	9,734	2,477	34.1%
Gloucester	Greenwich Township	3,371	3,712	3,631	3,584	3,565	4,115	4,107	736	21.8%
Gloucester	Harrison Township	6,159	7,206	7,155	7,100	7,173	7,264	7,380	1,221	19.8%
Gloucester	Logan Township	11,225	14,429	14,154	13,994	12,812	18,677	18,551	7,326	65.3%
Gloucester	Mantua Township	7,372	9,304	9,246	9,159	8,979	8,675	8,809	1,437	19.5%
Gloucester	Monroe Township	13,791	15,526	15,355	15,219	15,619	14,511	14,748	957	6.9%
Gloucester	National Park Borough	589	690	690	684	710	743	751	162	27.5%
Gloucester	Newfield Borough	666	678	668	662	689	688	687	21	3.2%
Gloucester	Paulsboro Borough	1,455	2,019	2,032	2,020	2,211	2,070	2,084	629	43.2%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Gloucester	Pitman Borough	2,611	2,934	2,931	2,890	2,947	3,165	3,202	591	22.6%
Gloucester	South Harrison Township	1,263	1,572	1,583	1,584	1,583	1,504	1,527	264	20.9%
Gloucester	Swedesboro Borough	1,492	1,754	1,723	1,699	1,766	1,656	1,667	175	11.7%
Gloucester	Washington Township	24,004	25,112	24,648	24,366	24,659	25,497	25,613	1,609	6.7%
Gloucester	Wenonah Borough	745	922	915	909	905	881	888	143	19.2%
Gloucester	West Deptford Township	14,056	16,325	16,061	15,897	15,927	15,474	15,641	1,585	11.3%
Gloucester	Westville Borough	2,536	2,906	2,911	2,882	2,970	2,711	2,730	194	7.6%
Gloucester	Woodbury City	12,748	13,171	12,961	12,813	12,858	12,649	12,701	-47	-0.4%
Gloucester	Woodbury Heights Borough	1,770	1,867	1,842	1,817	1,890	1,953	1,956	186	10.5%
Gloucester	Woolwich Township	4,410	5,835	5,752	5,689	5,502	5,156	5,160	750	17.0%
Mercer	East Windsor Township	16,112	17,775	17,490	17,317	17,222	15,964	16,043	-69	-0.4%
Mercer	Ewing Township	26,334	28,152	27,790	27,474	27,790	25,858	25,953	-381	-1.4%
Mercer	Hamilton Township	53,257	59,288	58,349	57,726	57,915	56,457	56,778	3,521	6.6%
Mercer	Hightstown Borough	3,227	3,461	3,417	3,380	3,528	3,788	3,810	583	18.1%
Mercer	Hopewell Borough	1,281	1,325	1,308	1,297	1,307	1,417	1,419	138	10.8%
Mercer	Hopewell Township	8,944	10,107	9,912	9,814	9,882	9,662	9,763	819	9.2%
Mercer	Lawrence Township	30,947	32,799	32,370	32,022	32,876	35,170	35,297	4,350	14.1%
Mercer	Pennington Borough	2,511	2,658	2,625	2,597	2,661	2,963	2,966	455	18.1%
Mercer	Princeton	24,539	26,863	26,451	26,151	27,973	32,062	32,330	7,791	31.7%
Mercer	Robbinsville Township	9,127	10,538	10,418	10,316	10,593	9,834	9,877	750	8.2%
Mercer	Trenton City	66,832	68,986	67,194	66,378	66,789	67,651	67,805	973	1.5%
Mercer	West Windsor Township	42,468	47,007	46,360	45,911	47,173	47,248	47,628	5,160	12.2%
Bucks	Bedminster Township	3,144	3,538	3,507	3,474	3,499	3,420	3,449	305	9.7%
Bucks	Bensalem Township	50,599	54,259	53,451	52,863	52,608	51,260	51,443	844	1.7%
Bucks	Bridgeton Township	348	385	380	377	413	511	517	169	48.6%
Bucks	Bristol Borough	6,423	6,797	6,687	6,613	6,705	6,506	6,518	95	1.5%
Bucks	Bristol Township	27,644	29,425	29,064	28,730	29,487	27,789	27,870	226	0.8%
Bucks	Buckingham Township	8,475	9,180	9,058	8,962	9,113	9,118	9,189	714	8.4%
Bucks	Chalfont Borough	1,582	1,948	1,930	1,903	1,930	1,985	1,989	407	25.7%
Bucks	Doylestown Borough	12,552	13,035	12,822	12,686	12,728	12,646	12,716	164	1.3%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Bucks	Doylestown Township	10,022	10,831	10,689	10,543	10,715	10,776	10,855	833	8.3%
Bucks	Dublin Borough	1,007	1,520	1,503	1,496	1,418	1,107	1,116	109	10.8%
Bucks	Durham Township	263	280	280	278	278	274	275	12	4.6%
Bucks	East Rockhill Township	1,766	1,948	1,916	1,895	2,018	2,422	2,431	665	37.7%
Bucks	Falls Township	15,673	17,863	17,791	17,650	17,679	16,066	16,047	374	2.4%
Bucks	Haycock Township	560	657	656	650	671	688	688	128	22.9%
Bucks	Hilltown Township	6,301	7,256	7,172	7,095	7,123	6,596	6,665	364	5.8%
Bucks	Hulmeville Borough	352	381	377	373	383	372	374	22	6.3%
Bucks	Ivylnd Borough	1,050	1,119	1,081	1,070	1,061	1,172	1,174	124	11.8%
Bucks	Langhorne Borough	917	923	902	891	893	880	880	-37	-4.0%
Bucks	Langhorne Manor Borough	238	359	362	360	383	417	422	184	77.3%
Bucks	Lower Makefield Township	16,481	16,886	16,669	16,522	16,713	18,087	18,100	1,619	9.8%
Bucks	Lower Southampton Township	14,204	14,308	14,002	13,779	13,735	14,486	14,446	242	1.7%
Bucks	Middletown Township	27,151	29,590	29,187	28,876	29,224	29,024	29,117	1,966	7.2%
Bucks	Milford Township	3,628	4,443	4,389	4,347	4,411	4,181	4,224	596	16.4%
Bucks	Morrisville Borough	3,255	3,639	3,597	3,557	3,593	3,734	3,770	515	15.8%
Bucks	New Britain Borough	3,791	3,980	3,947	3,893	4,038	4,597	4,606	815	21.5%
Bucks	New Britain Township	5,872	6,922	6,812	6,742	6,917	6,675	6,698	826	14.1%
Bucks	New Hope Borough	2,892	2,961	2,903	2,853	2,847	2,794	2,808	-84	-2.9%
Bucks	Newtown Borough	2,714	2,815	2,761	2,716	2,720	2,526	2,533	-181	-6.7%
Bucks	Newtown Township	15,570	16,286	15,947	15,735	16,120	16,408	16,459	889	5.7%
Bucks	Nockamixon Township	1,268	1,477	1,465	1,453	1,537	1,721	1,759	491	38.7%
Bucks	Northampton Township	17,704	18,569	18,260	18,020	18,319	19,433	19,482	1,778	10.0%
Bucks	Pennel Borough	1,083	1,332	1,317	1,304	1,288	1,302	1,319	236	21.8%
Bucks	Perkasie Borough	2,560	2,968	2,931	2,907	2,908	2,893	2,910	350	13.7%
Bucks	Plumstead Township	7,727	8,240	8,118	8,017	8,075	8,545	8,606	879	11.4%
Bucks	Quakertown Borough	5,187	5,585	5,495	5,435	5,490	5,292	5,314	127	2.4%
Bucks	Richland Township	7,195	8,270	8,196	8,096	8,138	7,494	7,589	394	5.5%
Bucks	Richlandtown Borough	279	305	301	298	293	300	302	23	8.2%
Bucks	Riegelsville Borough	218	226	224	217	212	173	172	-46	-21.1%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
<b>Bucks</b>	Sellersville Borough	1,348	1,464	1,443	1,425	1,435	1,424	1,444	96	7.1%
<b>Bucks</b>	Silverdale Borough	197	205	203	201	223	277	277	80	40.6%
<b>Bucks</b>	Solebury Township	4,308	4,741	4,684	4,639	4,643	4,873	4,900	592	13.7%
<b>Bucks</b>	Springfield Township	1,275	1,415	1,396	1,384	1,394	1,456	1,455	180	14.1%
<b>Bucks</b>	Telford Borough	1,412	1,572	1,521	1,497	1,516	1,666	1,659	247	17.5%
<b>Bucks</b>	Tinicum Township	1,375	1,649	1,627	1,614	1,615	1,711	1,716	341	24.8%
<b>Bucks</b>	Trumbauersville Borough	405	449	443	441	438	397	403	-2	-0.5%
<b>Bucks</b>	Tullytown Borough	2,813	3,075	3,049	3,004	3,028	3,071	3,098	285	10.1%
<b>Bucks</b>	Upper Makefield Township	3,248	3,484	3,440	3,407	3,468	3,500	3,520	272	8.4%
<b>Bucks</b>	Upper Southampton Township	10,693	11,395	11,173	11,037	11,272	10,229	10,288	-405	-3.8%
<b>Bucks</b>	Warminster Township	17,391	19,302	19,013	18,787	19,087	17,899	18,009	618	3.6%
<b>Bucks</b>	Warrington Township	11,177	11,893	11,750	11,582	11,728	11,679	11,784	607	5.4%
<b>Bucks</b>	Warwick Township	8,035	8,461	8,317	8,218	8,187	9,195	9,201	1,166	14.5%
<b>Bucks</b>	West Rockhill Township	6,218	6,808	6,758	6,693	6,778	6,665	6,748	530	8.5%
<b>Bucks</b>	Wrightstown Township	1,395	1,533	1,517	1,505	1,537	1,511	1,521	126	9.0%
<b>Bucks</b>	Yardley Borough	2,383	2,360	2,310	2,284	2,260	2,155	2,155	-228	-9.6%
<b>Chester</b>	Atglen Borough	763	846	837	828	831	824	832	69	9.0%
<b>Chester</b>	Avondale Borough	421	532	528	530	588	514	525	104	24.7%
<b>Chester</b>	Birmingham Township	2,661	2,932	2,902	2,868	2,855	2,718	2,730	69	2.6%
<b>Chester</b>	Cain Township	7,691	8,969	8,865	8,764	8,977	8,816	9,053	1,362	17.7%
<b>Chester</b>	Charlestown Township	3,277	3,594	3,560	3,531	3,567	3,653	3,669	392	12.0%
<b>Chester</b>	Coatesville City	2,846	3,522	3,496	3,459	3,409	3,468	3,500	654	23.0%
<b>Chester</b>	Downingtown Borough	5,581	6,305	6,251	6,190	6,592	6,791	6,897	1,316	23.6%
<b>Chester</b>	East Bradford Township	4,524	4,948	4,887	4,833	4,863	4,724	4,808	284	6.3%
<b>Chester</b>	East Brandywine Township	2,182	2,731	2,723	2,702	2,716	2,663	2,730	548	25.1%
<b>Chester</b>	East Cain Township	3,932	4,642	4,564	4,503	4,487	4,019	4,097	165	4.2%
<b>Chester</b>	East Coventry Township	1,914	2,241	2,210	2,186	2,256	2,256	2,274	360	18.8%
<b>Chester</b>	East Fallowfield Township	1,166	1,366	1,362	1,350	1,402	1,449	1,464	298	25.6%
<b>Chester</b>	East Goshen Township	7,836	8,921	8,757	8,646	8,836	9,122	9,237	1,401	17.9%
<b>Chester</b>	East Marlborough Township	5,256	6,343	6,275	6,192	6,336	6,682	6,836	1,580	30.1%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	East Nantmeal Township	663	912	916	912	900	838	838	175	26.4%
Chester	East Nottingham Township	1,536	1,605	1,570	1,541	1,612	1,691	1,696	160	10.4%
Chester	East Pikeland Township	3,748	4,452	4,423	4,396	4,522	4,054	4,143	395	10.5%
Chester	Easttown Township	7,064	7,623	7,540	7,461	7,536	7,691	7,770	706	10.0%
Chester	East Vincent Township	1,902	2,427	2,401	2,377	2,469	2,595	2,641	739	38.9%
Chester	East Whiteland Township	23,806	30,556	30,184	29,884	30,367	27,715	28,122	4,316	18.1%
Chester	Elk Township	446	471	468	463	502	618	622	176	39.5%
Chester	Elverson Borough	741	826	822	817	913	894	894	153	20.6%
Chester	Franklin Township	870	1,099	1,098	1,095	1,117	1,111	1,121	251	28.9%
Chester	Highland Township	505	589	585	581	619	760	760	255	50.5%
Chester	Honey Brook Borough	641	751	745	738	714	665	668	27	4.2%
Chester	Honey Brook Township	2,503	3,089	3,036	3,008	3,085	3,145	3,251	748	29.9%
Chester	Kennett Township	7,095	7,655	7,542	7,468	7,486	6,824	6,911	-184	-2.6%
Chester	Kennett Square Borough	5,554	6,110	6,038	5,966	6,001	5,901	5,986	432	7.8%
Chester	London Britain Township	589	676	677	671	680	660	671	82	13.9%
Chester	Londonderry Township	620	716	713	705	726	717	733	113	18.2%
Chester	London Grove Township	3,383	4,201	4,170	4,148	4,197	4,072	4,116	733	21.7%
Chester	Lower Oxford Township	1,718	2,626	2,635	2,630	2,704	2,581	2,637	919	53.5%
Chester	Malvern Borough	2,366	2,864	2,812	2,784	2,823	2,818	2,859	493	20.8%
Chester	Modena Borough	192	206	206	204	228	206	208	16	8.3%
Chester	New Garden Township	6,858	7,814	7,743	7,685	7,716	8,116	8,226	1,368	19.9%
Chester	Newlin Township	355	404	397	392	384	428	428	73	20.6%
Chester	New London Township	1,242	1,515	1,522	1,511	1,541	1,570	1,589	347	27.9%
Chester	North Coventry Township	3,062	3,444	3,410	3,350	3,297	3,042	3,076	14	0.5%
Chester	Oxford Borough	2,885	3,385	3,398	3,374	3,386	3,421	3,472	587	20.3%
Chester	Parkesburg Borough	1,071	1,282	1,291	1,275	1,260	1,169	1,190	119	11.1%
Chester	Penn Township	3,328	3,771	3,735	3,699	3,707	3,964	4,019	691	20.8%
Chester	Pennsbury Township	1,456	1,634	1,616	1,600	1,601	1,612	1,639	183	12.6%
Chester	Phoenixville Borough	7,274	8,696	8,617	8,547	8,416	7,652	7,732	458	6.3%
Chester	Pocopson Township	1,128	1,292	1,276	1,265	1,306	1,354	1,378	250	22.2%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

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County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Chester	Sadsbury Township	1,824	2,672	2,686	2,692	2,555	2,303	2,341	517	28.3%
Chester	Schuylkill Township	4,619	5,262	5,213	5,159	5,386	5,548	5,609	990	21.4%
Chester	South Coatesville Borough	1,156	1,265	1,165	1,125	1,223	1,366	1,358	202	17.5%
Chester	South Coventry Township	1,481	1,616	1,612	1,602	1,672	2,003	2,015	534	36.1%
Chester	Spring City Borough	826	938	898	891	889	879	890	64	7.7%
Chester	Thornbury Township	1,417	1,691	1,674	1,663	1,674	1,576	1,608	191	13.5%
Chester	Tredyffrin Township	51,405	55,390	54,608	54,110	54,080	53,914	54,332	2,927	5.7%
Chester	Upper Oxford Township	929	1,060	1,055	1,048	1,044	957	960	31	3.3%
Chester	Upper Uwchlan Township	4,895	5,766	5,709	5,635	5,712	5,776	5,854	959	19.6%
Chester	Uwchlan Township	16,800	18,418	18,124	17,985	17,905	17,366	17,576	776	4.6%
Chester	Valley Township	2,516	3,421	3,375	3,342	3,266	3,625	3,668	1,152	45.8%
Chester	Wallace Township	1,159	1,285	1,270	1,257	1,283	1,332	1,337	178	15.4%
Chester	Warwick Township	894	1,010	987	977	994	990	998	104	11.6%
Chester	West Bradford Township	3,658	3,862	3,814	3,772	3,810	3,782	3,804	146	4.0%
Chester	West Brandywine Township	2,455	2,956	2,934	2,913	2,994	3,066	3,163	708	28.8%
Chester	West Caln Township	2,270	2,397	2,371	2,348	2,415	2,363	2,373	103	4.5%
Chester	West Chester Borough	14,655	15,289	15,061	14,889	15,164	15,504	15,622	967	6.6%
Chester	West Fallowfield Township	884	1,078	1,077	1,071	1,177	1,509	1,515	631	71.4%
Chester	West Goshen Township	42,549	47,318	46,817	46,397	46,542	47,197	47,553	5,004	11.8%
Chester	West Grove Borough	664	791	784	775	768	723	735	71	10.7%
Chester	West Marlborough Township	365	482	475	472	470	479	482	117	32.1%
Chester	West Nantmeal Township	654	834	828	830	890	846	857	203	31.0%
Chester	West Nottingham Township	994	1,244	1,205	1,199	1,328	1,436	1,452	458	46.1%
Chester	West Pikeland Township	1,538	1,724	1,706	1,692	1,700	1,805	1,814	276	17.9%
Chester	West Sadsbury Township	1,880	2,249	2,257	2,220	2,350	2,101	2,142	262	13.9%
Chester	Westtown Township	4,969	5,209	5,147	5,086	5,299	5,937	5,979	1,010	20.3%
Chester	West Vincent Township	2,685	3,159	3,140	3,112	3,055	3,102	3,136	451	16.8%
Chester	West Whiteland Township	19,990	26,623	26,162	25,836	25,884	23,203	23,416	3,426	17.1%
Chester	Willistown Township	8,168	9,084	8,998	8,905	9,112	9,512	9,553	1,385	17.0%
Delaware	Aldan Borough	1,182	1,276	1,264	1,255	1,297	1,290	1,299	117	9.9%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

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County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Aston Township	6,712	7,361	7,190	7,093	7,310	7,309	7,328	616	9.2%
Delaware	Bethel Township	2,646	2,877	2,832	2,797	2,663	3,684	3,667	1,021	38.6%
Delaware	Brookhaven Borough	2,592	2,719	2,619	2,583	2,512	2,205	2,216	-376	-14.5%
Delaware	Chadds Ford Township	4,594	5,255	5,207	5,156	5,018	4,779	4,830	236	5.1%
Delaware	Chester City	14,473	16,410	16,197	16,037	16,236	15,615	15,688	1,215	8.4%
Delaware	Chester Township	3,511	3,631	3,580	3,533	3,672	3,588	3,599	88	2.5%
Delaware	Chester Heights Borough	874	878	865	855	847	882	881	7	0.8%
Delaware	Clifton Heights Borough	2,868	2,981	2,936	2,897	2,810	2,818	2,835	-33	-1.2%
Delaware	Collingdale Borough	2,914	2,989	2,945	2,908	2,913	2,991	2,991	77	2.6%
Delaware	Colwyn Borough	583	634	631	626	660	767	772	189	32.4%
Delaware	Concord Township	19,491	20,994	20,720	20,507	20,385	18,994	19,063	-428	-2.2%
Delaware	Darby Borough	5,141	5,358	5,289	5,221	5,225	5,449	5,482	341	6.6%
Delaware	Darby Township	3,700	3,750	3,705	3,651	3,591	3,955	3,956	256	6.9%
Delaware	East Lansdowne Borough	1,163	1,211	1,192	1,185	1,197	1,264	1,271	108	9.3%
Delaware	Eddystone Borough	3,044	3,882	3,826	3,789	3,729	3,396	3,409	365	12.0%
Delaware	Edgmont Township	2,521	2,773	2,748	2,704	2,663	2,686	2,696	175	6.9%
Delaware	Folcroft Borough	4,448	4,595	4,519	4,458	4,400	4,459	4,481	33	0.7%
Delaware	Glenolden Borough	2,433	2,615	2,558	2,504	2,484	2,361	2,373	-60	-2.5%
Delaware	Haverford Township	18,963	20,142	19,894	19,648	19,763	19,769	19,856	893	4.7%
Delaware	Lansdowne Borough	3,657	3,842	3,793	3,751	3,798	4,133	4,147	490	13.4%
Delaware	Lower Chester Township	1,140	1,245	1,226	1,207	1,198	1,012	1,024	-116	-10.2%
Delaware	Marcus Hook Borough	1,824	2,036	2,024	2,010	2,643	2,186	2,228	404	22.1%
Delaware	Marple Township	14,662	15,808	15,618	15,472	15,694	16,864	16,939	2,277	15.5%
Delaware	Media Borough	13,581	14,112	13,592	13,443	13,359	12,745	12,839	-742	-5.5%
Delaware	Middletown Township	11,791	15,173	14,983	14,845	15,135	15,208	15,259	3,468	29.4%
Delaware	Millbourne Borough	524	597	589	582	585	541	541	17	3.2%
Delaware	Morton Borough	1,367	1,527	1,515	1,503	1,542	1,704	1,708	341	24.9%
Delaware	Nether Providence Township	4,887	5,477	5,414	5,375	5,586	6,093	6,099	1,212	24.8%
Delaware	Newtown Township	21,419	22,753	22,478	22,257	22,430	22,279	22,323	904	4.2%
Delaware	Norwood Borough	1,629	1,608	1,583	1,568	1,579	1,592	1,592	-37	-2.3%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Delaware	Parkside Borough	1,613	1,659	1,654	1,634	1,631	1,617	1,617	4	0.2%
Delaware	Prospect Park Borough	1,802	1,837	1,791	1,765	1,787	1,806	1,809	7	0.4%
Delaware	Radnor Township	32,346	34,401	33,904	33,574	34,278	38,852	38,979	6,633	20.5%
Delaware	Ridley Township	10,368	11,654	11,387	11,201	11,350	11,370	11,430	1,062	10.2%
Delaware	Ridley Park Borough	2,347	2,610	2,586	2,564	2,693	2,839	2,856	509	21.7%
Delaware	Rose Valley Borough	298	296	290	287	295	299	298	0	0.0%
Delaware	Rutledge Borough	207	210	208	206	203	197	197	-10	-4.8%
Delaware	Sharon Hill Borough	4,461	4,663	4,600	4,549	4,455	5,064	5,086	625	14.0%
Delaware	Springfield Township	13,931	15,115	14,899	14,701	14,571	14,031	14,093	162	1.2%
Delaware	Swarthmore Borough	2,573	2,805	2,778	2,754	2,976	3,749	3,758	1,185	46.1%
Delaware	Thornbury Township	2,590	3,045	3,017	2,984	3,005	2,966	2,979	389	15.0%
Delaware	Tinicum Township	9,319	9,852	9,804	9,679	9,021	7,776	7,793	-1,526	-16.4%
Delaware	Trainer Borough	3,066	3,298	3,300	3,282	3,972	3,520	3,526	460	15.0%
Delaware	Upland Borough	1,281	1,339	1,331	1,316	1,309	1,542	1,545	264	20.6%
Delaware	Upper Chichester Township	6,962	7,398	7,276	7,183	7,197	7,049	7,077	115	1.7%
Delaware	Upper Darby Township	29,360	31,493	31,062	30,730	30,724	30,571	30,813	1,453	4.9%
Delaware	Upper Providence Township	5,164	5,731	5,681	5,624	5,821	5,886	5,914	750	14.5%
Delaware	Yeadon Borough	4,200	4,396	4,319	4,278	4,398	4,414	4,423	223	5.3%
Montgomery	Abington Township	35,450	38,137	37,238	36,677	37,400	37,846	37,951	2,501	7.1%
Montgomery	Ambler Borough	4,014	4,239	4,184	4,141	4,153	3,860	3,899	-115	-2.9%
Montgomery	Bridgeport Borough	2,402	2,662	2,612	2,588	2,550	2,602	2,607	205	8.5%
Montgomery	Bryn Athyn Borough	1,305	1,420	1,398	1,386	1,427	1,429	1,441	136	10.4%
Montgomery	Cheltenham Township	21,192	22,582	22,253	21,995	22,478	23,899	24,003	2,811	13.3%
Montgomery	Collegeville Borough	2,634	3,059	3,023	2,988	3,026	3,245	3,263	629	23.9%
Montgomery	Conshohocken Borough	12,587	16,454	16,283	16,148	15,789	15,173	15,240	2,653	21.1%
Montgomery	Douglass Township	3,620	4,799	4,727	4,691	4,621	4,102	4,149	529	14.6%
Montgomery	East Greenville Borough	525	600	594	590	632	651	651	126	24.0%
Montgomery	East Norriton Township	9,891	11,120	10,976	10,847	10,796	10,886	10,979	1,088	11.0%
Montgomery	Franconia Township	7,327	7,822	7,665	7,574	7,826	9,210	9,318	1,991	27.2%
Montgomery	Green Lane Borough	238	273	269	267	263	256	257	19	8.0%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Hatboro Borough	4,377	4,855	4,765	4,692	4,692	4,623	4,643	266	6.1%
Montgomery	Hatfield Borough	1,292	1,397	1,351	1,317	1,405	1,341	1,363	71	5.5%
Montgomery	Hatfield Township	15,838	17,925	17,494	17,261	17,935	17,435	17,659	1,821	11.5%
Montgomery	Horsham Township	43,693	45,761	45,208	44,693	46,382	44,546	45,424	1,731	4.0%
Montgomery	Jenkintown Borough	5,615	5,635	5,545	5,484	5,448	5,387	5,430	-185	-3.3%
Montgomery	Lansdale Borough	9,619	10,721	10,562	10,465	10,461	10,100	10,181	562	5.8%
Montgomery	Limerick Township	12,303	14,587	14,412	14,263	14,231	13,000	13,261	958	7.8%
Montgomery	Lower Frederick Township	1,327	1,434	1,416	1,401	1,421	1,435	1,455	128	9.6%
Montgomery	Lower Gwynedd Township	8,586	9,481	9,395	9,313	9,556	9,987	10,108	1,522	17.7%
Montgomery	Lower Merion Township	66,532	70,113	69,138	68,400	69,166	71,334	71,470	4,938	7.4%
Montgomery	Lower Moreland Township	10,898	11,724	11,580	11,447	11,547	11,636	11,705	807	7.4%
Montgomery	Lower Pottsgrove Township	5,226	6,033	6,004	5,955	6,120	6,150	6,247	1,021	19.5%
Montgomery	Lower Providence Township	13,888	14,594	14,329	14,139	14,486	14,137	14,205	317	2.3%
Montgomery	Lower Saiford Township	8,000	8,889	8,757	8,672	8,976	8,617	8,688	688	8.6%
Montgomery	Marlborough Township	1,034	1,155	1,135	1,125	1,126	1,094	1,105	71	6.9%
Montgomery	Montgomery Township	19,248	21,441	21,094	20,844	21,639	18,107	18,174	-1,074	-5.6%
Montgomery	Narberth Borough	3,175	3,392	3,345	3,306	3,291	3,262	3,269	94	3.0%
Montgomery	New Hanover Township	2,546	2,928	2,898	2,879	2,902	2,921	2,962	416	16.3%
Montgomery	Norristown Borough	15,483	16,887	16,551	16,371	16,298	17,187	17,322	1,839	11.9%
Montgomery	North Wales Borough	1,595	1,735	1,704	1,688	1,711	1,724	1,724	129	8.1%
Montgomery	Pennsburg Borough	1,642	1,786	1,745	1,719	1,717	1,666	1,690	48	2.9%
Montgomery	Perkiomen Township	2,915	3,028	2,969	2,925	3,023	3,203	3,213	298	10.2%
Montgomery	Plymouth Township	26,561	31,059	30,665	30,392	30,357	28,190	28,437	1,876	7.1%
Montgomery	Pottstown Borough	12,491	13,871	13,689	13,547	13,761	13,763	13,985	1,494	12.0%
Montgomery	Red Hill Borough	672	808	804	797	804	753	770	98	14.6%
Montgomery	Rockledge Borough	1,105	1,255	1,238	1,226	1,301	1,552	1,568	463	41.9%
Montgomery	Royersford Borough	2,018	2,150	2,107	2,081	2,100	2,036	2,049	31	1.5%
Montgomery	Saiford Township	872	955	924	915	918	906	906	34	3.9%
Montgomery	Schwenksville Borough	470	555	550	541	548	581	587	117	24.9%
Montgomery	Skippack Township	5,365	5,650	5,514	5,445	5,580	5,545	5,588	223	4.2%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

# Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Montgomery	Souderton Borough	3,497	4,023	3,992	3,957	3,888	4,100	4,111	614	17.6%
Montgomery	Springfield Township	11,787	12,595	12,426	12,292	12,569	12,854	12,912	1,125	9.5%
Montgomery	Telford Borough	770	880	871	859	892	877	884	114	14.8%
Montgomery	Towamencin Township	8,203	9,941	9,772	9,663	9,771	9,742	9,836	1,633	19.9%
Montgomery	Trappe Borough	2,361	2,534	2,487	2,458	2,490	2,767	2,798	437	18.5%
Montgomery	Upper Dublin Township	25,822	27,288	26,922	26,630	26,603	28,582	28,716	2,894	11.2%
Montgomery	Upper Frederick Township	996	1,139	1,128	1,115	1,127	1,115	1,119	123	12.3%
Montgomery	Upper Gwynedd Township	9,199	9,576	9,287	9,116	11,119	11,126	11,201	2,002	21.8%
Montgomery	Upper Hanover Township	3,088	3,669	3,604	3,554	3,651	3,495	3,536	448	14.5%
Montgomery	Upper Merion Township	77,746	83,986	82,951	82,102	82,115	78,963	79,548	1,802	2.3%
Montgomery	Upper Moreland Township	16,857	18,120	17,853	17,627	17,776	18,619	18,728	1,871	11.1%
Montgomery	Upper Pottsgrove Township	1,636	1,853	1,803	1,780	1,766	1,823	1,835	199	12.2%
Montgomery	Upper Providence Township	21,365	24,165	23,964	23,780	23,108	29,009	29,193	7,828	36.6%
Montgomery	Upper Salford Township	1,452	1,621	1,613	1,597	1,609	1,582	1,599	147	10.1%
Montgomery	West Conshohocken Borough	8,511	9,057	8,916	8,812	8,747	8,406	8,448	-63	-0.7%
Montgomery	West Norriton Township	10,192	11,010	10,849	10,730	10,880	12,280	12,329	2,137	21.0%
Montgomery	West Pottsgrove Township	2,084	2,375	2,336	2,309	2,299	2,123	2,130	46	2.2%
Montgomery	Whitmarsh Township	22,120	23,702	23,324	23,064	23,833	23,433	23,540	1,420	6.4%
Montgomery	Whitpain Township	30,607	32,218	31,787	31,443	31,737	30,479	30,534	-73	-0.2%
Montgomery	Worcester Township	6,629	7,167	7,107	7,041	7,128	6,791	6,842	213	3.2%
Philadelphia	North	48,553	49,854	48,999	48,351	49,665	53,317	53,335	4,782	9.8%
Philadelphia	Lower Southwest	18,922	19,895	19,530	19,205	17,725	17,485	17,486	-1,436	-7.6%
Philadelphia	Central	266,945	282,456	278,359	275,274	276,441	270,000	270,531	3,586	1.3%
Philadelphia	North Delaware	30,857	32,471	31,857	31,465	31,604	32,608	32,639	1,782	5.8%
Philadelphia	Lower South	16,822	23,842	24,144	24,321	25,300	21,388	21,481	4,659	27.7%
Philadelphia	West Park	23,850	24,696	24,344	24,059	24,573	26,440	26,486	2,636	11.1%
Philadelphia	Lower North	46,479	47,503	46,925	46,359	47,873	56,314	56,302	9,823	21.1%
Philadelphia	Lower Northwest	26,801	27,734	27,344	27,009	27,049	27,336	27,357	556	2.1%
Philadelphia	River Wards	28,478	30,711	30,153	29,762	29,591	30,767	30,760	2,282	8.0%
Philadelphia	University Southwest	78,347	88,447	88,158	87,393	94,079	112,420	120,326	41,979	53.6%



Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050

**Table 4: Forecasted Employment by Municipality or Planning District, 2020–2050**

County	Municipality or District	2020	2025	2030	2035	2040	2045	2050	Absolute	Percentage
Philadelphia	West	31,131	31,414	30,990	30,576	30,920	33,142	33,139	2,008	6.5%
Philadelphia	South	43,056	46,340	45,798	45,241	44,623	45,278	45,332	2,276	5.3%
Philadelphia	Upper Far Northeast	37,761	40,495	39,695	39,149	39,043	40,124	40,191	2,430	6.4%
Philadelphia	Lower Northeast	38,538	40,129	39,652	39,151	39,513	39,163	39,225	687	1.8%
Philadelphia	Upper North	44,733	46,075	45,498	45,001	45,849	48,831	48,875	4,142	9.3%
Philadelphia	Lower Far Northeast	36,645	39,187	38,629	38,080	38,014	39,254	39,348	2,703	7.4%
Philadelphia	Upper Northwest	37,787	38,968	38,422	37,941	38,537	40,421	40,445	2,658	7.0%
Philadelphia	Central Northeast	32,817	34,075	33,575	33,186	33,229	33,313	33,373	556	1.7%

Source: DVRPC, August 2024. Base employment data from the National Establishments Time Series (NETS) database and US Bureau of Economic Analysis (BEA).



**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE MEETING**

**September 10, 2024**

**Agenda Item:**

**3. CMAQ Performance Measures – Mid-Term Performance Plan**

**Background/Analysis/Issues:**

State DOTs are required to develop congestion and emissions performance targets for the Congestion Mitigation and Air Quality (CMAQ) program for the four-year period 2022-2025 and subsequent periods. There are two CMAQ congestion measures and one CMAQ emissions measure.

MPOs, such as DVRPC, that are in urbanized areas over one million population, and contain air quality nonattainment and maintenance areas are required to submit mid-term and final performance plans that identify baseline conditions and demonstrate the progress towards meeting the targets for the performance period (2022-2025). This is the mid-term performance plan for the second performance period since the enactment of FHWA's Transportation Performance Management regulations. The plan for this second and subsequent performance periods must also include urbanized areas with a population over 200,000 people. This plan will be incorporated in the respective state DOT plans, which are required to be submitted to FHWA by October 1, 2024.

The DVRPC Board previously adopted the CMAQ congestion measure targets (for the years 2022-2025) for the Philadelphia, PA-NJ-DE-MD; Trenton, NJ, New York-Newark, NY-NJ-CT; and Allentown, Bethlehem, Easton, PA-NJ Urbanized Areas in July 2022. Based on the performance for the Non-SOV travel measure during the first two-years of this period, the DVRPC Board agreed to revise the four-year target for this measure for the Philadelphia, PA-NJ-DE-MD UZA in July, 2024.

While the DVRPC region did not meet the two-year emissions reductions targets for Volatile Organic Compounds (VOCs) in Pennsylvania and for Nitrogen Oxides (NO<sub>x</sub>) and Fine Particle pollution (PM<sub>2.5</sub>) in New Jersey, DVRPC and the state DOTs have decided to not adjust the four-year performance targets for this measure.

This plan includes:

- Baseline conditions, targets, and progress toward the congestion and mobile source emissions reductions targets for the years 2022-2025,
- Tables that indicate the emissions reduction benefits and status of CMAQ-funded projects in the DVRPC region for the period 2022-2023, and
- Tables that identify CMAQ-funded projects in the DVRPC region that include narrative descriptions about how these projects will help the DVRPC region meet the congestion and emissions targets for the period 2022-2025.

Staff requests that the RTC recommend the DVRPC Board adopt this plan and authorize staff to submit the plan to the state DOTs.

Date Action Required:

September 10, 2024

Recommendations:

RTC – Will make a recommendation at the September 10 RTC meeting

Staff – Recommends Approval

Action Proposed:

The RTC recommends the DVRPC Board adopt the CMAQ PM3 mid-term performance report and authorize submission of the report to the Pennsylvania and New Jersey Departments of Transportation.

Staff Contact:

Sean Greene, Manager of the Office of Freight and Clean Transportation

Attachments:

A draft document will be emailed prior to the meeting.

# DRAFT Congestion Mitigation and Air Quality Program Interim Performance Plan (2022–2023)



SEPTEMBER 2024





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

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

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

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## CHAPTER 1:

# Introduction

## Purpose

*The Infrastructure Investment and Jobs Act (IIJA)*, as well as the preceding *Moving Ahead for Progress in the 21st Century Act (MAP-21)* and the *Fixing America's Surface Transportation Act (FAST Act)*, have integrated performance measures into many federal surface transportation programs and required the United States Department of Transportation (USDOT) to establish a set of national measures on which state departments of transportation (DOTs) must submit targets and report performance or condition. The Federal Highway Administration (FHWA) finalized three performance measures for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) Program. There are two CMAQ congestion measures and one CMAQ emissions measure. The CMAQ rule is part of the System Performance measures and is known as Performance Measure 3 (PM3). The first two were safety (PM1) and infrastructure condition (PM2).

The CMAQ congestion measures are peak-hour excessive delay (PHED) and percent of non-single occupant vehicle (SOV) travel. The PHED measure is the annual hours of peak-hour excessive delay per capita that occurs within the applicable urbanized areas (UZA). The percent of non-SOV travel measure is the percentage of travel, in the UZA by means other than SOV. These measures only apply to the National Highway System (NHS) mileage in urban areas with a population of at least 200,000 people. The CMAQ emissions measure is the cumulative estimated emissions reductions for all CMAQ-funded projects obligated during the performance period for each applicable criteria pollutant.

State DOTs, in coordination with Metropolitan Planning Organizations (MPOs), are required to provide FHWA with biennial progress reports for the three CMAQ performance measures. This report will serve as the interim progress report for the 2022–2025 CMAQ performance period for the Delaware Valley Regional Planning Commission (DVRPC) area which encompasses all or parts of Philadelphia, PA–NJ–DE–MD Urbanized Area (Philadelphia UZA); Allentown–Bethlehem–Easton, PA–NJ Urbanized Area (Allentown UZA); the New York–Newark, NY–NJ–CT Urbanized Area (New York UZA); and the Trenton–Princeton, NJ Urbanized Area (Trenton UZA). This report demonstrates DVRPC's progress toward the four-year CMAQ performance targets that were established in DVRPC's "Congestion Mitigation and Air Quality Final Performance Plan (2018–2021) and Baseline Report (2022–2025)."<sup>1</sup>

The PM3 congestion measures are based on the 2010 Urbanized Area Boundaries. The UZA coordination and target setting was based on these boundaries and reflects the PM3 applicability as identified in FHWA's "Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures."<sup>2</sup> Urban area boundaries have changed with the 2020 Census, but for the purpose of this report the urbanized areas will be referred to as the UZAs. The source for the data used to determine each measure for each UZA is noted for each congestion measure performance table.

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<sup>1</sup> Delaware Valley Regional Planning Commission (DVRPC), "Congestion Mitigation and Air Quality Final Performance Plan (2018–2021) and Baseline Report (2022–2025)" (DVRPC Publication # TR23003, Philadelphia, PA, 2022), <https://www.dvrpc.org/reports/tr23003.pdf> (accessed September 1, 2024).

<sup>2</sup> USDOT Federal Highway Administration, "Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures" (23 CFR 490.707 and 490.807, Washington, D.C., 2021), <https://rosap.ntl.bts.gov/view/dot/72434> (accessed September 1, 2024).

## Applicability

The DVRPC region is part of the Philadelphia UZA, which has a population of 5,695,000 (based on 2022 U.S. Census American Community Survey (ACS) five-year estimates) and includes the Trenton UZA, as well as small portions of the Allentown and New York UZAs. The Trenton UZA has a population of 367,546, the Allentown UZA has a population of 622,018, and the New York UZA has a population of 19,198,299 (all based on 2022 ACS five-year estimates). The DVRPC region includes a complex combination of nonattainment and maintenance areas for two of the National Ambient Air Quality Standards (NAAQS) — ozone and fine particulate matter (PM<sub>2.5</sub>). This data reflects information from the 2020 Decennial Census.<sup>3</sup>

The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the PM<sub>2.5</sub> maintenance areas encompass various portions of the region.

## Interim Performance Report Requirements

Federal performance measure regulations (23 CFR 490) require that MPOs serving over 200,000 people and representing ozone, PM<sub>2.5</sub>, or CO nonattainment or maintenance areas must report progress on attaining the two-year targets for congestion and emissions reductions set out in the MPO's baseline *CMAQ Performance Plan*.

The MPOs interim performance plan must include the PHED and percent non-SOV values for each UZA in the MPO planning area for calendar years 2022 and 2023. All of the MPOs and states serving a common UZA must adopt common congestion targets and report a unified performance value for the UZA. The DVRPC planning area includes two UZAs with over one million people — the Philadelphia and New York UZAs — and two UZAs with over 200,000 people — the Trenton and Allentown UZAs. DVRPC has coordinated with each MPO and state DOT that serve portions of these UZAs to adopt common performance measures and targets.

The interim performance report must also include the cumulative emissions reductions for CMAQ-funded projects in the MPO's service area for federal fiscal years 2022 and 2023 as they are reported in the FHWA CMAQ Public Access System (PAS). Targets and performance are reported for CMAQ-funded projects separately for each state served by the MPO. DVRPC coordinated with Pennsylvania DOT (PennDOT) and New Jersey DOT (NJDOT) to develop the emissions reduction targets. Emissions reductions from CMAQ projects in the DVRPC region are included in each relevant state's performance plan and targets.

The interim performance plan must include a list of the MPO's CMAQ-funded projects and an updated description of how the projects will assist the MPO meet the established four-year targets for each performance measure. The report should also include updates to the project lists from the baseline report that identifies CMAQ-funded projects that were expected to contribute to the two-year targets, including additions, deletions, changes in scope, and emissions reductions estimates in kilograms/day (kg/d) for each applicable pollutant.

This performance report covers the following nonattainment and maintenance areas within the DVRPC planning area:

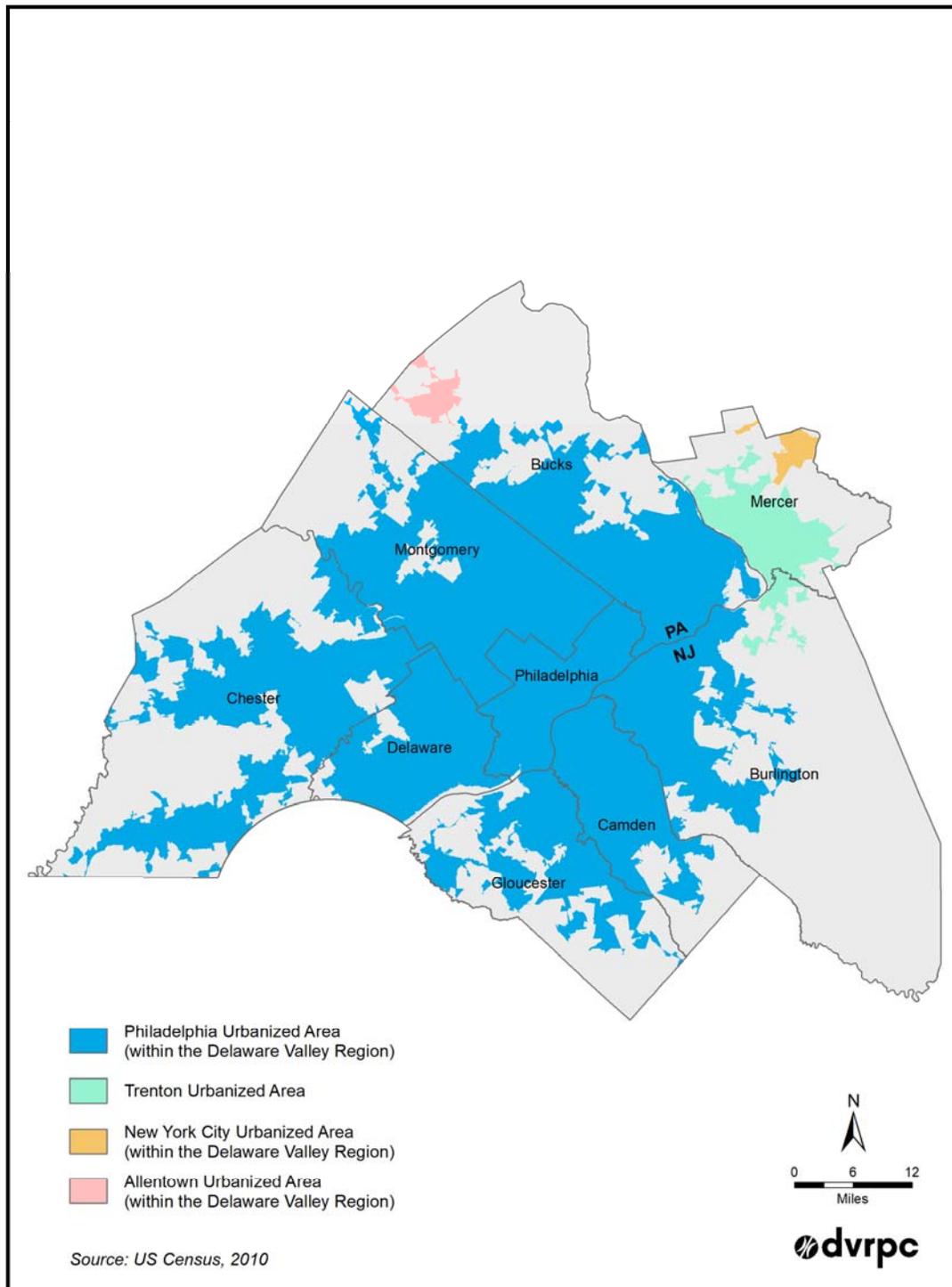
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<sup>3</sup> U.S. Census Bureau, "2020 U.S. Census Data," <https://www2.census.gov/programs-surveys/decennial/2020/data/> (accessed September 1, 2024).

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Ozone Nonattainment Area;
- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour PM<sub>2.5</sub> Maintenance Area;
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM<sub>2.5</sub> Maintenance Area; and
- the Delaware County, PA Annual PM<sub>2.5</sub> Maintenance Area.

Figure 1 demonstrates the Philadelphia, Trenton, New York, and Allentown UZA boundaries within the DVRPC planning area. Figures 2 and 3 show the relevant nonattainment and maintenance areas in the region. It is important to note that the 2010 UZA boundaries were used to analyze the CMAQ congestion measures while updated population data references the 2020 U.S. Census.

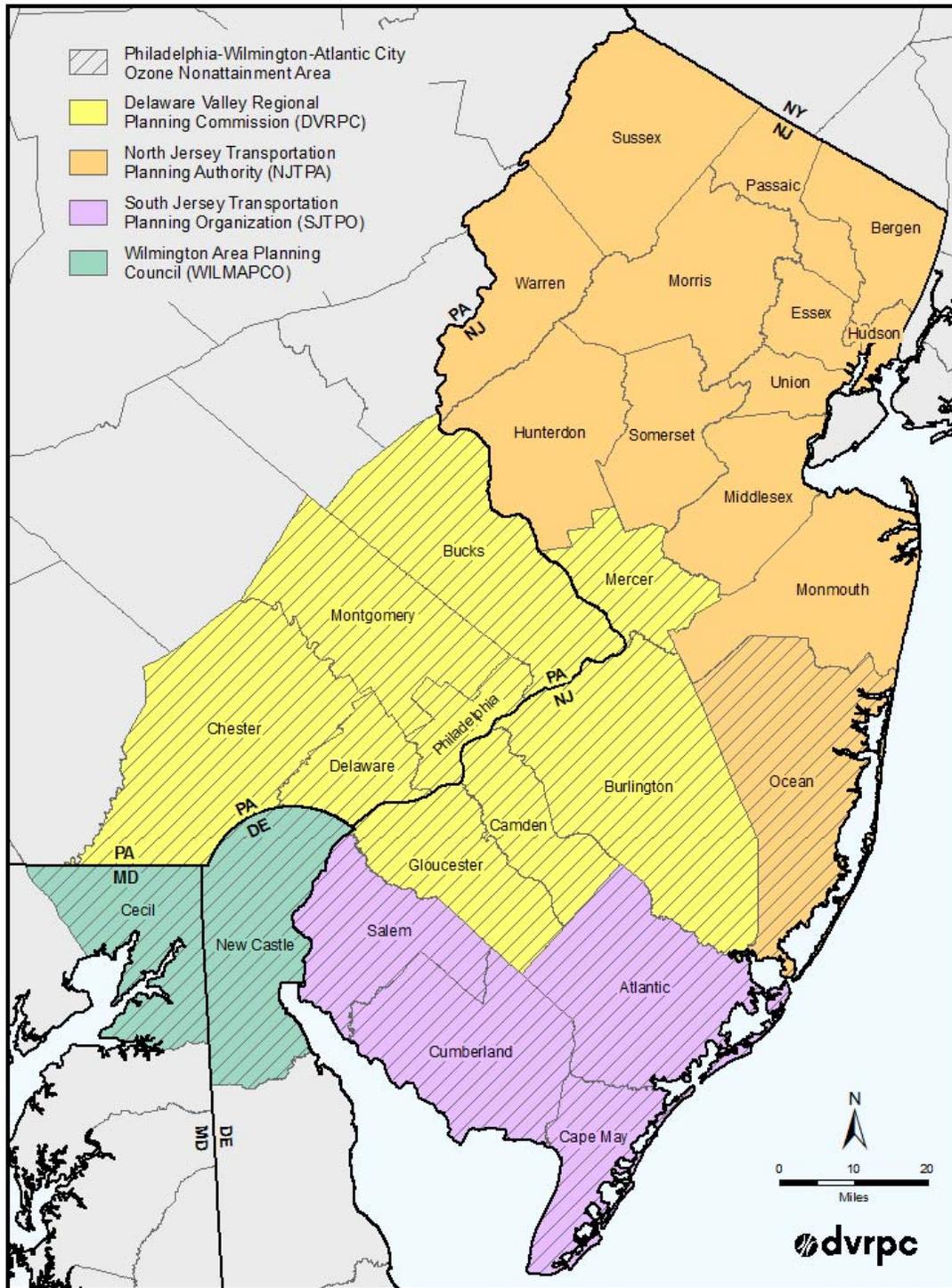
**Figure 1: Urbanized Areas Boundaries Within the DVRPC Planning Area\***



Source: DVRPC 2024

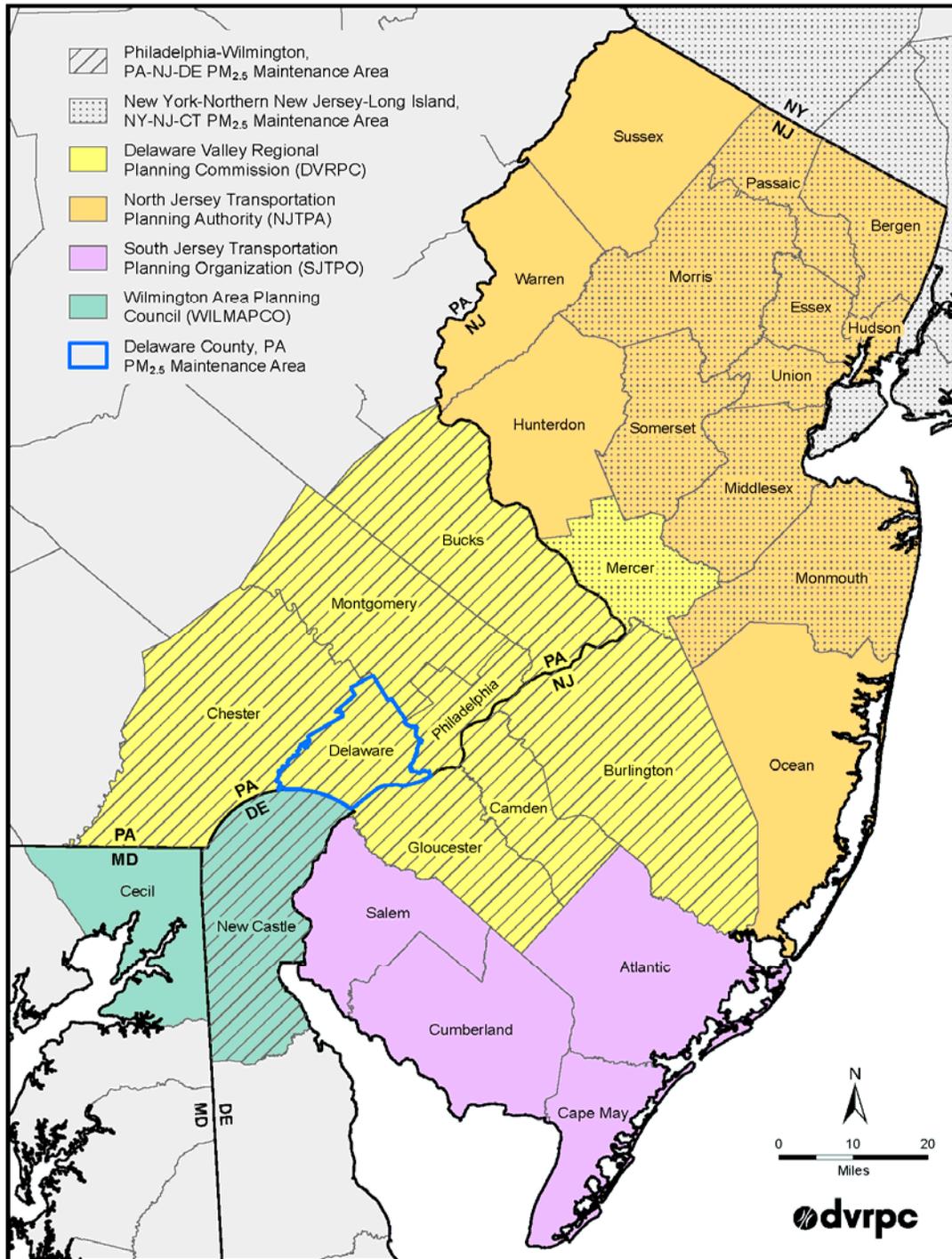
\*Note the CMAQ Congestion Measures used the 2010 Urbanized Area boundaries for analysis

**Figure 2: Philadelphia-Wilmington-Atlantic City 8-Hour Ozone Nonattainment Area**



Source: DVRPC 2024

**Figure 3: PM<sub>2.5</sub> Maintenance Areas in the DVRPC Region**



Source: DVRPC 2024

## CHAPTER 2:

# Two-Year Performance and Targets

## Congestion Measures – Philadelphia and Trenton UZAs

PM3 rules require that all of the MPOs and states serving a common UZA must adopt common congestion targets and report a unified performance value for the UZA. In the Philadelphia UZA, DVRPC coordinated the discussion on the interim period performance and targets between four state DOTs and six MPOs. The state DOTs are PennDOT, NJDOT, Delaware DOT, and Maryland DOT. The MPOs are DVRPC, North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Lancaster Area Transportation Study, and the Wilmington Area Planning Council (WILMAPCO). In the Trenton UZA the planning partners included NJDOT and DVRPC.

A unified PM3 traffic congestion measure four-year target adjustment in the mid-period of the second performance period (2022–2025) for the Philadelphia and Trenton UZAs, was accomplished through one virtual coordination meeting held on April 25, 2024. An agenda was sent out via email before the coordination meeting, so that partnering agencies could prepare for the topics discussed. Partner agencies were given the opportunity to recommend changes or additions to the agenda as appropriate.

The coordination meeting started with a review of target-setting procedures, methodologies, data sources, and trends. The mid-period performance progress was presented along with potential adjustments for the annual hours of PHED per capita and percent non-SOV travel measures four-year targets. Overall policy goals and objectives, regulations, required data and metrics, UZA geography, and data trends were also discussed. Data-driven considerations included reviewing existing trends, including UZA population, vehicles miles traveled (VMT), transit ridership, percent non-SOV travel, and annual hours of PHED per capita. April 25 was established as the “pencils down” date to decide on adjusting the four-year targets for the two measures.

In the Philadelphia UZA, ACS five-year population estimates increased on average 1.3 percent per year from 2018 to 2022. According to FHWA, VMT on the NHS decreased in the UZA by 2.5 percent from 2021 to 2022, and 2022 VMT is still below 2019 levels. However, prior to the pandemic VMT increased on average 0.9 percent per year from 2015 to 2019. The National Transit Database (NTD) indicates that transit passenger miles increased by 52.1 percent in the UZA from 2021 to 2022, but passenger miles are still significantly down compared to pre-COVID levels. According to the five-year ACS, work from home increased in the UZA from 11.7 percent (2017–21) to 14.4 percent (2018–22). The DVRPC regional travel demand model indicates increased population, employment, and VMT during the performance period. Other considerations, such as alternative scenarios of workers working from home, taking transit, and driving alone were reviewed. Projects that could help “move the needle” on the measures were also considered.

In the Trenton UZA, ACS five-year population estimates increased on average 4.9 percent per year from 2018 to 2022. According to FHWA, VMT on the NHS increased 2.1 percent from 2021 to 2022, but 2022 VMT is still below pre-COVID 2019 levels. The NTD indicates that transit passenger miles increased in the UZA by 108 percent from 2021 to 2022, but passenger miles are still significantly below pre-COVID 2019 levels. According to the five-year ACS, work from home increased in the UZA from 9.8 percent (2017–2021) to 14.4 percent (2018–2022).

Other considerations, such as alternative scenarios of workers working from home, taking transit, and driving alone were evaluated. Projects that could help “move the needle” on the measures were also considered. There were various uncertainties noted that might affect driver behavior and achieving the targets, such as inflation and associated energy and supply chain disruptions, and work from home policies. The percent non-SOV travel ACS five-year estimates from 2022 onward are based on Census 2020 Urban Areas (UAs), not 2010 UZAs, so lack of historical data makes it more uncertain in setting targets.

Finally, as part of the coordination group meeting, each agency in attendance was asked to affirm their support for the proposed targets. After the meeting, a summary was prepared and sent to the partnering agencies serving as a record of the meeting and as a reference should questions or clarifications arise. Any agency that was not in attendance was contacted and given the opportunity to support the target. All agencies affirmed agreement. The consensus of a four-year target adjustment for the Philadelphia and Trenton UZAs was agreed upon by all partnering agencies and will be submitted to FHWA by the respective state DOTs by October 1st 2024. Meeting agendas, summary documents, and any other associated correspondence with the partnering agencies is available upon request.

Based on consensus at the April 25 meeting, the partnering agencies agreed to adjust the four-year target for the percent non-SOV travel measure for each UZA and to not adjust the annual hours of PHED per capita target. The measures are presented in Tables 1 and 2 along with the existing baseline, two- and four-year targets, and two-year performance for the Philadelphia UZA and Tables 3 and 4 for the Trenton UZA. The following sections discuss the four-year targets, and the changes made.

### **Philadelphia UZA Annual Hours of PHED per Capita**

The annual hours of PHED per capita measure two-year performance for the interim performance period was calculated for the UZA using the Regional Integrated Transportation Information System (RITIS) Probe Data Analytics (PDA) Suite on April 19, 2024. The two-year target established in 2022 baseline performance plan was 15.2. The target is met if the PHED performance is lower than the target. The two-year performance was 13.9, therefore the target was achieved. The coordination group agreed to not adjust the four-year target for PHED (see Table 1).

The four-year target was not adjusted due to annual hours of PHED per capita increasing from 12.5 (2022) to 13.9 in (2023) and approaching the four-year target, despite CMAQ programs and projects programmed to reduce excessive delay. The four-year target is one-tenth of an hour per capita less than the two-year target in anticipation of future projects contributing to some overall reductions in excessive delay. However, some increases in excessive delay are expected due to economic growth and increases in the number of people traveling, and the movement of freight on the NHS. This would only be partially offset by population growth reflected in the “per capita” portion of the measure. Also, consideration was given to the IIJA and “state-of-good-repair” projects that will slow down traffic during construction, as well as continued growth in e-commerce that may contribute to delays. Various projects in the Pennsylvania Transportation Improvement Program (TIP) (FY2025–2028) and New Jersey TIP (FY2024–2027) were identified that could help reduce excessive delay.

Table 1 presents the performance measure baseline, two-year performance, and target values for the annual hours of PHED per capita measure for the Philadelphia UZA.

**Table 1:** Baseline, Two- and Four-Year Targets, Two-Year Performance, and Four-Year Target Adjustments for Annual Hours of PHED per Capita Measure for the Philadelphia, PA-NJ-DE-MD Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
PHED	13.1	13.9	15.2	15.1	None

Source: DVRPC 2024

Notes:

- This measure utilized the 2010 UZA boundaries. The UZA 2010 boundary and associated five-year ACS estimated population were obtained from the U.S. Census.
- The annual hours of PHED is divided by the population to derive the per Capita measure.
- Reporting segments and travel times (in 15-minute intervals) were derived from the National Performance Management Research Data Set.
- Hourly traffic volumes by annual vehicle classification for buses, trucks, and cars were derived from annual average daily traffic reported in the Highway Performance Monitoring System and from FHWA volume profiles.
- Annual vehicle occupancy for cars, buses, and trucks was provided by FHWA.

**Philadelphia UZA Percent Non-SOV Travel**

The percent non-SOV travel measure for the interim performance period was derived from the U.S. Census ACS five-year estimates for the UZA. The two-year target set in the baseline performance report in 2022 was 30.0 percent. The percent Non-SOV target is met if the performance is greater than the target. The two-year performance was 34.6 percent therefore the target was achieved. The coordination group agreed to adjust the four-year target, raising it from 30.0 percent to 33.0 percent (see Table 2).

The four-year target was adjusted based on various considerations, including high two-year performance, programs and projects on the Pennsylvania TIP (FY2025–2028) and New Jersey TIP (FY2024–2027) to increase percent non-SOV travel, and the continuance of work from home policies. The five-year ACS percent non-SOV travel measure shows a substantial increase due to the effects of COVID-19 and workers shifting to working from home, from 32.8 percent (2017–2021) to 34.6 percent (2018–2022).

Table 2 presents the performance measure baseline, two-year performance, and target values for the annual hours of non-SOV travel measure for the Philadelphia UZA.

**Table 2:** Baseline, Two- and Four-Year Targets, Two-Year Performance, and Four-Year Target Adjustments for the Percent Non-SOV Travel Measure for the Philadelphia, PA-NJ-DE-MD Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
<b>Percent Non-Single Occupant Vehicle Travel</b>	30.6%	34.6%	30.0%	30.0%	33.0%

Source: DVRPC 2024

Notes:

- Baseline, performance, and target values are based on one year prior to the years listed in the table due to the lag in availability of U.S. Census five-year ACS data. For example, the baseline value refers to ACS (2016–2020).
- Two-year performance and subsequent performance are based on 2020 Urban Areas.

**Trenton UZA - Annual Hours of PHED per Capita**

The annual hours of PHED per capita measure two-year performance for the interim performance period was calculated for the UZA using the RITIS PDA Suite on April 19, 2024. The two-year target established in the 2022 baseline performance plan was 5.7. The target is met if the PHED performance is lower than the target. The two-year performance was 4.4, therefore, the target was achieved. The coordination group agreed to not adjust the four-year target for PHED (see Table 3).

The four-year target was not adjusted due to annual hours of PHED per capita increasing from 4.1 (2022) to 4.4 (2023) and approaching the four-year target, despite CMAQ programs and projects programmed to reduce excessive delay. Some increases in excessive delay are expected due to economic growth and increases in the number of people traveling, and the movement of freight on the NHS. This would only be partially offset by population growth reflected in the “per capita” portion of the measure. Also, consideration was given to IJJA and “state of good repair” projects that will slow down traffic during construction, and continued growth in e-commerce may contribute to delays. Various projects in the New Jersey TIP (FY2024–2027) were identified that could help reduce excessive delay.

Table 3 presents the performance measure baseline, two-year performance, and target values for the annual hours of PHED per capita measure for the Trenton UZA.

**Table 3:** Baseline, Two- and Four-Year Targets, Two-Year Performance, and Four-Year Target Adjustment for Annual Hours of PHED per Capita Measure for the Trenton, NJ Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
PHED	3.4	4.4	5.7	5.7	None

Source: DVRPC 2024

Notes:

- This measure utilized the 2010 UZA boundaries. The UZA 2010 boundary and associated five-year ACS estimated population were obtained from the U.S. Census.
- The annual hours of PHED is divided by the population to derive the per capita measure.
- Reporting segments and travel times (in 15-minute intervals) were derived from the National Performance Management Research Data Set.
- Hourly traffic volumes by annual vehicle classification for buses, trucks, and cars were derived from annual average daily traffic reported in the Highway Performance Monitoring System and from FHWA volume profiles.
- Annual vehicle occupancy for cars, buses, and trucks was provided by FHWA.

**Trenton UZA Percent Non-SOV Travel**

The percent non-SOV travel measure for the interim performance period was derived from the U.S. Census ACS five-year estimates for the UZA. The two-year target set in the baseline performance report in 2022 was 26.5 percent. The percent non-SOV target is met if the performance is greater than the target. The two-year performance was 33.9 percent therefore the target was achieved. However, the coordination group agreed to adjust the four-year target, raising it from 26.8 percent to 30.0 percent (see Table 4).

The four-year target was adjusted based on various considerations, including high two-year performance, programs and projects on the New Jersey TIP (FY 2024-2027) to increase percent non-SOV travel, and the continuance of remote work. The percent non-SOV travel measure five-year estimates shows a substantial increase due to the effects of COVID-19 and workers shifting to working from home, from 30.0 percent (2017–2021) to 33.9 percent (2018–2022).

Table 4 presents the performance measure baseline, two-year performance, and target values for the annual hours of non-SOV travel measure for the Trenton UZA.

**Table 4:** Baseline, Two- and Four- Year Targets, Two-Year Performance, and Four-Year Target Adjustment for the Percent Non-SOV Travel Measure for the Trenton, NJ Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
<b>Percent Non-Single Occupant Vehicle Travel</b>	26.4%	33.9%	26.5%	26.8%	30.0%

Source: DVRPC 2024

Notes:

- Baseline, performance, and target values are based on one year prior to the years listed in the Table due to the lag in availability of U.S. Census five-year ACS data. For example, the baseline value refers to ACS (2016–2020).
- Two-year performance and subsequent performance are based on 2020 Urban Areas.

### Congestion Measures – New York UZA

Since a portion of the New York UZA is in the DVRPC MPO in Mercer County, New Jersey, DVRPC coordinated with the NJTPA, the New York Metropolitan Transportation Council (NYMTC), NJDOT, the New York State DOT, and others to reach consensus on establishing a unified PM3 traffic congestion measure four-year target adjustment in the mid-period of the second performance period and reviewing interim period performance. NJTPA and NYMTC led efforts in discussions on adjusting four-year targets and reviewing interim period progress.

DVRPC participated in coordination meetings to establish consensus on not adjusting the four-year targets during the mid-period of the second performance period (2022–2025) for the New York UZA and agreed to adopt those targets in July 2024. The annual hours of PHED per capita and percent non-SOV travel two- and four- year targets, two-year performance, and four-year targets for the New York UZA are presented in Tables 5 and 6.

#### Annual Hours of PHED per Capita

The annual hours of PHED per capita measure two-year performance for the interim performance period was reported by the New-York UZA coordination group. The two-year target set two years ago in the first year of the performance period was 22.0. The two-year performance was 19.8; therefore, the target was achieved. The coordination group decided not to adjust the four-year target. (see Table 5).

**Table 5:** Baseline, Two- and Four-Year Targets, Two-Year Performance, and Four-Year Target Adjustment for Annual Hours of PHED per Capita Measure for the New York–Newark, NY–NJ–CT Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
PHED	20.9	19.8	22.0	21.0	None

Source: NJDOT 2024

Notes

- This measure utilized the 2010 UZA boundaries. The UZA 2010 boundary and associated five-year ACS estimated population were obtained from the U.S. Census.
- Reporting segments and travel times (in 15-minute intervals) were derived from the National Performance Management Research Data Set.
- Hourly traffic volumes and annual vehicle classification for buses, trucks, and cars were derived from annual average daily traffic reported in the Highway Performance Monitoring System and from FHWA volume profiles.
- Annual vehicle occupancy for cars, buses, and trucks was provided by FHWA.

**Percent Non-SOV Travel**

The percent non-SOV travel measure two-year performance for the interim performance period was derived from the U.S. Census ACS five-year estimates for the UZA. The two-year target set in the baseline performance report in 2022 was 52.4 percent. The percent non-SOV target is met if the performance is greater than the target. The two-year performance was 54.5 percent; therefore, the target was achieved. The coordination group agreed to not adjust the four-year target for percent non-SOV travel. (see Table 6).

**Table 6:** Baseline, Two- and Four- Year Targets, Two-Year Performance, and Four-Year Target Adjustment for the Percent Non-SOV Travel Measure for the New York–Newark, NY–NJ–CT Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
Percent Non-Single Occupant Vehicle Travel	52.4%	54.5%	52.4%	52.5%	None

Source: NJDOT 2024

Notes:

- Baseline, performance, and target values are based on one-year prior to the years listed in the Table due to the lag in availability of U.S. Census five-year ACS data. For example, the baseline value refers to ACS (2016–2020).
- Two-year performance and subsequent performance are based on 2020 Urban Areas.

## Congestion Measures — Allentown UZA

Since a portion of the Allentown–Bethlehem–Easton, PA–NJ UZA is in the DVRPC MPO in Bucks County, Pennsylvania, DVRPC has coordinated with the Lehigh Valley Planning Commission (LVPC), NJTPA, PennDOT, and NJDOT to reach consensus on establishing a unified PM3 traffic congestion measure four-year target adjustment in the mid-period of the second performance period and reviewing mid-period performance. LVPC led efforts in discussions on adjusting four-year targets and reviewing interim period performance.

DVRPC participated in coordination meetings to establish consensus on four-year target adjustments for the interim period of the second performance period (2022–2025) for the Allentown UZA and agreed to adopt those targets in July 2024. The annual hours of PHED per capita and percent non-SOV travel two- and four-year targets, and four-year target adjustments for the Allentown UZA are presented in Tables 7 and 8.

### Annual Hours of PHED per Capita

The annual hours of PHED per capita measure two-year performance for the interim performance period was reported by the Allentown UZA coordination group.

The two-year target set two years ago in the first year of the performance period was 8.4. The two-year performance was 6.9; therefore, the target was achieved. The coordination group agreed to not adjust the four-year target (see Table 7).

**Table 7:** Baseline, Two- and Four-Year Targets, Two-Year Performance, and Four-Year Target Adjustment for Annual Hours of PHED Per Capita Measure for the Allentown–Bethlehem–Easton, PA–NJ Urbanized Area

Measure	2022 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
PHED	7.1	6.9	8.4	8.4	None

Source: PennDOT, PennDOT 2024

#### Notes

- This measure utilized the 2010 UZA boundaries. The UZA 2010 boundary and associated five-year ACS estimated population were obtained from the U.S. Census.
- Reporting segments and travel times (in 15-minute intervals) were derived from the National Performance Management Research Data Set.
- Hourly traffic volumes and annual vehicle classification for buses, trucks, and cars were derived from annual average daily traffic reported to the Highway Performance Monitoring System and from FHWA volume profiles.
- Annual vehicle occupancy for cars, buses, and trucks was provided by FHWA.

### Percent Non-SOV Travel

The percent non-SOV travel measure two-year performance for the interim performance period was derived from the U.S. Census ACS five-year estimates for the UZA. The two-year target set in the baseline performance report in 2022 was 18.6 percent. The percent non-SOV target is met if the

performance is greater than the target. The two-year performance was 24.6 percent; therefore, the target was achieved. The coordination group agreed to not adjust the four-year target for percent non-SOV travel (see Table 8).

**Table 8:** Baseline, Two- and Four- Year Targets, Two-Year Performance, and Four-Year Target Adjustment for the Percent Non-SOV Travel Measure for the Allentown–Bethlehem–Easton, PA–NJ Urbanized Area

Measure	2021 Baseline	2023 Two-Year Performance	2023 Two-Year Target	2025 Four-Year Target	2025 Four-Year Target Adj.
Percent Non-Single Occupant Vehicle Travel	20.4%	24.6%	18.6%	18.6%	None

Source: PennDOT, NJDOT 2024

Notes:

- Baseline, performance, and target values are based on one year prior to the years listed in the Table due to the lag in availability of U.S. Census five-year ACS data. For example, the baseline value refers to ACS (2016–2020).
- Two-year performance and subsequent performance are based on 2020 Urban Areas.



## On-Road Mobile Emissions Measures

DVRPC is a bi-state MPO with a population greater than one million that receives CMAQ funding in Pennsylvania and New Jersey. As such, DVRPC develops performance plans for the on-road mobile source emission performance measures for the DVRPC planning area in each state. DVRPC is required to develop a performance plan for the ozone precursors of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), and PM<sub>2.5</sub>.

### Targets and Performance

DVRPC has coordinated emissions reduction target setting with both PennDOT and NJDOT to establish two- and four-year emissions reduction targets from CMAQ funded projects in the relevant portions of the DVRPC planning area for the period 2022-2025. Each state has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. DVRPC has adopted the MPO regional targets and supported the statewide emissions reductions targets with the baseline and target setting report submitted to FHWA in 2022<sup>4</sup>

For this interim period performance plan, which addresses the first two years of the second PM<sub>3</sub> performance period (2022–2023), staff collaborated with the state DOTs and other MPOs in the states to review the actual emissions measure performance values and discussed adjusting the four-year targets.

In Pennsylvania, staff discussed the emissions performance and targets through interagency email and at the Pennsylvania Air Quality Working Group meeting held on August 15, 2022. The Pennsylvania MPOs required to submit PM<sub>3</sub> Performance Reports and PennDOT participated in these discussions. It was decided through these discussions that DVRPC and PennDOT would not revise the four-year performance targets.

In New Jersey, DVRPC staff participated in two virtual meetings, on July 10, and July 30, 2024, with NJDOT and the other MPOs in New Jersey to discuss the emissions measure performance and targets. It was decided through these discussions that DVRPC and NJDOT would not revise the four-year performance targets.

The following sections demonstrate DVRPC's progress towards these targets in the first two years (2022-2023) of this performance period (2022-2025).

### Pennsylvania

DVRPC coordinated efforts to develop the on-road mobile source emissions targets in collaboration with PennDOT. The coordination procedures are detailed in PennDOT's PM<sub>2</sub> and PM<sub>3</sub> target setting letter submitted to FHWA in December 2022. DVRPC supported the PennDOT on-road mobile emissions reductions targets for CMAQ funded projects.

The two-year progress toward meeting these targets in the Pennsylvania portion of the DVRPC planning area were extracted directly from the FHWA CMAQ PAS as required by 23 CFR 490<sup>5</sup>. The two-year performance and two- and four-year targets are presented in Table 9.

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<sup>4</sup> DVRPC, "CMAQ Final Performance Plan."

**Table 9: On-Road Emissions Reductions Performance and Targets for the DVRPC Planning Area in Pennsylvania (2022-2023)**

Pollutant	Emissions Reduction (Kg/day)			
	FY2022–2023	FY2022–2023	Target	FY2022–2025
	Two-year Target	Two-year Performance	Achieved?	Four-year Target
<b>VOC Emissions</b>	9.66	6.86	No	19.32
<b>NO<sub>x</sub> Emissions</b>	51.28	101.20	Yes	102.56
<b>PM<sub>2.5</sub> Emissions</b>	4.07	7.85	Yes	8.14

Source: FHWA PAS 2024 and PennDOT 2024

The two-year emissions reductions were considerably higher than the two-year targets for NO<sub>x</sub> and PM<sub>2.5</sub> but did not meet the two-year VOC target. CMAQ emissions are based on the modeled benefits of CMAQ funded projects that are considered “new” in each year. New projects are entered in the PAS in the first year the project is obligated for funding. Funding allocated to projects that “continue” from a previous year, or are receiving CMAQ funds after the first year of obligation, are not considered to support target achievement. This makes it difficult to set and track progress to achieving targets.

Since emissions reduction benefits are only entered into the PAS for the first year that a project is obligated for funding, delays in funding schedules present challenges in forecasting when a project’s benefits will be included in the PAS and contribute toward the targets.

Recent challenges with meeting the Buy America provisions for medium- and heavy-duty diesel vehicles have resulted in fewer of these types of projects being selected for CMAQ funding. These projects typically exhibited considerable emissions reductions benefits that contributed towards meeting the targets. Difficulty in obligating funds for these projects poses an additional challenge to meeting targets.

Finally, increases in fuel economy and vehicle emissions controls have resulted in declining emissions reductions from CMAQ funded projects. Reductions in travel times, delay, and VMT do not demonstrate the same level of benefits from today’s cleaner fleets as similar projects demonstrated in the past.

While PennDOT and DVRPC have decided to not adjust the four-year targets, DVRPC will continue to fund and program cost effective CMAQ projects with the goal of meeting the established targets.

### New Jersey

DVRPC coordinated efforts to develop the on-road mobile source emissions targets with NJDOT and the other MPOs in New Jersey. The coordination procedures are detailed in NJDOT’s submission of the state targets for the PM<sub>3</sub> performance measures submitted to FHWA in October 2022. DVRPC has adopted the MPO regional targets that were used to develop the NJDOT on-road mobile emissions reductions targets for CMAQ-funded projects in the DVRPC planning area in New Jersey and has supported the New Jersey state targets.

During the coordination meetings between NJDOT and the MPOs to review the interim period emissions performance measure, it was determined that a number of projects, particularly statewide CMAQ funded projects, were entered into the FHWA PAS as “continuing projects” and therefore did not contribute toward meeting the established two-year emissions reductions goals. Further discussion revealed that while many of these projects were line item programs with continuing state project identification numbers (known as DB numbers in New Jersey), the scope of many of these projects changed significantly enough from year to year to warrant re-evaluation for the emissions benefits.

The MPOs identified projects where this situation applied and provided emissions reduction values for the MPO projects and NJDOT identified statewide projects that could be analyzed for consideration for this performance planning period.

As a result, NJDOT is reporting emissions reductions values for the DB1601 *NJ Regional Signal Retiming* (MPO project) and T112 *Rail Rolling Stock* (statewide project) projects for this report, although the values were not recorded in the PAS. DVRPC is assigned 20.5 percent of the benefits of statewide projects based on the region’s share of statewide VMT. This re-evaluation of project benefits explains the difference between the values reported in the PAS system and the values NJDOT and DVRPC are reporting as progress towards the two-year goals. Table 10 displays the emissions reduction numbers reported in the PAS and the adjusted emissions reduction numbers based on this updated analysis.

NJDOT and the New Jersey MPOs will work with FHWA to correct PAS entries for 2022-2023 and develop a plan to insure CMAQ-funded projects are properly classified, analyzed for emissions reductions, and reported in the PAS system to avoid this situation in the future.

**Table 10:** Reported and Adjusted On-Road Emissions Reductions for the DVRPC Planning Area in New Jersey (2022-2023)

Pollutant	Emissions Reduction (kg/day) as Reported in FHWA CMAQ PAS Database	Adjusted Emissions Reduction(kg/day) Including Updated Analysis
VOC Emissions	0.23	4.134
NO <sub>x</sub> Emissions	0.07	9.00
PM <sub>2.5</sub> Emissions	0.003	0.77

Source: FHWA PAS 2024 and NJDOT 2024

Even with the additional reported benefits, the region did not meet the two-year targets for NO<sub>x</sub> and PM<sub>2.5</sub>. As explained above, New Jersey’s two-year CMAQ emissions target shortfall can be largely attributed to the lack of quantitative assessment of obligated CMAQ projects. The use of a qualitative approach resulted in a perceived deficit of emissions reductions benefits from obligated CMAQ projects.

The emissions reductions targets and adjusted performance are presented in Table 11.

**Table 11: On-Road Emissions Reductions Performance and Targets for the DVRPC Planning Area in New Jersey (2022-2023)**

Pollutant	Emissions Reduction (Kg/day)			
	FY2022–2023 Two-year Target	FY2022–2023 Two-year Performance	Target Achieved?	FY2022–2025 Four-year Target
<b>VOC Emissions</b>	2.844	4.134	Yes	5.41
<b>NO<sub>x</sub> Emissions</b>	9.506	9.00	No	17.50
<b>PM<sub>2.5</sub> Emissions</b>	24.252	0.77	No	45.96

Source: NJDOT 2024

Despite missing the two-year targets, NJDOT and the state MPOs agreed to not adjust the four-year targets. NJDOT has proposed the following actions to ensure that CMAQ projects are properly analyzed, entered into the PAS, and accounted for to show progress toward meeting the four-year on-road emissions reductions targets:

- NJDOT will establish a schedule to host NJ Air Quality Working Group meetings, which will occur as conference calls on a quarterly schedule to ensure adherence to scheduling, data gathering, and technical analysis requirements. NJDOT will facilitate CMAQ coordination and establish roles and responsibilities for each partner in the CMAQ emission analysis process. The coordination with MPOs and other relevant agencies in the CMAQ targets evaluation and project selection will include NJDOT, the New Jersey Department of Environmental Protection, the Environmental Protection Agency, FHWA, NJ Transit, DVRPC, SJTPO, NJTPA, and the consulting team.
- Future CMAQ project analyses will utilize quantitative methodologies in addition to the qualitative assessment of emissions reduction benefits of CMAQ-funded projects.
- NJDOT and its partner agencies will exclusively approve CMAQ projects with a demonstrated emissions reduction benefit, as established using the quantitative methodologies.
- NJDOT will utilize the FHWA CMAQ toolbox and similar approved methodologies to calculate project emissions reduction benefits.
- NJDOT will pursue project authorizations more rigorously to ensure projects are authorized and move forward in a timely manner.

DVRPC will work with NJDOT on an improved emission analysis process and coordination with partner agencies to meet New Jersey’s four-year CMAQ emission benefit goals. Following the above proposed actions, NJDOT’s air quality planning team proposes to keep the existing four-year CMAQ emission targets and expects to meet or exceed emission benefits from the proposed CMAQ projects for the next evaluation cycle.

## CHAPTER 3:

# Achieving the Targets

According to FHWA guidance for preparing the MPO CMAQ performance report, MPOs must present a description of projects identified for funding during the performance period (federal FY2022–2023 and FY2022–2025). Included with the project descriptions should be a further description of how the projects will help the MPO meet the two- and four-year targets for traffic congestion and on-road mobile source emissions.

The requirements for preparation of the interim performance plan further require that a description should be given to explain projects that contributed to the two-year targets, and explain additions, deletions, and revisions to projects included in the MPOs baseline performance plan.

Tables 12 through 15 meet this requirement by listing CMAQ-funded projects from the relevant TIPs for each state organized by project type and the state project identification number (known as MPMS number in Pennsylvania and DB Number in New Jersey).

Tables 12 (Pennsylvania) and 14 (New Jersey) identify all the projects that were reported in the FHWA CMAQ PAS in FY2022 and FY2023 along with the emissions reductions associated with that project. The tables also indicate if the projects contribute toward the congestion measure targets.

Tables 13 (Pennsylvania) and 15 (New Jersey) detail the status of the projects that were listed in the DVRPC TIPs for each year for funding in the performance period. The tables detail whether the project is continuing, contributed toward the first two-year targets, or if the project is planned for the future. As explained previously, some projects that are listed as continuing may have significant changes in scope that warrant re-evaluation of benefits. The last category of projects in these tables are line items that do not have projects associated with them but are financial placeholders in the TIPs. Individual projects are assessed for benefits as they are developed with funding from the line items.

Table 16 provides the definitions of the benefits for the project types used in Tables 13 and 15.

## Conclusion

DVRPC is committed to coordinating with the state DOTs and other MPOs in the shared UZAs and air quality nonattainment and maintenance areas to establish performance targets and work towards meeting the goals of the CMAQ program.

DVRPC will continue to coordinate with the state DOTs to program cost-effective congestion and emissions reducing projects with CMAQ funds and develop standard procedures for accounting for these project benefits throughout the region.

**Table 12: CMAQ-Funded Projects in the Pennsylvania Portion of the DVRPC Region (2022–2023) Contributing to the Emissions Reduction Target**

MPMS	Project Title	Project Type	FHWA Public Access System Report Year	Emissions Benefit (Kg/d)			PHED Benefit	Non-SOV Benefit
				VOC	NO <sub>x</sub>	PM <sub>2.5</sub>		
<b>64791</b>	Kedron and Franklin Avenues	Congestion Reduction and Traffic Flow Improvements	2023	0.04	0.14	0.01	Yes	No
<b>65109</b>	Transit Flex — SEPTA	Transit Improvements	2022	1.99	50.28	0.1	Yes	Yes
<b>98207</b>	I-95 Congestion Management	Transit Improvements	2022	1.69	33.9	1.26	Yes	Yes
<b>105845</b>	Bridge Street Crossing — D&L Canal Towpath	Bicycle and Pedestrian Facilities and Programs	2022	0.0	0.03	0.03	Yes	Yes
<b>106264</b>	Penn's Landing Project Development	Bicycle and Pedestrian Facilities and Programs	2023	0.18	0.18	0.01	Yes	Yes
<b>107632</b>	Fox Chase Trail	Bicycle and Pedestrian Facilities and Programs	2022	0.0	0.02	0.02	Yes	Yes
<b>107634</b>	Media Borough Pedestrian Enhancements	Bicycle and Pedestrian Facilities and Programs	2023	0.11	0.12	0.01	Yes	Yes
<b>110415</b>	Schuylkill Banks Trail — Christian–Crescent	Bicycle and Pedestrian Facilities and Programs	2022	0.07	0.04		Yes	Yes
<b>111005</b>	Conshohocken Garage	Transit Improvements	2023	1.1	2.76	0.19	Yes	Yes
<b>114112</b>	Media Bypass ITS	Congestion Reduction and Traffic Flow Improvements	2022	0.868	7.788	1.414	Yes	No
<b>114116</b>	Skippack Pike Signal System	Congestion Reduction and Traffic Flow Improvements	2023	0.22	0.84	0.01	Yes	No
<b>114164</b>	Nutt Road and Starr Street Improvements	Congestion Reduction and Traffic Flow Improvements	2023	0.05	0.14	0.01	Yes	No
<b>114167</b>	Naamans Creek Road and US-202	Congestion Reduction and Traffic Flow Improvements	2022	0.088	1.143	0.294	Yes	No

MPMS	Project Title	Project Type	FHWA Public Access System Report Year	Emissions Benefit (Kg/d)			PHED Benefit	Non-SOV Benefit
				VOC	NO <sub>x</sub>	PM <sub>2.5</sub>		
<b>114173</b>	Roosevelt Boulevard Crossover Lanes	Congestion Reduction and Traffic Flow Improvements	2022	0.01	0.156	0.035	Yes	No
<b>114174</b>	Indego 2.0 Bike Share	Congestion Reduction and Traffic Flow Improvements	2022	0.01	0.2	0.17	Yes	Yes
<b>115964</b>	Transportation Operations 2022-23	Congestion Reduction and Traffic Flow Improvements	2022	0.39	2.82	3.84	Yes	No
<b>115966</b>	CMAQ Project Engineering and Management 2022-23	Congestion Reduction and Traffic Flow Improvements	2023	Qualitative Analysis (QA)	QA	QA	Yes	Yes
<b>115970</b>	Air Quality Action Supplemental Services 2022-23	Congestion Reduction and Traffic Flow Improvements	2022	0.04	0.64	0.45	Yes	Yes
<b>Totals</b>				<b>6.86</b>	<b>101.19</b>	<b>7.85</b>		

Source DVRPC 2024

**Table 13:** Interim Performance Period Status CMAQ-Funded Projects in the Pennsylvania Portion of the DVRPC Region (2022–2023)

<b>MPMS</b>	<b>Project Title</b>	<b>Project Type*</b>	<b>TIP Program Year</b>	<b>Status</b>
<b>16334</b>	Church Road Greenwood-Rice's Mill	Congestion Reduction and Traffic Flow	2023	Expected Obligation in 2025
<b>16705</b>	Chester Valley Trail Extension	Bicycle and Pedestrian	2022–23	Continuing
<b>17697</b>	Island Avenue: Elmwood to Suffolk	Congestion Reduction and Traffic Flow	2022–23	Continuing
<b>17900</b>	Regional Share a Ride Mobility Alternatives Program	Travel Demand Management	2022–23	Continuing
<b>17928</b>	Ozone Action Program	Travel Demand Management	2023	Continuing with new benefits
<b>47994</b>	US-13: Morton–Wycombe	Congestion Reduction and Traffic Flow	2022	Continuing
<b>48186</b>	Pottstown Signal System	Congestion Reduction and Traffic Flow	2022	Continuing
<b>48199</b>	Transportation Management Association Program 5 TMA's in Philadelphia Region	Congestion Reduction and Traffic Flow	2022	Continuing
<b>48201</b>	DVRPC Competitive CMAQ Program	Various	2024–2025	Line-item program
<b>51095</b>	ITS Program Integrator Segment D	Congestion Reduction and Traffic Flow	2022	Continuing
<b>57635</b>	Quakertown Closed Loop Signal System	Congestion Reduction and Traffic Flow	2022	Continuing
<b>57635</b>	Quakertown Closed-Loop Signal System	Congestion Reduction and Traffic Flow	2024	Let for construction
<b>57641</b>	Bustleton and Bridgetown Pikes	Congestion Reduction and Traffic Flow	2022	Continuing
<b>57851</b>	Plank, Otts, Meyers, and Seitz Roads	Congestion Reduction and Traffic Flow	2022	Continuing
<b>59434</b>	Schuylkill River Trail	Bicycle and Pedestrian	2022	Continuing
<b>59522</b>	Montgomery County ITS System	Congestion Reduction and Traffic Flow	2022	Continuing
<b>63406</b>	On Road Bike Retrofit	Bicycle and Pedestrian	2022	Continuing with new benefits
<b>64790</b>	MacDade Boulevard at South Avenue	Congestion Reduction and Traffic Flow	2022–23	Continuing
<b>64791</b>	Kedron and Franklin Avenues	Congestion Reduction and Traffic Flow	2023	Included in 2023 PAS
<b>65109</b>	Transit Flex - SEPTA	Transit	2022–23	Included in 2022 PAS. Continuing with new benefits
<b>66461</b>	CMAQ Project Engineering and Management	Congestion Reduction and Traffic Flow	2022	Line- item program

<b>MPMS</b>	<b>Project Title</b>	<b>Project Type*</b>	<b>TIP Program Year</b>	<b>Status</b>
<b>66461</b>	CMAQ Project Engineering and Management	Various	2022	Continuing
<b>81227</b>	Pennsylvania Air Quality Action Supplemental Services	Education and Outreach	2024	Continuing with new benefits
<b>81232</b>	Transportation Operations	Traffic Incident Management	2024	Continuing with new benefits
<b>84318</b>	CAQ Reserve Line Item	Various	2024	Line-item program
<b>84318</b>	CAQ Reserve Line Item	Various	2025	Line-item program
<b>84318</b>	CAQ Reserve Line Item	Various	2022–23	Line-item program
<b>84457</b>	Signal Retiming Program	Congestion Reduction and Traffic Flow	2025	Continuing with new benefits
<b>93106</b>	Philadelphia Transportation Operations Center	Congestion Reduction and Traffic Flow	2022	Expecting obligation
<b>96213</b>	Manayunk Bridge Trail	Bicycle and Pedestrian	2023	Continuing
<b>96215</b>	City Avenue Adaptive Signals	Congestion Reduction and Traffic Flow	2022	Continuing
<b>96223</b>	Philadelphia Signal Retiming	Congestion Reduction and Traffic Flow	2022	Continuing
<b>98207</b>	I-95 Congestion Management	Transit	2022	Included in 2022 PAS. Continuing with new benefits
<b>102273</b>	Ridge and Germantown Pikes Intersection Realignment - Phase 1, Perkiomen Crossing	Congestion Reduction and Traffic Flow	2024–25	Expected construction in 2025
<b>102278</b>	Newtown Bypass Adaptive Signals	Congestion Reduction and Traffic Flow	2022	Let for construction
<b>105291</b>	The Circuit Line Item	Bicycle and Pedestrian	2024–25	Expected construction in 2026
<b>105845</b>	Bridge Street Crossing — D&L Canal Towpath	Bicycle and Pedestrian	2023-2022	Included in 2022 PAS
<b>106264</b>	Penn's Landing Project Development	Bicycle and Pedestrian	2023	Included in 2023 PAS
<b>107630</b>	Paoli Pike Trail — Segments D–E	Bicycle and Pedestrian	2023	Continuing
<b>107632</b>	Fox Chase Lorimer Trail	Bicycle and Pedestrian	2023–22	Included in 2022 PAS
<b>107634</b>	Media Borough Pedestrian Enhancements	Bicycle and Pedestrian	2023	Included in 2023 PAS
<b>107637</b>	Roosevelt Boulevard Rapid Transit	Transit	2023	Continuing
<b>107639</b>	Route 3 Adaptive Signal Controls	Congestion Reduction and Traffic Flow	2023	Continuing
<b>107642</b>	Smithbridge Road Corridor Improvement	Bicycle and Pedestrian	2022	Continuing

<b>MPMS</b>	<b>Project Title</b>	<b>Project Type*</b>	<b>TIP Program Year</b>	<b>Status</b>
<b>107646</b>	West Main Street Signals	Congestion Reduction and Traffic Flow	2022	Continuing
<b>107654</b>	CNG Philadelphia	Alternative Fuels and Vehicles	2022	Continuing
<b>110415</b>	Schuylkill Banks Trail — Christian–Crescent	Bicycle and Pedestrian	2022	Included in 2022 PAS
<b>110460</b>	Commuter Services/MAP Shared Ride	Travel Demand Management	2022	Continuing
<b>111005</b>	Conshohocken Garage	Transit	2023	Included in 2023 PAS
<b>111024</b>	Easton Road Roundabouts	Congestion Reduction and Traffic Flow	2024	Let for construction
<b>111424</b>	Transportation Management Associations	Travel Demand Management	2024	Continuing with new benefits
<b>112977</b>	TMA Competitive Grant Program	Travel Demand Management	2023	Line-item program
<b>114102</b>	West Chester Pike and I-476	Congestion Reduction and Traffic Flow	2023	Continuing
<b>114112</b>	Media Bypass ITS	Congestion Reduction and Traffic Flow	2022–23	Included in 2022 PAS
<b>114114</b>	Conshohocken State and Spring Mill Roads	Congestion Reduction and Traffic Flow	2022	Continuing
<b>114116</b>	Skippack Pike Signal System	Congestion Reduction and Traffic Flow	2023	Included in 2023 PAS
<b>114164</b>	Nutt Road and Starr Street Improvements	Congestion Reduction and Traffic Flow	2023	Included in 2023 PAS
<b>114166</b>	PA-401 and Valley Hill Road Improvement	Congestion Reduction and Traffic Flow	2023	Continuing
<b>114167</b>	Naamans Creek Road and US-202	Congestion Reduction and Traffic Flow	2022	Included in 2022 PAS
<b>114172</b>	Dreshertown Road Cross County Trail Extension	Bicycle and Pedestrian	2024	Expected construction in 2025
<b>114173</b>	Roosevelt Boulevard Crossover Lanes	Congestion Reduction and Traffic Flow	2022	Included in 2022 PAS
<b>114174</b>	Indego 2.0 Bike Share	Congestion Reduction and Traffic Flow	2022–24	Included in 2022 PAS
<b>114939</b>	Regional TDM Program	Travel Demand Management	2024	Continuing with new benefits
<b>115620</b>	Commuter Assistance After COVID-19	Travel Demand Management	2023	Continuing
<b>115964</b>	Transportation Operations 2022–23	Congestion Reduction and Traffic Flow	2022–23	Included in 2023 PAS. Continuing with new benefits
<b>115966</b>	CMAQ Project Engineering and Management 2022–23	Congestion Reduction and Traffic Flow	2023	Included in 2023 PAS

MPMS	Project Title	Project Type*	TIP Program Year	Status
115970	Air Quality Action Supplemental Services 2022–23	Congestion Reduction and Traffic Flow	2022–23	Continuing with new benefits
118015	CMAQ Flex for SEPTA Projects of Significance Line Item	Transit	2025	Continuing with new benefits
118494	Eastern Delaware County Bikeway Implementation Plan	Bicycle and Pedestrian	2024	Expected construction in 2025
118496	The Woodland Avenue Trolley Portal Complete Streets Project	Bicycle and Pedestrian	2024	Expected construction in 2025

Source: DVRPC 2024

**Table 14:** CMAQ-Funded Projects in the New Jersey Portion of the DVRPC Region (2022–2023) Contributing to the Emissions Reduction Target

DB Num.	Project Title	Project Type	FHWA Public Access System Report Year	Emissions Benefit (Kg/d)			PHED Benefit	Non-SOV Benefit	Notes/Status
				VOC	NO <sub>x</sub>	PM <sub>2.5</sub>			
X065	Local CMAQ Initiatives — DVRPC Hamilton Avenue Intersection	Bicycle / Pedestrian	2022	0.226	0.065	0.003	Yes	Yes	Included in the CMAQ PAS
D1601	NJ Regional Signal Retiming Initiative	ITS	2022	1.391	3.459	0.296	Yes	No	Not included in CMAQ PAS; added during performance report consultation
D1601	NJ Regional Signal Retiming Initiative		2023	1.4253	3.409	0.296	Yes	No	Not included in CMAQ PAS; added during performance report consultation
<b>Statewide Program</b>									

DB Num.	Project Title	Project Type	FHWA Public Access System Report Year	Emissions Benefit (Kg/d)			PHED Benefit	Non-SOV Benefit	Notes/Status
				VOC	NO <sub>x</sub>	PM <sub>2.5</sub>			
T112	Rail Rolling Stock Replacement	Transit	2022	1.091	2.066	0.174	Yes	Yes	NJ DOT allocates 20.5 percent of the emissions benefits of this statewide CMAQ project to the MPO based on VMT share. These values represent the emissions benefits allocated to the DVRPC region.  Not included in CMAQ PAS; added during performance report consultation
<b>Totals</b>				4.134	9.003	0.770			

Source: NJ DOT 2024

**Table 15:** Interim Performance Period Status CMAQ-Funded Projects in the New Jersey Portion of the DVRPC Region (2022–2023)

DBNUM	Project Title	Project Type*	TIP Program Year	Status
D0407	Ozone Action Program in New Jersey	Education / Outreach	2024-25	Continuing with new benefits
D0601	Camden County Bus Purchase	Transit	2024	Expected Obligation in 2024
D1101	Mercer County Bus Purchase	Transit	2024	Expected Obligation in 2024
D1510	Burlington County Bus Purchase	Transit	2024	Expected Obligation in 2024
D1601	New Jersey Signal Timing Initiative	Signal/ITS	2024-25	Included in 2022 PAS
D2005	Regional TDM Program	Education / Outreach	2024-25	Continuing with new benefits
D9807	Gloucester County Bus Purchase	Transit	2024	Expected Obligation in 2024
X065	Local CMAQ Initiatives Princeton Pike Traffic Flow Mitigation Improvements	Signal/ITS	2024	Expected Obligation in 2024
X065	Local CMAQ Initiatives Route 130 Camden County Link Trail Bike/Ped Bridge	Bike/Ped Improvement	2025	Expected Obligation in 2025
X065	Local CMAQ Initiatives—Mercer County Maidenhead Meadows Trail	Bike/Ped Improvement	2022	Expected Obligation after 2025

<b>DBNUM</b>	<b>Project Title</b>	<b>Project Type*</b>	<b>TIP Program Year</b>	<b>Status</b>
<b>X065</b>	Local CMAQ Initiatives – Gloucester Township's Bicycle Trail	Bike/Ped Improvement	2022	Expected Obligation after 2025
<b>X065</b>	Local CMAQ Initiatives—Voorhees Township Access to the PATCO Station	Bike/Ped Improvement	2023	Expected Obligation in 2025
<b>X065</b>	Local CMAQ Initiatives—NJ DEP E-mobility project	Alternative Fuels and Vehicles	2022	Expected Obligation after 2025
<b>X065</b>	Local CMAQ Initiatives—NJ DEP It Pays to Plug In	Alternative Fuels and Vehicles	2025	Expected Obligation after 2025
<b>X065</b>	Local CMAQ Initiatives – NJ DEP Emergency Medical Vehicle anti-idling campaign	Alternative Fuels and Vehicles	2025	Expected Obligation after 2025
<b>T112</b>	Rail Rolling Stock Procurement (Statewide)	Transit	2024-25	Continuing with new benefits
<b>T120</b>	Small /Special Services Program	Transit	2022	No longer funded with CMAQ
<b>T150</b>	Section 5310 Program	Transit	2022	No longer funded with CMAQ
<b>X185</b>	Bicycle & Pedestrian Facilities (Statewide)	Bike/Ped Improvement	2024-25	Line item program
<b>15343</b>	Intelligent Traffic Signal program (Statewide)	Signal/ITS	2024-25	Continuing with new benefits
<b>17419</b>	US 1, Alexander Road to Mapleton Road	Intersection Improvement	2022	Expected Obligation after 2025
<b>18353</b>	Route 295, Sloan Avenue (CR 649) Princeton Pike (CR 583)	Intersection Improvement	2025	PE Phase in 2025
<b>22355</b>	CMAQ Initiatives (Statewide)	Various	2024-25	Line-item program

Source: DVRPC 2024

**Table 16:** Benefits by Project Type

Project Type	Emissions Benefit	Traffic Congestion Benefit (PHED)	Traffic Congestion Benefit (% Non-SOV Travel)
<b>Alternative Fuels and Vehicles</b>	Emissions are reduced and air quality is improved through the replacement of older equipment with cleaner and more efficient alternatives.	N/A	N/A
<b>Bicycle and Pedestrian Improvement</b>	Bicycle and pedestrian facilities will help reduce emissions by providing active transportation links to employment and shopping centers.	These active transportation connections reduce congestion by providing alternatives to SOV travel.	These active transportation connections reduce congestion by providing alternatives to SOV travel.
<b>Congestion Reduction and Traffic Flow</b>	Emissions are reduced by reducing congestion and improving traffic flow along roadways.	Congestion is reduced by improving traffic operations through signal retiming, intersection channelization, and/or geometry improvements.	N/A
<b>Education and Outreach</b>	Emissions are reduced by encouraging alternative commuting patterns and increased transit use resulting in a reduction in SOV travel.	Congestion is reduced by encouraging alternative commuting patterns and increased transit use resulting in a reduction in SOV travel.	SOV travel is reduced by encouraging alternative commuting patterns and increased transit use.
<b>Traffic Incident Management</b>	Emissions are reduced by improving traffic flow along roadways	Congestion is reduced through improved responses to traffic incidents	N/A
<b>Transit</b>	More efficient transit vehicles and reductions in SOV travel due to improved transit service will reduce emissions.	Transit service reduces traffic congestion by providing an alternative to SOV travel.	Transit service provides an alternative to SOV travel.
<b>Travel Demand Management</b>	Emissions are reduced by decreasing SOV travel.	Traffic congestion is reduced by providing alternatives to SOV travel.	SOV travel is reduced by encouraging the use of alternative means of transportation.
<b>Various</b>	This project is a line item for CMAQ initiatives and will have varying benefits based on the final funded project.	This project is a line item for CMAQ initiatives and will have varying benefits based on the final funded project.	This project is a line item for CMAQ initiatives and will have varying benefits based on the final funded project.

Source: DVRPC 2024

# Congestion Mitigation and Air Quality Program Interim Performance Plan (2022–2023)

**Publication Number:** 25117

**Date Published:** September 2024

**Geographic Area Covered:**

Portions of the Philadelphia, Trenton, Allentown, and New York Urbanized Area that comprise the nine-county DVRPC planning area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

**Key Words:**

Congestion Mitigation and Air Quality, CMAQ, Performance Measures, Transportation Performance Management, Congestion, Peak Hour Excessive Delay, Percent Non-Single Occupancy Vehicle Travel, On-road Mobile Emissions, PM<sub>3</sub>, State Performance Measure Targets, Nonattainment Area, Maintenance Area, Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO<sub>x</sub>), Fine Particulate Matter (PM<sub>2.5</sub>)

**Abstract:**

Metropolitan Planning Organizations are required to adopt CMAQ emissions and congestion targets and develop a four-year performance plan as part of the federally mandated Transportation Performance Management process. MPOs are required to report on progress towards the four-year targets in an interim period report. This technical memo serves as the interim performance report to FHWA for the period 2022–2023 for the congestion measures for the Philadelphia, Trenton, Allentown and New York Urbanized Areas and the on-road mobile emissions performance measures in the DVRPC Planning Area.

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

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



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**ACTION ITEM**

Date Prepared: August 9, 2024

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE MEETING**

**September 10, 2024**

**Agenda Item:**

**4. FY 2024 Comprehensive Economic Development Strategy (CEDS)**

**Background/Analysis/Issues:**

*Growing Greater Philadelphia*, the regional Comprehensive Economic Development Strategy (CEDS), satisfies the U.S. Economic Development Administration's (EDA) requirement for a regional framework to guide EDA investments over the next five years (FY 2024-2028). *Growing Greater Philadelphia* covers the nine-county DVRPC region and addresses the following requirements: background analysis; regional assessment; economic resilience; regional strategic direction; performance metrics; and workforce considerations.

The CEDS was developed under the guidance of the CEDS Committee composed of representatives of city, county, regional, and state agencies and organizations; academic institutions; and the private sector. Workshops were held in April 2023 to engage with partners in a regional assessment as well as discuss the relevance of the 2019 goals and strategies. Public and committee comments were solicited for the strategy focus areas and data analysis in August 2023. Staff provided a process update to the RTC in March 2024. The draft strategy was available for comment from May 18 to June 25, 2024. While no longer a requirement of the CEDS, staff solicited regional partners to identify potential projects to implement the regional strategy.

**Cost and Source of Funds:**

\$75,000 U.S. EDA Grant Funds; \$75,000 DVRPC PL funds

**Date Action Required:**

September 10, 2024

Recommendations:

RTC – Will make a recommendation at the September 10 RTC Meeting

Staff – Recommends approval

Action Proposed:

The RTC recommends the DVRPC Board adopt the FY 2024 CEDS and allow staff to continue to administer the Economic Development District, as per guidance set forth by the U.S. EDA, by passing Resolution Number B-FY25-005.

Staff Contact:

Karen Cilurso, AICP/PP, Associate Director, Livable Communities

Attachments:

1. CEDS Flyer
2. Resolution Number B-FY25-005



**Growing Greater Philadelphia** is the region's strategy-driven framework to increase economic productivity, diversify economic sectors, improve the culture for under represented businesses, and increase prosperity for all.



### **Prosperity**

Residents and businesses have access to the educational, technological, and capital resources needed for financial and economic mobility.



### **Adaptability**

The region remains economically competitive while anticipating and mitigating the adverse impacts of climate change and global forces.



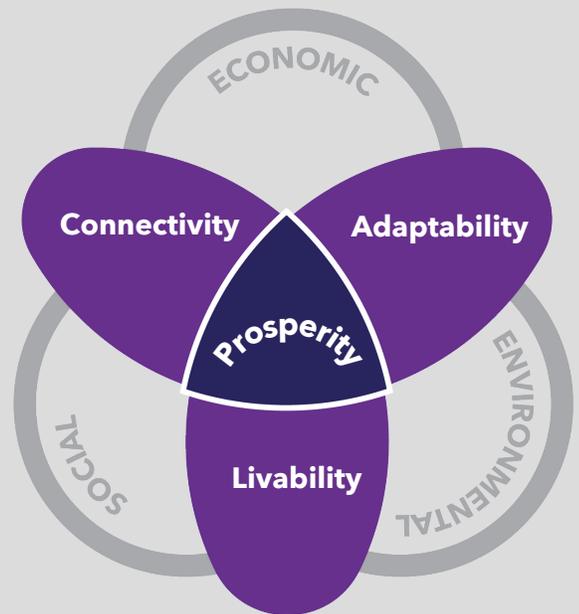
### **Connectivity**

Residents and businesses have enhanced and reliable access to regional, national, and global economies.



### **Livability**

Quality of life improvements lead to talent and resident retention and greater reliability in workforce production.



Scan to learn more or visit [www.dvrpc.org/economic](http://www.dvrpc.org/economic)

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The Comprehensive Economic Development Strategy (CEDS) is the result of a planning process designed to build capacity and guide regional prosperity and economic resilience. The goals for the region target the economic, environmental, and social intersectionality of sustainability.

DVRPC is the Economic Development District for the Greater Philadelphia region, satisfying provisions of the U.S. Economic Development Administration (EDA).

**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**Adoption of Growing Greater Philadelphia: Comprehensive Economic Development Strategy (CEDS)**

**WHEREAS** the U.S. Economic Development Administration (EDA) requires regions to prepare and maintain the regional Comprehensive Economic Development Strategy (CEDS) to guide U.S. EDA investments; and

**WHEREAS** DVRPC, as the designated Metropolitan Planning Organization for the nine-county Philadelphia-Camden-Trenton metropolitan area, authored the current regional Comprehensive Economic Development Strategy (CEDS) that was adopted and accepted by the U.S. EDA on September 23, 2019; and

**WHEREAS** DVRPC, as the designated Economic Development District for the nine-county Philadelphia-Camden-Trenton metropolitan area, facilitated the FY 2024 Comprehensive Economic Development Strategy (CEDS) development process satisfying provisions of the U.S. EDA; and

**WHEREAS** the regional CEDS, *Growing Greater Philadelphia*, was developed through guidance and support by the CEDS Committee made up of public-and private sector representatives; and

**WHEREAS** *Growing Greater Philadelphia* includes the required elements as set forth by the U.S. EDA guidance including demographic, economic, and land use analyses; a regional assessment; potential economic shock scenarios; regional goals and strategies; and performance metrics to measure progress; and,

**WHEREAS** opportunities to participate in the development of the CEDS were provided to the public which included six public workshops and two comment periods in 2023 and 2024.

**NOW, THEREFORE, BE IT RESOLVED**, that *Growing Greater Philadelphia: Comprehensive Economic Development Strategy* (CEDS) for Greater Philadelphia has been adopted.

Adopted this 26<sup>th</sup> day of September 2024 by the  
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY25-005.

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Renee Wise, Recording Secretary



## **Proposed RTC Meeting Dates**

### **January 2025 Through November 2025**

**January 7, 2025**

**February 11, 2025**

**March 11, 2025**

**April 8, 2025**

**May 6, 2025**

**June 10, 2025**

**July 8, 2025**

**September 9, 2025**

**October 7, 2025**

**(Wednesday) November 12, 2025**

Note: all meetings are tentatively scheduled to begin at 10:00 a.m



# TIP ACTIONS

RTC | SEPTEMBER 2024

## ADMINISTRATIVE ACTIONS ONLY

190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)



Connect With Us!

## **TIP Actions for September 2024**

There are no formal TIP modifications or amendments this month for the FY2023 TIP for Pennsylvania and/or FY2024 TIP for New Jersey. Until our federal partners approve the FY2025 STIP, the FY2023 TIP for Pennsylvania remains in effect

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**PLEASE NOTE THAT THERE ARE PENNDOT, NJDOT, PART, AND, DVRPC LOCAL ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION IN THE "FISCAL CONSTRAINT CHARTS" SECTION.**

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

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

MA IDs: 135736

TIP MODIFICATIONS FOR JULY 2024  
Chart #161

Chart: 161

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
CMAQ LINE ITEM  BUCKS SR,---,SSS	84318	CON	Before	CAQ			68,451	0	0	2,000,000	0	3,350,000	1,000,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	95,182,037	LINE ITEM	
			Adjust	CAQ			0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	
			After	CAQ			68,451	0	0	0	0	3,350,000	1,000,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	93,182,037		
SIGNAL UPGRADE LINE ITEM  MONTGOMERY	102665	CON	Before	CAQ			1,000,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	LINE ITEM	
			Adjust	CAQ			0	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)		
			After	CAQ			1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000		
CIRCUIT LINE ITEM  DISTRICT WIDE	105291	CON	Before	CAQ			0	0	0	3,000,000	0	0	3,500,000	0	0	3,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000,000	LINE ITEM	
			Adjust	CAQ			0	0	0	(3,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,000,000)		
			After	CAQ			0	0	0	0	0	0	0	3,500,000	0	0	3,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000		
SCHUYLKILL BANKS TRAIL: CHRISTIAN- CRESCENT TIGER(C )  PHILADELPHIA  SR,----,SBT	110415	CON	Before	CAQ	TC		0	0	0	3,092,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,092,000	ADDING FUNDS TO MATCH CURRENT PHASE COST.	
			Adjust	CAQ	TC		0	0	0	6,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000,000			
			After	CAQ	TC		0	0	0	9,092,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,092,000		
<b>Before FFY Totals</b>							1,068,451	0	0	9,092,000	0	3,350,000	4,500,000	0	0	6,641,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	110,274,037		
<b>FFY Adjustment Totals</b>							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>							1,068,451	0	0	9,092,000	0	3,350,000	4,500,000	0	0	6,641,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	110,274,037		

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

MA IDs: 135737, 135739, 135740, 135741

TIP MODIFICATIONS FOR JULY 2024  
Chart #162

Chart: 162

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks							
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks									
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	1,867,408	1,039,222	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	108,000	0	152,000	0	0	0	1,178,000	957,000	0	283,000	0	0	25,269,711	LINE ITEM						
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(108,000)	(1,178,000)	(749,000)	(283,000)	0	0	(2,318,000)	
			After	STU	581	0	0	0	1,867,408	1,039,222	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	0	0	152,000	0	0	0	0	1,178,000	957,000	0	283,000	0	0	22,951,711						
STP LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	0	0	0	384,131	0	0	105,000	0	0	0	0	900,000	77,000	176,000	807,000	1,097,000	194,000	896,000	1,816,000	194,000	807,000	303,890	334,000	318,970	8,736,991	LINE ITEM						
			Adjust	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(77,000)	(46,000)	0	(1,097,000)	(194,000)	0	(1,816,000)	0	0	(303,890)	(147,000)	0	(3,680,890)							
			After	STP	581	0	0	327,000	0	0	384,131	0	0	105,000	0	0	0	0	0	900,000	0	130,000	807,000	0	0	896,000	0	194,000	807,000	0	187,000	318,970	5,056,101							
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	LINE ITEM						
			Adjust	NHPP	581	0	0	0	4,862,890	1,215,723	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,078,613						
			After	NHPP	581	0	0	0	4,862,890	1,215,723	0	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,079,613						
ROUTE 1 IMPROVEMENT (FRONTAGE) BUCKS SR,0001,RC3	93446	ROW	Before	NHPP	581	3,965,000	991,000	0	6,365,000	1,591,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,912,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.						
			Adjust	NHPP	581	0	0	0	(4,862,890)	(1,215,723)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,078,613)							
			After	NHPP	581	3,965,000	991,000	0	1,502,110	375,277	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,833,387							
ROUTE 1 IMPROVEMENT (FRONTAGE) BUCKS SR,0001,RC3	93446	ROW	Before	STU	581	0	0	0	0	0	0	800,000	200,000	0	800,000	200,000	0	800,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.						
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108,000	0	0	0	0	0	0	1,178,000	749,000	0	283,000	0	0	2,318,000						
			After	STU	581	0	0	0	0	0	800,000	200,000	0	800,000	200,000	0	800,000	200,000	0	800,000	200,000	108,000	0	0	0	0	1,178,000	749,000	0	283,000	0	0	5,318,000							
ROUTE 1 IMPROVEMENT (FRONTAGE) BUCKS SR,0001,RC3	93446	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.						
			Adjust	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77,000	46,000	0	1,097,000	194,000	0	1,816,000	0	0	303,890	147,000	0	3,680,890							
			After	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77,000	46,000	0	1,097,000	194,000	0	1,816,000	0	0	303,890	147,000	0	3,680,890								
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	4,862,890	1,215,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,079,613	LINE ITEM						
			Adjust	NHPP	581	0	0	0	(4,537,208)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,537,208)							
			After	NHPP	581	0	0	0	325,682	1,215,723	0	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,542,405							
I-95: COLUMBIA - ANN(C) PHILADELPHIA SR,0095,GR1	79686	ROW	Before	NHPP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, TO PAY FOR ROW BOARD OF VIEW CLAIM, AND ADDRESS #1 DISTRICT AUC.						
			Adjust	NHPP	TC	0	0	0	4,537,208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,537,208							
			After	NHPP	TC	0	0	0	4,537,208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,537,208							
<b>Before FFY Totals</b>						3,965,000	991,000	327,000	13,095,298	3,845,945	0	7,330,612	477,401	250,000	1,090,000	2,661,000	1,836,000	4,697,167	246,000	5,488,032	185,000	176,000	959,000	1,097,000	194,000	896,000	2,994,000	1,151,000	807,000	586,890	334,000	318,970	55,999,315							
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
<b>After FFY Totals</b>						3,965,000	991,000	327,000	13,095,298	3,845,945	0	7,330,612	477,401	250,000	1,090,000	2,661,000	1,836,000	4,697,167	246,000	5,488,032	185,000	176,000	959,000	1,097,000	194,000	896,000	2,994,000	1,151,000	807,000	586,890	334,000	318,970	55,999,315							

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

MA IDs: 135742, 135743, 135744

TIP MODIFICATIONS FOR JULY 2024  
Chart #163

Chart: 163

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS FFY 2031			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
<b>STU LINE ITEM</b>			Before	STU	581		0	0	0	1,867,408	1,039,222	0	6,146,481	277,401	250,000	185,000	2,461,000	1,836,000	3,895,167	46,000	4,588,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	22,951,711	LINE ITEM	
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581		0	0	0	3,476,000	0	0	(2,700,000)	0	0	(60,000)	0	0	(760,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(44,000)		
			After	STU	581		0	0	0	5,343,408	1,039,222	0	3,446,481	277,401	250,000	125,000	2,461,000	1,836,000	3,135,167	46,000	4,588,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	22,907,711		
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185		0	348,000	204,835	348,696	1,042,000	1,257,430	0	422,209	25,000	0	674,000	491,000	310,000	3,023,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,964,891	LINE ITEM	
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185		0	0	0	0	369,000	0	0	(175,000)	0	0	(15,000)	0	0	(190,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	(11,000)		
			After	BOF	185		0	348,000	204,835	348,696	1,411,000	1,257,430	0	247,209	25,000	0	659,000	491,000	310,000	2,833,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,953,891		
BRISTOL RD EXTENSION			Before	STU	TC		0	0	0	2,000,000	0	0	176,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,176,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
<b>BUCKS</b>	12923	<b>FD</b>	Adjust	STU	TC		0	0	0	(2,000,000)	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,2025,002			After	STU	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,176,000			
CONESTOGA RD O/ BR PICKERING CR			Before	STU	185		0	0	0	1,476,000	369,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,845,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
<b>CHESTER</b>	98042	<b>CON</b>	Adjust	STU	185		0	0	0	(1,476,000)	(369,000)	0	700,000	175,000	0	60,000	15,000	0	760,000	190,000	0	0	0	0	0	0	0	0	0	0	0	0	55,000			
SR,0401,CB4			After	STU	185		0	0	0	0	0	0	700,000	175,000	0	60,000	15,000	0	760,000	190,000	0	0	0	0	0	0	0	0	0	0	0	0	1,900,000			
<b>STU LINE ITEM</b>			Before	STU	581		0	0	0	5,343,408	1,039,222	0	3,446,481	277,401	250,000	125,000	2,461,000	1,836,000	3,135,167	46,000	4,588,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	22,907,711	LINE ITEM	
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581		0	0	0	(3,919,918)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,919,918)			
			After	STU	581		0	0	0	1,423,490	1,039,222	0	3,446,481	277,401	250,000	125,000	2,461,000	1,836,000	3,135,167	46,000	4,588,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	18,987,793		
<b>NHPP RESERVE LINE ITEM</b>			Before	NHPP	581		0	0	0	325,682	1,215,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,542,405	LINE ITEM		
<b>DISTRICT WIDE</b>	<b>82216</b>	<b>CON</b>	Adjust	NHPP	581		0	0	0	(325,682)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(325,682)			
			After	NHPP	581		0	0	0	0	1,215,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,216,723			
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185		0	348,000	204,835	348,696	1,411,000	1,257,430	0	247,209	25,000	0	659,000	491,000	310,000	2,833,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,953,891	LINE ITEM	
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185		0	0	0	0	(1,061,400)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,061,400)			
			After	BOF	185		0	348,000	204,835	348,696	349,600	1,257,430	0	247,209	25,000	0	659,000	491,000	310,000	2,833,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	124,892,491		
CHESTNUT ST @ 30TH ST O/ SCHUYLKILL(C)			Before	STU	185		51,000	181,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232,000	PREVIOUSLY OBLIGATED, TO ADDRESS #2 DISTRICT AUC.		
<b>PHILADELPHIA</b>	17816	<b>CON</b>	Adjust	STU	185		0	0	0	3,919,918	1,061,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,981,318			
SR,0003,CH1			After	STU	185		51,000	181,000	0	3,919,918	1,061,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,213,318				
CHESTNUT ST @ 30TH ST O/ SCHUYLKILL(C)			Before	NHPP	185		182,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182,000	PREVIOUSLY OBLIGATED, TO ADDRESS #2 DISTRICT AUC.		
<b>PHILADELPHIA</b>	17816	<b>CON</b>	Adjust	NHPP	185		0	0	0	325,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325,682			
SR,0003,CH1			After	NHPP	185		182,000	0	0	325,682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	507,682			
CHESTNUT ST @ 30TH ST O/ SCHUYLKILL(C)			Before	STP	185		490,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
<b>PHILADELPHIA</b>	17816	<b>CON</b>	Adjust	STP	185		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0003,CH1			After	STP	185		490,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490,000			
<b>Before FFY Totals</b>							723,000	877,000	409,670	11,709,890	6,116,167	2,514,860	9,768,962	1,224,220	550,000	310,000	6,255,000	4,654,000	7,651,334	5,948,000	9,176,064	0	130,000	304,000	546,000	0	594,000	492,000	0	120,849,784	113,441,658	0	304,245,609			
<b>FFY Adjustment Totals</b>							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>							723,000	877,000	409,670	11,709,890	6,116,167	2,514,860	9,768,962	1,224,220	550,000	310,000	6,255,000	4,654,000	7,651,334	5,948,000	9,176,064	0	130,000	304,000	546,000	0	594,000	492,000	0	120,849,784	113,441,658	0	304,245,609			

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

MA IDs: 135746, 135747, 135748, 135749

TIP MODIFICATIONS FOR JULY 2024  
Chart #164

Chart: 164

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
<b>STU LINE ITEM</b>			Before	STU	581	0	0	0	1,423,490	1,039,222	0	3,446,481	277,401	250,000	125,000	2,461,000	1,836,000	3,135,167	46,000	4,588,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	18,987,793	LINE ITEM	
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581	0	0	0	3,482,000	0	0	(1,741,000)	(78,103)	(109,000)	(100,000)	0	0	(1,641,000)	0	(102,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	(289,103)		
			After	STU	581	0	0	0	4,905,490	1,039,222	0	1,705,481	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	18,698,690	
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185	0	348,000	204,835	348,696	349,600	1,257,430	0	247,209	25,000	0	659,000	491,000	310,000	2,833,000	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	124,892,491	LINE ITEM		
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185	0	0	0	652,000	217,000	0	(247,209)	0	0	(19,000)	(6,000)	0	(307,688)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289,103		
			After	BOF	185	0	348,000	204,835	348,696	1,001,600	1,474,430	0	0	25,000	0	640,000	485,000	310,000	2,525,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,181,594			
TABOR RD O/ TACONY CR			Before	STU	183	0	0	0	3,482,000	652,000	217,000	1,000,000	187,000	62,000	5,964,000	1,118,000	372,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,054,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
PHILADELPHIA	98230	CON	Adjust	STU	183	0	0	0	(3,482,000)	(652,000)	(217,000)	1,741,000	247,209	109,000	100,000	19,000	6,000	1,641,000	307,688	102,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(78,103)		
SR,7301,255			After	STU	183	0	0	0	0	0	0	2,741,000	434,209	171,000	6,064,000	1,137,000	378,000	1,641,000	307,688	102,000	0	0	0	0	0	0	0	0	0	0	0	0	0	12,975,897		
TABOR RD O/ TACONY CR			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
PHILADELPHIA	98230	CON	Adjust		581	0	0	0	0	0	0	0	78,103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,103		
SR,7301,255			After		581	0	0	0	0	0	0	0	78,103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,103		
<b>STU LINE ITEM</b>			Before	STU	581	0	0	0	4,905,490	1,039,222	0	1,705,841	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	18,699,050	LINE ITEM
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581	0	0	0	(4,400,000)	(98,400)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,498,400)		
			After	STU	581	0	0	0	505,490	940,822	0	1,705,841	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	14,200,650	
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185	0	348,000	204,835	348,696	1,001,600	1,474,430	0	0	25,000	0	640,000	485,000	310,000	2,525,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	125,181,594	LINE ITEM		
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185	0	0	0	0	(1,001,600)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,001,600)		
			After	BOF	185	0	348,000	204,835	348,696	0	1,474,430	0	0	25,000	0	640,000	485,000	310,000	2,525,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	124,179,994			
CITY AVE O/ SEPTA			Before	STU	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
PHILADELPHIA	17511	UTL	Adjust	STU	185	0	0	0	2,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000		
SR,0001,PCS			After	STU	185	0	0	0	2,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	
CITY AVE O/ SEPTA			Before	STU	185	3,873,000	968,000	0	3,873,000	968,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,682,000	ADDDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
PHILADELPHIA	17511	CON	Adjust	STU	185	0	0	0	2,400,000	501,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,901,600	
SR,0001,PCS			After	STU	185	3,873,000	968,000	0	6,273,000	1,469,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,583,600	
CITY AVE O/ SEPTA			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.
PHILADELPHIA	17511	CON	Adjust		581	0	0	0	98,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98,400	
SR,0001,PCS			After		581	0	0	0	98,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98,400	
<b>Before FFY Totals</b>						3,873,000	1,664,000	409,670	14,381,372	5,049,644	2,948,860	6,152,322	910,908	503,000	6,114,000	7,339,000	5,020,000	5,249,334	5,450,312	9,074,064	0	130,000	304,000	546,000	0	0	594,000	492,000	0	120,849,784	113,441,658	0	310,496,928			
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>						3,873,000	1,664,000	409,670	14,381,372	5,049,644	2,948,860	6,152,322	910,908	503,000	6,114,000	7,339,000	5,020,000	5,249,334	5,450,312	9,074,064	0	130,000	304,000	546,000	0	0	594,000	492,000	0	120,849,784	113,441,658	0	310,496,928			

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

MA IDs: 135752, 135753

TIP MODIFICATIONS FOR JULY 2024  
Chart #165

Chart: 165

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks				
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
REGIONAL SAFETY INITI	57927	CON	Before	HSIP			0	0	0	741,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,488,304	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP			0	0	0	(100,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(100,000)			
			After	HSIP			0	0	0	0	641,126	0	0	443,000	0	0	14,095,178	0	0	24,976,000	0	0	27,176,000	0	0	27,176,000	0	0	27,176,000	0	0	108,705,000	0	0	230,388,304	
CASTOR & WYOMING AVE ROUNDABOUT	110958	FD	Before	HSIP			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED. TO MATCH CURRENT PHASE ESTIMATE.	
PHILADELPHIA			Adjust	HSIP			0	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000		
SR,1005,SP3			After	HSIP			0	0	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	
STU LINE ITEM	79980	CON	Before	STU	581		0	0	0	505,490	940,822	0	1,705,841	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	208,000	0	0	0	0	0	14,200,650	LINE ITEM	
BUCKS			Adjust	STU	581		0	0	0	(50,000)	(25,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(75,000)			
			After	STU	581		0	0	0	0	455,490	915,822	0	1,705,841	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	208,000	0	0	0	0	0	14,125,650	
MAIN ST, 6TH ST, & CSX CROSSING IMPROVEMENT	103217	FD	Before		581		0	340,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340,000	ADDITIONAL FUNDS FOR ADDITIONAL TRAFFIC COORDINATION RELATED TO COMMENTS RECEIVED FROM CSX & SEPTA.		
DELAWARE			Adjust		581		0	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000			
SR,2005,383			After		581		0	340,000	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365,000		
US 1: PARTNERSHIP PHS 2(C)	14541	CON	Before	STU	TC		3,174,501	0	0	2,094,855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,269,356	ADDITIONAL FUNDS NEEDED FOR CONSTRUCTION CONSULTATION SERVICES.		
CHESTER			Adjust	STU	TC		0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000			
SR,0001,H02			After	STU	TC		3,174,501	0	0	0	2,144,855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,319,356		
US 1: PARTNERSHIP PHS 2(C)	14541	CON	Before	NHPP	TC		1,548,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,548,110	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
CHESTER			Adjust	NHPP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0001,H02			After	NHPP	TC		1,548,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,548,110		
US 1: PARTNERSHIP PHS 2(C)	14541	CON	Before	SXF	TC		0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
CHESTER			Adjust	SXF	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0001,H02			After	SXF	TC		0	0	0	0	189,145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189,145	
<b>Before FFY Totals</b>							4,722,611	340,000	0	3,530,616	940,822	0	2,148,841	199,298	141,000	14,120,178	2,461,000	1,836,000	26,470,167	46,000	4,486,032	27,176,000	0	0	152,000	27,176,000	208,000	0	0	0	108,705,000	0	0	252,035,565		
<b>FFY Adjustment Totals</b>							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>							4,722,611	340,000	0	3,530,616	940,822	0	2,148,841	199,298	141,000	14,120,178	2,461,000	1,836,000	26,470,167	46,000	4,486,032	27,176,000	0	0	152,000	27,176,000	208,000	0	0	0	108,705,000	0	0	252,035,565		

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

MA IDs: 135755, 135756, 135757

TIP MODIFICATIONS FOR JULY 2024  
Chart #166

Chart: 166

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks						
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	348,000	204,835		348,696	0	1,474,430	0	0	25,000	0	640,000	485,000	0	310,000	2,525,312	0	0	0	273,000	0	0	297,000	38,000	0	60,424,892	56,720,829	0	124,179,994	LINE ITEM		
			Adjust	BOF	185		0	0	0	750,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(275,000)	(275,000)			
			After	BOF	185		0	348,000	204,835		1,098,696	0	1,474,430	0	0	25,000	0	640,000	485,000	0	110,000	2,475,312	0	0	0	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	123,904,994		
STATION RD O/CHESTER CR #234 DELAWARE SR,7023,234	15183	CON	Before	BOF	179		0	0	0	2,936,000	734,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,670,000	CASH FLOWING BASED ON CURRENT LET DATE.			
			Adjust	BOF	179		0	0	0	0	(750,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620,000	0	0	70,000		
			After	BOF	179		0	0	0	0	2,186,000	734,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620,000	0	0	3,740,000	
STATION RD O/CHESTER CR #234 DELAWARE SR,7023,234	15183	CON	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT LET DATE.			
			Adjust		183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,000	0	205,000		
			After		183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,000	0	205,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	348,000	204,835		1,098,696	0	1,474,430	0	0	25,000	0	640,000	485,000	0	110,000	2,475,312	0	0	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	123,904,994	LINE ITEM		
			Adjust	BOF	185		0	0	0	0	326,000	326,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(38,000)	(38,000)	
			After	BOF	185		0	348,000	204,835		1,098,696	326,000	1,800,430	0	0	25,000	0	295,000	140,000	0	110,000	2,475,312	0	0	0	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	123,866,994		
RIDGE PIKE: SCHOOL BELVOIR MONTGOMERY SR,7046,MG4	110444	UTL	Before		183		0	0	0	0	326,000	326,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	652,000	CASH FLOWING BASED ON WHEN FUNDS NEEDED.			
			Adjust		183		0	0	0	0	0	(326,000)	(326,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,000			
			After		183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	690,000			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185		0	348,000	204,835		1,098,696	326,000	1,800,430	0	0	25,000	0	295,000	140,000	0	110,000	2,475,312	0	0	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	123,866,994	LINE ITEM		
			Adjust	BOF	185		0	0	0	0	(1,009,600)	(174,300)	(58,100)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,242,000)		
			After	BOF	185		0	348,000	204,835		89,096	151,700	1,742,330	0	0	25,000	0	295,000	140,000	0	110,000	2,475,312	0	0	0	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	122,624,994		
LLOYD ST O/ AMTRAK DELAWARE SR,7301,LYD	57773	FD	Before	BOF	183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED TO COMPLETE COORDINATION WITH AMTRAK.		
			Adjust	BOF	183		0	0	0	0	131,200	24,600	8,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164,000			
			After	BOF	183		0	0	0	0	131,200	24,600	8,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164,000			
FRUITVILLE RD O/ PERKIOMEN MONTGOMERY SR,7046,232	16408	PE	Before	BOF	183		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED THE ALTERNATIVE ANALYSIS HAS BEEN COMPLETED. THE DESIGNER IS READY TO BEGIN PE.		
			Adjust	BOF	183		0	0	0	0	798,400	149,700	49,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	998,000			
			After	BOF	183		0	0	0	0	798,400	149,700	49,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	998,000		
WAVERLY RD O/ TACONY CR MONTGOMERY SR,7046,275	103372	ROW	Before	sSTP	TC		25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	NO CHANGE INCLUDED TO SHOW COVER ALL PHASE COST.		
			Adjust	sSTP	TC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	sSTP	TC		25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000		
WAVERLY RD O/ TACONY CR MONTGOMERY SR,7046,275	103372	ROW	Before				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED TO COVER ROW ACQUISITION COSTS.		
			Adjust	BOF	TC		0	0	0	0	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80,000			
			After	BOF	TC		0	0	0	0	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80,000			
<b>Before FFY Totals</b>							25,000	1,044,000	614,505	5,482,088	1,386,000	5,075,290	0	0	75,000	0	1,575,000	1,110,000	530,000	7,475,936	0	0	195,000	0	819,000	0	0	891,000	114,000	0	180,034,676	169,852,487	0	376,298,982				
<b>FFY Adjustment Totals</b>							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>After FFY Totals</b>							25,000	1,044,000	614,505	5,482,088	1,386,000	5,075,290	0	0	75,000	0	1,575,000	1,110,000	530,000	7,475,936	0	0	195,000	0	819,000	0	0	891,000	114,000	0	180,034,676	169,852,487	0	376,298,982				

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

MA IDs: 135769

TIP MODIFICATIONS FOR JULY 2024  
Chart #167

Chart: 167

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS FFY 2031			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC												
TAPHTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	2,144,521	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	86,354,521	LINE ITEM	
			Adjust	TAU		0	0	0	(300,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(300,000)		
			After	TAU		0	0	0	1,844,521	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	86,054,521		
IRON WORK CR SIDEWALK BUCKS SR,0232,IWC	110774	CON	Before	TAU	TC	0	0	0	1,450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	2018 REGIONALLY SELECTED TASA PROJECT. ADDING FUNDS TO MATCH CURRENT ESTIMATE.	
			Adjust	TAU	TC	0	0	0	(300,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000			
			After	TAU	TC	0	0	0	1,750,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,750,000			
<b>Before FFY Totals</b>						0	0	0	3,594,521	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	87,804,521		
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>						0	0	0	3,594,521	0	0	8,266,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	8,438,000	0	0	33,754,000	0	0	87,804,521		

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chat #168

Chart: 168

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS FFY 2031			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	455,490	915,822	0	1,705,841	199,298	141,000	25,000	2,461,000	1,836,000	1,494,167	46,000	4,486,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	14,125,650	LINE ITEM	
			Adjust	STU	581	0	0	0	0	0	0	0	2,741,000	0	42,922	6,064,000	0	94,000	1,641,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	10,607,922	
			After	STU	581	0	0	0	455,490	915,822	0	4,446,841	199,298	183,922	6,089,000	2,461,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	24,733,572	
<b>BRIDGE RESERVE LINE ITEM</b> <b>BUCKS</b>	79929	CON	Before	BOF	185	0	348,000	204,835	89,096	151,700	1,742,330	0	0	25,000	0	295,000	140,000	110,000	2,475,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	56,565,829	0	122,624,994	LINE ITEM	
			Adjust	BOF	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(8,523,138)	(8,523,138)
			After	BOF	185	0	348,000	204,835	89,096	151,700	1,742,330	0	0	25,000	0	295,000	140,000	110,000	2,475,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	114,101,856		
TABOR ROAD O/ TACONY CREEK  PHILADELPHIA  SR,7301,255	98230	CON	Before	STU	183	0	0	0	0	0	0	2,741,000	434,209	171,000	6,064,000	1,137,000	378,000	1,641,000	307,688	102,000	0	0	0	0	0	0	0	0	0	0	0	0	12,975,897	CASH FLOWING BASED ON CURRENT LET DATE AND SWITCHING FUNDING TO 80% STATE AND 20% LOCAL.	
			Adjust	STU	183	0	0	0	0	0	0	0	(2,741,000)	0	(42,922)	(6,064,000)	0	(94,000)	(1,641,000)	0	(25,000)	0	0	0	0	0	0	0	0	0	0	0	8,523,138	2,130,784	46,000
			After		183	0	0	0	0	0	0	0	434,209	128,078	0	1,137,000	284,000	0	307,688	77,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,523,138	2,130,784
TABOR ROAD O/ TACONY CREEK  PHILADELPHIA  SR,7301,255	98230	CON	Before		581	0	0	0	0	0	0	0	78,103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,103	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			After		581	0	0	0	0	0	0	0	78,103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,103
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	455,490	915,822	0	4,446,841	199,298	183,922	6,089,000	2,461,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	24,733,572	LINE ITEM
			Adjust	STU	581	0	0	0	3,605,000	901,000	0	0	0	0	(3,605,000)	(901,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	581	0	0	0	4,060,490	1,816,822	0	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	24,733,572	
US 1/PA352 INTERCHANGE  DELAWARE  SR,0352,US1	15251	FD	Before	STU	581	0	0	0	3,605,000	901,000	0	3,605,000	901,000	0	605,000	901,000	0	3,605,000	901,000	0	0	0	0	0	0	0	0	0	0	0	0	0	15,024,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	581	0	0	0	(3,605,000)	(901,000)	0	0	0	0	(3,605,000)	(901,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	581	0	0	0	0	0	0	3,605,000	901,000	0	4,210,000	1,802,000	0	3,605,000	901,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,024,000	
US 1/PA352 INTERCHANGE  DELAWARE  SR,0352,US1	15251	FD	Before	NHPP		0	0	0	0	0	0	0	0	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP		0	0	0	0	0	0	0	0	0	0	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	
<b>CMAQ LINE ITEM</b> <b>BUCKS</b> <b>SR,----,SSS</b>	84318	CON	Before	CAQ		68,451	0	0	0	0	3,350,000	1,000,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	93,182,037	LINE ITEM	
			Adjust	CAQ		0	0	0	592,000	0	147,000	(608,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131,000	
			After	CAQ		68,451	0	0	592,000	0	3,497,000	392,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	93,313,037		
WOODLAND AVE TROLLEY PORTAL COMP ST(TOP)  PHILADELPHIA  SR,----,TOP	118496	CON	Before	CAQ	LOC	0	0	0	592,000	0	147,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	739,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
			Adjust	CAQ	LOC	0	0	0	(592,000)	0	(147,000)	608,000	0	152,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,000			
			After	CAQ	LOC	0	0	0	0	0	608,000	0	152,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	760,000		
<b>CMAQ LINE ITEM</b> <b>BUCKS</b> <b>SR,----,SSS</b>	84318	CON	Before	CAQ		68,451	0	0	592,000	0	3,497,000	392,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	93,313,037	LINE ITEM	
			Adjust	CAQ		0	0	0	(481,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(481,000)		
			After	CAQ		68,451	0	0	111,000	0	3,497,000	392,000	0	0	3,141,586	0	991,000	11,711,000	0	0	11,965,000	0	0	8,353,000	0	0	11,965,000	0	0	40,637,000	0	0	92,832,037		
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	4,060,490	1,816,822	0	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	24,733,572	LINE ITEM
			Adjust	STU	581	0	0	0	(2,045,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,045,000)	
			After	STU	581	0	0	0	2,015,490	1,816,822	0	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	22,688,572	



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

MA IDs: 135885

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #169

Chart: 169

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	CAQ	TC	21,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,500,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
			After	CAQ	TC	21,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	21,500,000
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	STP	TC	35,522,126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,522,126	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	STP	TC	35,522,126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		35,522,126
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	sSTP	TC	26,465,867	0	0	13,816,540	0	0	19,481,600	0	0	2,908,745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62,672,752	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	sSTP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	sSTP	TC	26,465,867	0	0	13,816,540	0	0	19,481,600	0	0	2,908,745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		62,672,752
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	STU	TC	12,844,000	0	0	0	0	0	525,000	0	0	0	0	0	0	0	0	0	3,025,000	0	0	0	0	0	0	0	0	0	0	0	16,394,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
			Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	TC	12,844,000	0	0	0	0	525,000	0	0	0	0	0	0	0	0	0	0	0	3,025,000	0	0	0	0	0	0	0	0	0	0	0	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000,000	0	0	0	25,000,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
			Adjust	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000,000	0	0	0	25,000,000	
PENN'S LANDING PROJECT DEVELOPMENT(C) PHILADELPHIA SR.0095,CAP	106264	CON	Before	NHPP	TC	45,416,000	0	0	16,471,000	0	0	12,509,000	0	0	34,736,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109,132,000	ADVANCING FUNDS FOR AC CONVERSION.	
			Adjust	NHPP	TC	12,099,000	0	0	10,263,000	0	0	0	0	22,362,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	NHPP	TC	57,515,000	0	0	26,734,000	0	0	12,509,000	0	0	12,374,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		109,132,000
US 322 O/ CSX & BETHEL RD DELAWARE SR.0322,CSX	104343	CON	Before	NHPP	TC	12,099,000	0	0	10,263,000	0	0	2,099,000	0	0	2,561,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,022,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	NHPP	TC	(12,099,000)	0	0	(10,263,000)	0	0	0	0	22,362,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	NHPP	TC	0	0	0	0	0	2,099,000	0	0	24,923,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		27,022,000
US 322 O/ CSX & BETHEL RD DELAWARE SR.0322,CSX	104343	CON	Before	BRIP	TC	0	0	0	0	0	0	0	0	0	6,659,000	0	0	4,715,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,374,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	BRIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	BRIP	TC	0	0	0	0	0	0	0	0	6,659,000	0	0	4,715,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11,374,000
US 322 O/ CSX & BETHEL RD DELAWARE SR.0322,CSX	104343	CON	Before	STP	TC	0	0	0	0	0	0	10,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
			After	STP	TC	0	0	0	0	0	10,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10,000,000
<b>Before FFY Totals</b>						153,846,993	0	0	40,550,540	0	0	44,614,600	0	0	46,864,745	0	0	4,715,000	0	0	3,025,000	0	0	0	0	0	0	0	0	25,000,000	0	0	0	318,616,878	
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>After FFY Totals</b>						153,846,993	0	0	40,550,540	0	0	44,614,600	0	0	46,864,745	0	0	4,715,000	0	0	3,025,000	0	0	0	0	0	0	0	0	25,000,000	0	0	0	318,616,878	



FISCAL CONSTRAINT CHART  
 FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: ) DVRPC & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		34,778,864			11,891,853			73,358,441			73,339,741			Statewide PROTECT Reserve used as source of funds to maintain fiscal constraint.	
			Adjust	PRTCT					(5,625,333)										
			After	PRTCT			34,778,864			6,266,520			73,358,441			73,339,741			
US 202 & PA 29 Sinkhole Remediation  202/SNK  Montgomery	107175	CON	Before	PRTCT					16,533,788									Increase to cover low-bid plus CENG.	
			Before	STU						2,466,212									
			Adjust	PRTCT						5,625,333									
			Adjust	STU															
			After	PRTCT							22,159,121								
			After	STU							2,466,212								
<b>Before Totals</b>						\$34,778,864	\$0	\$0	\$30,891,853	\$0	\$0	\$73,358,441	\$0	\$0	\$73,339,741	\$0	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$34,778,864	\$0	\$0	\$30,891,853	\$0	\$0	\$73,358,441	\$0	\$0	\$73,339,741	\$0	\$0		

**NOTES**

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #172

Chart: 172

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	2,015,490	1,816,822	0	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	22,688,572	LINE ITEM		
			Adjust	STU	581	0	0	0	2,102,000	0	991,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,093,000	
			After	STU	581	0	0	0	4,117,490	1,816,822	991,000	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	0	25,781,572
N DEL GREEN TRAIL SEC 3 PHILADELPHIA SR,----,SC3	79832	CON	Before	STU	LOC	0	0	0	2,102,000	0	991,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,093,000	REMOVING FUNDS BASED ON CURRENT CONSTRUCTION ESTIMATE OF \$2,500,000.	
			Adjust	STU	LOC	0	0	0	(2,102,000)	0	(991,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,093,000)		
			After	STU	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N DEL GREEN TRAIL SEC 3 PHILADELPHIA SR,----,SC3	79832	CON	Before	SXF		0	0	0	1,863,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,863,000	ADDING REMAINING SXF FUNDS TO THE PROJECT AND TOLL CREDITING BALANCE OF SXF FUNDS AVAILABLE FROM PA 242, PA 262, PA 464, AND PA615.	
			Adjust	SXF	TC	0	0	0	0	0	806,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	806,000		
			After	SXF	TC	0	0	0	1,863,000	0	0	806,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,669,000	
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	4,117,490	1,816,822	991,000	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	25,781,572	LINE ITEM	
			Adjust	STU	581	0	0	0	(4,000,000)	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,000,000)		
			After	STU	581	0	0	0	117,490	816,822	991,000	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	20,781,572	
US 202: MORRIS-SWEDESFORD #3(C) MONTGOMERY SR,0202,65S	63491	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #2 DISTRICT AUC.
			Adjust	STU	581	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000		
			After	STU	581	0	0	0	4,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	
US 202: MORRIS-SWEDESFORD #3(C) MONTGOMERY SR,0202,65S	63491	CON	Before	NHPP		410,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP		410,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410,000	
<b>Before FFY Totals</b>						410,000	0	0	10,097,980	3,633,644	1,982,000	8,893,682	398,596	367,844	4,968,000	3,120,000	3,860,000	6,270,334	92,000	9,022,064	0	0	304,000	0	0	0	0	416,000	0	0	0	0	53,836,144			
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	806,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	806,000	TOTAL ADJUST IS DUE TO THE USE OF SXF FUNDS.	
<b>After FFY Totals</b>						410,000	0	0	10,097,980	3,633,644	1,982,000	9,699,682	398,596	367,844	4,968,000	3,120,000	3,860,000	6,270,334	92,000	9,022,064	0	0	304,000	0	0	0	0	416,000	0	0	0	0	54,642,144			

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #173

Chart: 173

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks			
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	117,490	816,822	991,000	4,446,841	199,298	183,922	2,484,000	1,560,000	1,930,000	3,135,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	20,781,572	LINE ITEM		
			Adjust	STU	581	0	0	0	1,630,000	307,000	0	(412,000)	0	0	(1,000,000)	0	0	(630,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(105,000)		
			After	STU	581	0	0	0	1,747,490	1,123,822	991,000	4,034,841	199,298	183,922	1,484,000	1,560,000	1,930,000	2,505,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	0	20,676,572	
EWING RD BRIDGES O/ MIDDLE BR WHITE CLAY CR  CHESTER  SR.3044,CBA	86302	CON	Before	STU	581	0	0	0	1,230,000	307,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,537,000	CASH FLOWING BASED ON CURRENT LET DATE.		
			Adjust	STU	581	0	0	0	(1,230,000)	(307,000)	0	0	0	0	0	0	1,000,000	0	0	630,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93,000	
			After	STU	TC	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	0	630,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,630,000	
PA 309 CONNECTOR HT4  MONTGOMERY  SR.0063,HT4	118033	CON	Before	STU	TC	0	0	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000	CASH FLOWING BASED ON WHEN FUNDING IS NEEDED.		
			Adjust	STU	TC	0	0	0	(400,000)	0	0	0	412,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,000		
			After	STU	TC	0	0	0	0	0	0	0	412,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	412,000	
<b>STU LINE ITEM</b> <b>BUCKS</b>	79980	CON	Before	STU	581	0	0	0	1,747,490	1,123,822	991,000	4,034,841	199,298	183,922	1,484,000	1,560,000	1,930,000	2,505,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	20,676,572	LINE ITEM	
			Adjust	STU	581	0	0	0	(1,600,000)	(400,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)		
			After	STU	581	0	0	0	147,490	723,822	991,000	4,034,841	199,298	183,922	1,484,000	1,560,000	1,930,000	2,505,167	46,000	4,511,032	0	0	152,000	0	0	0	0	208,000	0	0	0	0	0	0	0	18,676,572	
ROUTE 1 IMPROVEMENT- SOUTH(C)  BUCKS  SR.0001,RC1	93444	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #3 DISTRICT AUC.		
			Adjust	STU	581	0	0	0	1,600,000	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000		
			After	STU	581	0	0	0	1,600,000	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	
<b>Before FFY Totals</b>						0	0	0	3,494,980	2,247,644	1,982,000	8,481,682	398,596	367,844	3,968,000	3,120,000	3,860,000	5,640,334	92,000	9,022,064	0	0	304,000	0	0	0	0	416,000	0	0	0	0	0	0	43,395,144		
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>After FFY Totals</b>						0	0	0	3,494,980	2,247,644	1,982,000	8,481,682	398,596	367,844	3,968,000	3,120,000	3,860,000	5,640,334	92,000	9,022,064	0	0	304,000	0	0	0	0	416,000	0	0	0	0	0	0	0	43,395,144	

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #174

Chart: 174

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks					
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
ST P LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	327,000	0	0	0	384,131	0	0	105,000	0	0	0	0	0	900,000	0	130,000	807,000	0	0	896,000	0	194,000	807,000	0	187,000	318,970	5,056,101	LINE ITEM			
			Adjust	STP	581	0	0	0	4,746,000	0	0	1,186,000	0	0	0	(105,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,827,000			
			After	STP	581	0	0	327,000	4,746,000	327,000	4,746,000	0	1,186,000	384,131	0	0	0	0	0	0	0	0	900,000	0	130,000	807,000	0	0	896,000	0	194,000	807,000	0	187,000	318,970	10,883,101		
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	147,490	723,822	991,000	4,034,841	199,298	183,922	1,484,000	1,560,000	1,930,000	2,505,167	46,000	4,511,032	0	0	152,000	0	0	0	0	0	0	0	208,000	0	0	0	0	18,676,572	LINE ITEM	
			Adjust	STU	581	0	0	0	0	0	0	0	0	(1,384,000)	0	(183,922)	(1,200,000)	0	(326,000)	(2,097,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,714,922)		
			After	STU	581	0	0	0	147,490	723,822	991,000	2,650,841	199,298	0	284,000	1,560,000	1,604,000	408,167	46,000	3,987,032	0	0	152,000	0	0	0	0	0	0	0	208,000	0	0	0	0	12,961,650		
CITYWIDE ADA RAMP 3 PHILADELPHIA SR,----,AD3	112527	FD	Before	STP	LOC	0	0	0	1,344,000	0	336,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,680,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
			Adjust	STP	LOC	0	0	0	0	(1,344,000)	0	(336,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,680,000)		
			After	STP	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CITYWIDE ADA RAMP 3 PHILADELPHIA SR,----,AD3	112527	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	LOC	0	0	0	0	0	0	0	1,384,000	0	346,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,730,000	
			After	STU	LOC	0	0	0	0	0	0	0	1,384,000	0	346,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,730,000	
CITYWIDE ADA RAMP 3 PHILADELPHIA SR,----,AD3	112527	CON	Before	STP	LOC	0	0	0	3,402,000	0	850,000	3,699,000	0	924,000	2,297,000	0	574,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,746,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STP	LOC	0	0	0	0	(3,402,000)	0	(850,000)	0	0	0	0	105,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,147,000)		
			After	STP	LOC	0	0	0	0	0	0	0	3,699,000	0	924,000	2,402,000	0	574,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,599,000		
CITYWIDE ADA RAMP 3 PHILADELPHIA SR,----,AD3	112527	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	STU	LOC	0	0	0	0	0	0	0	0	0	0	1,200,000	0	326,000	2,097,000	0	524,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,147,000		
			After	STU	LOC	0	0	0	0	0	0	0	0	0	0	1,200,000	0	326,000	2,097,000	0	524,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,147,000		



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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #175

Chart: 175

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
<b>ST U LINE ITEM</b>			Before	STU	581	0	0	0	147,490	723,822	991,000	2,650,841	199,298	0	284,000	1,560,000	1,604,000	408,167	46,000	3,987,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	12,961,650	LINE ITEM
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581	0	0	0	1,494,808	0	0	(1,000,000)	(188,000)	0	(100,000)	0	0	(236,000)	0	(15,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	(44,192)		
			After	STU	581	0	0	0	1,642,298	723,822	991,000	1,650,841	11,298	0	184,000	1,560,000	1,604,000	172,167	46,000	3,972,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	12,917,458	
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185	0	348,000	204,835	89,096	151,700	1,742,330	0	0	25,000	0	295,000	140,000	110,000	2,475,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	114,101,856	LINE ITEM		
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185	0	0	0	0	250,000	83,000	0	0	(25,000)	0	(19,000)	(6,000)	0	(44,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239,000		
			After	BOF	185	0	348,000	204,835	89,096	401,700	1,825,330	0	0	0	0	276,000	134,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	114,340,856			
<b>NHPP RESERVE LINE ITEM</b>			Before	NHPP	581	0	0	0	0	95,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96,723	LINE ITEM	
<b>DISTRICT WIDE</b>	<b>82216</b>	<b>CON</b>	Adjust	NHPP	581	0	0	0	285,769	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285,769			
			After	NHPP	581	0	0	0	285,769	95,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382,492		
GREEN LN/BELMONT AVE O/ SCHUYLKILL RIVER			Before	STU	183	0	0	0	1,336,000	250,000	83,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,669,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
PHILADELPHIA	110313	FD	Adjust	STU	183	0	0	0	(1,336,000)	(250,000)	(83,000)	1,000,000	0	63,000	100,000	19,000	6,000	236,000	44,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	(186,000)			
SR,7301,GLB			After	STU	183	0	0	0	0	0	0	1,000,000	0	63,000	100,000	19,000	6,000	236,000	44,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,483,000		
GREEN LN/BELMONT AVE O/ SCHUYLKILL RIVER			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
PHILADELPHIA	110313	FD	Adjust		581	0	0	0	0	0	0	0	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188,000			
SR,7301,GLB			After		581	0	0	0	0	0	0	0	188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188,000			
S CREEK RD O/ BRANDYWINE(C)			Before	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$158,808 FPN Y230-T063-171	
DELAWARE	69665	ROW	Adjust	STU	TC	0	0	0	(158,808)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(158,808)			
SR,3101,DRB			After	STU	TC	0	0	0	(158,808)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(158,808)			
ROOSEVELT BLVD EXIT(C)			Before	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$285,769 FPN 20E1-X064-420	
PHILADELPHIA	92809	FD	Adjust	NHPP		0	0	0	(285,769)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(285,769)			
SR,0013,RBR			After	NHPP		0	0	0	(285,769)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(285,769)			
<b>ST U LINE ITEM</b>			Before	STU	581	0	0	0	1,642,298	723,822	991,000	1,650,841	11,298	0	184,000	1,560,000	1,604,000	172,167	46,000	3,972,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	12,917,458	LINE ITEM
<b>BUCKS</b>	<b>79980</b>	<b>CON</b>	Adjust	STU	581	0	0	0	(558,231)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(558,231)			
			After	STU	581	0	0	0	1,084,067	723,822	991,000	1,650,841	11,298	0	184,000	1,560,000	1,604,000	172,167	46,000	3,972,032	0	0	152,000	0	0	0	0	0	208,000	0	0	0	0	0	12,359,227	
<b>BRIDGE RESERVE LINE ITEM</b>			Before	BOF	185	0	348,000	204,835	89,096	401,700	1,825,330	0	0	0	0	276,000	134,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	114,340,856	LINE ITEM		
<b>BUCKS</b>	<b>79929</b>	<b>CON</b>	Adjust	BOF	185	0	0	0	0	(211,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(211,000)			
			After	BOF	185	0	348,000	204,835	89,096	190,700	1,825,330	0	0	0	0	276,000	134,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	114,129,856			
<b>NHPP RESERVE LINE ITEM</b>			Before	NHPP	581	0	0	0	285,769	95,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382,492	LINE ITEM	
<b>DISTRICT WIDE</b>	<b>82216</b>	<b>CON</b>	Adjust	NHPP	581	0	0	0	(285,769)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(285,769)			
			After	NHPP	581	0	0	0	0	95,723	0	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96,723		
RIVER RD @ GOLDEN PHEASANT O/ DEL CANAL			Before	STU	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR A SUPPLEMENT FROM THE CONSULTANT.	
BUCKS	86244	PE	Adjust	STU	185	0	0	0	40,000	(10,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000			
SR,0032,BDC			After	STU	185	0	0	0	40,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000			





Chart: 176

\* Positive number denotes a surplus/Negative denotes a deficit

BRIDGE RESERVE LINE ITEM	BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	89,096	986,404	2,373,330	0	927,000	309,000	0	1,943,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	118,932,560	LINE ITEM	
				Adjust	BOF	185	0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
After	BOF	185	0	348,000	204,835	89,096	1,236,404	2,373,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	118,932,560						
KEIM ST O/ SCHUYLKILL RIVER MONTGOMERY SR,7046,190	83742	CON	Before	STP	TC	0	0	0	5,286,647	0	0	4,946,000	0	0	8,892,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,124,647	ADVANCING FUNDS FOR AC CONVERSION.		
			Adjust	STP	TC	193,000	0	0	833,000	0	0	(833,000)	0	0	(4,365,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(4,172,000)	
			After	STP	TC	193,000	0	0	6,119,647	0	0	4,113,000	0	0	4,527,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	14,952,647
KEIM ST O/ SCHUYLKILL RIVER MONTGOMERY SR,7046,190	83742	CON	Before	STU	TC	0	0	0	4,727,353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,727,353	ADVANCING FUNDS FOR AC CONVERSION.	
			Adjust	STU	TC	2,172,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,172,000		
			After	STU	TC	2,172,000	0	0	6,727,353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8,899,353
US1: PA 472-PA896 CHESTER SR,0001,100	14580	FD	Before	STP	TC	0	0	0	833,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	833,000	CASH FLOWING BASED ON WHEN FUNDS NEEDED	
			Adjust	STP	TC	0	0	0	(833,000)	0	0	833,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STP	TC	0	0	0	0	0	833,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		833,000
MAIN ST, 6TH ST & CSX CSX CROSSING IMP DELAWARE SR,2005,283	103217	CON	Before	STP	TC	193,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	STP	TC	(193,000)	0	0	0	0	0	0	0	3,365,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,172,000
			After	STP	TC	0	0	0	0	0	0	0	0	3,365,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,365,000
MAIN ST, 6TH ST & CSX CSX CROSSING IMP DELAWARE SR,2005,283	103217	CON	Before	STU	TC	2,172,000	0	0	1,000,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,172,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	STU	TC	(2,172,000)	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,172,000)		
			After	STU	TC	0	0	0	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,000,000
MAIN ST, 6TH ST & CSX CSX CROSSING IMP DELAWARE SR,2005,283	103217	CON	Before	SXF	LOC	1,000,000	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST	
			Adjust	SXF	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	SXF	LOC	1,000,000	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,250,000
PA 611(OLD YORK RD) O/ SEPTA MONTGOMERY SR,0611,MBR	16214	CON	Before	STU	185	0	0	0	1,000,000	250,000	0	4,370,000	1,092,000	0	3,511,000	1,934,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,157,000	CASH FLOWING BASED ON WHEN FUNDS NEEDED.	
			Adjust	STU	185	0	0	0	(1,000,000)	(250,000)	0	0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)		
			After	STU	185	0	0	0	0	0	0	4,370,000	1,092,000	0	3,511,000	2,184,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11,157,000
PA 611(OLD YORK RD) O/ SEPTA MONTGOMERY SR,0611,MBR	16214	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS NEEDED.
			Adjust	STP		0	0	0	0	0	0	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	
			After	STP		0	0	0	0	0	0	0	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	
PA 611(OLD YORK RD) O/ SEPTA MONTGOMERY SR,0611,MBR	16214	CON	Before	BRIP		0	0	0	0	0	0	0	0	0	4,229,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,229,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST	
			Adjust	BRIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	BRIP		0	0	0	0	0	0	0	0	0	0	4,229,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,229,000
<b>Before FFY Totals</b>						3,365,000	1,044,000	1,518,505	26,572,422	5,082,448	11,047,990	18,296,972	2,968,596	618,000	25,708,000	9,216,000	4,722,000	502,167	7,385,936	9,744,064	0	455,000	1,918,000	819,000	0	1,792,000	891,000	918,000	1,614,000	179,414,676	144,502,073	637,940	460,753,789	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.		
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
<b>After FFY Totals</b>						3,365,000	1,044,000	1,518,505	26,572,422	5,082,448	11,047,990	18,296,972	2,968,596	618,000	25,708,000	9,216,000	4,722,000	502,167	7,385,936	9,744,064	0	455,000	1,918,000	819,000	0	1,792,000	891,000	918,000	1,614,000	179,414,676	144,502,073	637,940	460,753,789			

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #177

Chart: 177

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks		
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	89,096	1,236,404	2,373,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,804,892	48,042,691	0	118,932,560	LINE ITEM		
			Adjust	BOF	185	0	0	528,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(285,000)	
			After	BOF	185	0	348,000	204,835	617,096	1,236,404	2,373,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	118,647,560			
STATION RD O/CHESTER CR #234  DELAWARE	15183	CON	Before	BOF	179	0	0	0	2,186,000	734,000	0	0	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	620,000	0	0	3,740,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	BOF	179	0	0	0	(528,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000	0	0		122,000
			After	BOF	179	0	0	0	1,658,000	734,000	0	0	0	0	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	1,270,000	0		0
STATION RD O/CHESTER CR #234  DELAWARE	15183	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	155,000	0	205,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust		183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163,000	0		163,000
			After		183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	318,000		0
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	348,000	204,835	617,096	1,236,404	2,373,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	118,647,560	LINE ITEM		
			Adjust	BOF	185	0	477,000	159,000	(416,394)	123,000	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		383,606	
			After	BOF	185	0	825,000	363,835	200,702	1,359,404	2,414,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	119,031,166			
FETTERS MILL RD O/ PENNYPACK CR  MONTGOMERY	80052	CON	Before	BOF	183	2,546,000	0	159,000	654,000	123,000	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,523,000	MONTGOMERY COUNTY REQUESTING THE PROJECT BE 100% FEDERALLY FUNDED PER IJA PROJECT IS ELIGIBLE.		
			Adjust	BOF	183	0	0	(159,000)	416,394	(123,000)	(41,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93,394			
			After	BOF	TC	2,546,000	0	0	1,070,394	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,616,394			
FETTERS MILL RD O/ PENNYPACK CR  MONTGOMERY	80052	CON	Before		185	0	477,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477,000	MONTGOMERY COUNTY REQUESTING THE PROJECT BE 100% FEDERALLY FUNDED PER IJA PROJECT IS ELIGIBLE.		
			Adjust		185	0	(477,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(477,000)	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	825,000	363,835	200,702	1,359,404	2,414,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	119,031,166	LINE ITEM		
			Adjust	BOF	185	0	0	0	(200,000)	(38,000)	(12,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(250,000)	
			After	BOF	185	0	825,000	363,835	702	1,321,404	2,402,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	118,781,166			
HADFIELD RD O/ BEAVER CREEK(C)  CHESTER	86064	CON	Before	BOF	183	0	0	0	1,492,355	280,063	94,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,866,418	ADDING ADDITIONAL FUNDS FOR AN INTERNALLY STABLE SHORING SYSTEM THAT IS NOW REQUIRED TO CONTINUE EXCAVATION TO INSTALL THE FOOTING OF ABUTMENT #1.		
			Adjust	BOF	183	0	0	0	200,000	38,000	12,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
			After	BOF	183	0	0	0	1,692,355	318,063	106,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,116,418			
<b>Before FFY Totals</b>						2,546,000	1,998,000	932,505	5,239,249	4,969,275	7,295,990	0	2,781,000	927,000	0	5,079,000	2,070,000	530,000	7,343,936	0	0	195,000	0	819,000	0	0	891,000	114,000	0	178,734,676	143,957,073	0	366,422,704			
<b>FFY Adjustment Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>After FFY Totals</b>						2,546,000	1,998,000	932,505	5,239,249	4,969,275	7,295,990	0	2,781,000	927,000	0	5,079,000	2,070,000	530,000	7,343,936	0	0	195,000	0	819,000	0	0	891,000	114,000	0	178,734,676	143,957,073	0	366,422,704			

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

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2024  
Chart #178

Chart: 178

\* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				FFY 2023			FFY 2024			FFY 2025			FFY 2026			2ND 4 YRS FFY 2027			2ND 4 YRS FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			3RD 4 YRS			TOTAL	Remarks				
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	TOTAL	Remarks				
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185		0	825,000	363,835	702	1,321,404	2,402,330	0	927,000	309,000	0	1,693,000	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	118,781,166	LINE ITEM	
			Adjust	BOF	185		0	0	0	0	(1,321,404)	0	0	(927,000)	0	0	(51,596)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,300,000)		
			After	BOF	185		0	825,000	363,835	702	0	2,402,330	0	0	309,000	0	1,641,404	690,000	110,000	2,431,312	0	0	65,000	0	273,000	0	0	297,000	38,000	0	59,154,892	47,879,691	0	116,481,166		
BROWNSVILLE RD O/ NESHAMINY CREEK  BUCKS	78516	CON	Before		185		0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	2,000,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0	0	8,000,000	ADDING FUNDS TO MATCH CURRENT CON ESTIMATE.		
Adjust				185		0	0	0	0	1,321,404	0	0	927,000	0	0	51,596	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,300,000			
After				185		0	0	0	0	1,321,404	0	0	927,000	0	0	2,051,596	0	0	2,000,000	0	0	2,000,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0		10,300,000	
<b>Before FFY Totals</b>							0	825,000	363,835	702	1,321,404	2,402,330	0	927,000	309,000	0	3,693,000	690,000	110,000	4,431,312	0	0	2,065,000	0	273,000	2,000,000	0	297,000	38,000	0	59,154,892	47,879,691	0	126,781,166		
<b>FFY Adjustment Totals</b>							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>After FFY Totals</b>							0	825,000	363,835	702	1,321,404	2,402,330	0	927,000	309,000	0	3,693,000	690,000	110,000	4,431,312	0	0	2,065,000	0	273,000	2,000,000	0	297,000	38,000	0	59,154,892	47,879,691	0	126,781,166		



FISCAL CONSTRAINT CHART  
FFY 2023-2026 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID: 135291) <b>D5-0 Interstate TIP</b>				<b>Fund Type</b>			<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>Remarks</b>
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>											
Interstate Contingency / Central Office	75891	CON	Before		581					1,000,558			1,409,817			1,843,151		Interstate Contingency LI used as source of funds to maintain fiscal constraint.	
			Adjust		581					(24,000)									
			After		581						976,558				1,409,817				1,843,151
I-78 12M Emergency Detour Temp Signal 78/ETS Berks	114570	PE	Before															Increase PE Phase to address Construction Review comments.	
			Adjust		581					24,000									
			After		581						24,000								
<b>Before Totals</b>						\$0	\$0	\$0	\$0	\$1,000,558	\$0	\$0	\$1,409,817	\$0	\$0	\$1,843,151	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$0	\$0	\$0	\$0	\$1,000,558	\$0	\$0	\$1,409,817	\$0	\$0	\$1,843,151	\$0		

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135873) D6-0 Statewide & DVRPC TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		64,331,332			39,075,488			83,075,804			80,603,000		Multimodal Reserve LI used as source of funds to maintain fiscal constraint.
			Adjust		411					(1,236,308)								
			After		411		64,331,332			37,839,180				83,075,804			80,603,000	
US 30 RTL @ PA 352 R9 30/MT2 Chester	120277	CON	Before															Add CON Phase as per MTF agreement. Local funds are additional to the TIP.
			Adjust		411					1,236,308	370,893							
			After		411					1,236,308	370,893							
<b>Before Totals</b>						\$0	\$64,331,332	\$0	\$0	\$39,075,488	\$0	\$0	\$83,075,804	\$0	\$0	\$80,603,000	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$370,893	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$0	\$64,331,332	\$0	\$0	\$39,075,488	\$370,893	\$0	\$83,075,804	\$0	\$0	\$80,603,000	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135973) D6-0 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		
69th Street: Walnut St to Marshall Rd R9 /MTF Delaware	120280	PE	Before		411					116,043	43,163							Decrease PE phase for redistribution	
			Adjust		411						(58,021)	(21,581)							
			After		411						58,022	21,582							
69th Street: Walnut St to Marshall Rd R9 /MTF Delaware	120280	FD	Before															Add FD phase	
			Adjust		411						58,021	21,581							
			After		411						58,021	21,581							
<b>Before Totals</b>						\$0	\$0	\$0	\$0	\$116,043	\$43,163	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$0	\$0	\$0	\$0	\$116,043	\$43,163	\$0	\$0	\$0	\$0	\$0	\$0		

**NOTES**

FISCAL CONSTRAINT CHART  
 FFY 2023-2026 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID:136228) <b>D6-0 Interstate TIP</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>Remarks</b>		
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>												
I-95: Margaret-Carver (c)  95/BS2  Interstate/Philadelphia	79910	CON	Before	NHPP	581	93,318,214				22,674,719			30,000,000			40,000,000			Cashflowing FFY 2025 to FFY 2024.	
			Before	SXF	185					2,325,281										
			Adjust	SXF	581															
			Adjust	NHPP	185						24,200,000			(24,200,000)						
			After	SXF	581						2,325,281									
			After	NHPP	185	93,318,214					46,874,719				5,800,000			40,000,000		
I-95 Congestion Management  95/CMP  Interstate/Philadelphia	98207	PRA	Before	NHPP	581					24,200,000			12,200,000						Cashflowing FFY 2024 to FFY 2025.	
			Before	SXF	185															
			Adjust	SXF	581															
			Adjust	NHPP	185						(24,200,000)			24,200,000						
			After	SXF	581															
			After	NHPP	185										36,400,000					
<b>Before Totals</b>						\$93,318,214	\$0	\$0	\$49,200,000	\$0	\$0	\$42,200,000	\$0	\$0	\$40,000,000	\$0	\$0	Actions do not affect air quality conformity.		
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
<b>After Totals</b>						\$93,318,214	\$0	\$0	\$49,200,000	\$0	\$0	\$42,200,000	\$0	\$0	\$40,000,000	\$0	\$0			

**NOTES**

# ***NJDOT Fiscal Constraint Charts (September 2024)***

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FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING SOURCE		FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	9.927	32.532	148.428	190.887	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Route 73 and Ramp G, Bridge over Route 130	16342	BEFORE		Camden	3.200	0.000	0.000	0.000	3.200	
		DES	BFP		1.474	0.000	0.000	0.000	1.474	
		AFTER			4.674	0.000	0.000	0.000	4.674	
Total					1.474	0.000	0.000	0.000	1.474	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
FUNDING SOURCE		FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	9.927	32.532	148.428	190.887	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										

**FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS**

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	0.400	5.000	5.000	10.400

**PROJECT MODIFICATIONS**

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Resurfacing, Federal	99327A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	STBGP-FLEX		1.354	0.000	0.000	0.000	1.354
		AFTER			1.354	0.000	0.000	0.000	1.354
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	1.354	0.000	0.000	0.000	1.354
		ERC	VAR FEDERAL-F		(1.354)	0.000	0.000	0.000	(1.354)
		AFTER			0.000	0.000	0.000	0.000	0.000
<b>Total</b>					0.000	0.000	0.000	0.000	0.000

**FISCAL CONSTRAINT BANK AFTER MODIFICATIONS**

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	0.400	5.000	5.000	10.400

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

**FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS**

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	0.400	5.000	5.000	10.400

**PROJECT MODIFICATIONS**

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Safety Programs	19370	BEFORE		Various	27.387	0.000	0.000	0.000	27.387
		ERC	HSIP		(5.000)	0.000	0.000	0.000	(5.000)
		AFTER			22.387	0.000	0.000	0.000	22.387
Safety Programs	19370	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	STBGP-FLEX		5.000	0.000	0.000	0.000	5.000
		AFTER			5.000	0.000	0.000	0.000	5.000
Total					0.000	0.000	0.000	0.000	0.000

**FISCAL CONSTRAINT BANK AFTER MODIFICATIONS**

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		0.000	0.400	5.000	5.000	10.400

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

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	0.400	5.000	5.000	10.400
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	46.639	0.000	0.000	0.000	46.639
		ERC	STBGP-FLEX		(0.147)	0.000	0.000	0.000	(0.147)
		AFTER			46.492	0.000	0.000	0.000	46.492
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	STBGP-L5K		0.147	0.000	0.000	0.000	0.147
		AFTER			0.147	0.000	0.000	0.000	0.147
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	0.400	5.000	5.000	10.400
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	9.927	32.532	148.428	190.887	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Local Safety/ High Risk Rural Roads Program	04314	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		ERC	HSIP-VRUS		1.840	0.000	0.000	0.000	1.840	
		AFTER			1.840	0.000	0.000	0.000	1.840	
Local Safety/ High Risk Rural Roads Program	04314	BEFORE		Various	3.497	0.000	0.000	0.000	3.497	
		ERC	HSIP		(1.840)	0.000	0.000	0.000	(1.840)	
		AFTER			1.657	0.000	0.000	0.000	1.657	
Total					0.000	0.000	0.000	0.000	0.000	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					1.840	9.927	32.532	148.428	192.727	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										

***DVRPC Local Fiscal Constraint Charts  
FY2023 TIP for PA  
(September 2024)***

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DVRPC FFY 2023 - 2026 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS

MA ID#s

TIP MODIFICATIONS FOR SEPTEMBER 2024  
(DVRPC Chart Act 13 Chart #004) Montgomery County

DVRPC Chart: 004

*\* 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 27-30			3RD 4 YRS FFY 31-34			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				
MOREDRON ROAD BRIDGE			Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MONTGOMERY	103381	CON	Adjust			0	0	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Add Act 13 Bridge back into TIP	
CB #44			After			0	0	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals						0	0	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	Act 13 Funds are additional to the region.	
After FFY Totals						0	0	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	

***DVRPC Local Fiscal Constraint Charts  
FY2024 TIP for NJ  
(September 2024)***

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**DVRPC FY2024 TIP for New Jersey (FY24-FY27)**  
**Fiscal Constraint Chart #15**  
**DVRPC Local Highway Program (in Millions)**

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks		
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total				
DVRPC, Future Projects Local Various	D026	ERC	Before	HWIZ919-PHILA	1.163	0.000	0.000	0.000	1.163	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.163			
			Adjust	HWIZ919-PHILA	-1.163	0.000	0.000	0.000	-1.163	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		(1.163)	
			After	HWIZ919-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	
DVRPC, Future Projects Local Various	D026	ERC	Before	HWIZ919-TRENTON	0.300	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	Administrative action to modify the TIP by removing \$1.463 M (\$1.163 M HWIZ919-PHILA/\$0.3 M HWIZ919-TRENTON) from the FY24 ERC Phase from \$1.163 M HWIZ919-PHILA to \$0.00 M HWIZ919-PHILA and from \$0.3 M HWIZ919-TRENTON to \$0.00 M HWIZ919-TRENTON. Funds are no longer available.	
			Adjust	HWIZ919-TRENTON	-0.300	0.000	0.000	0.000	-0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.300)		
			After	HWIZ919-TRENTON	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
CR 544 (Evesham Rd), NJ 41 to Schubert Ave Local Camden	D2208	CON	Before	HWIZ919-PHILA	1.427	0.000	0.000	0.000	1.427								0.000	1.427	Administrative action to modify the TIP by removing \$1.427 M HWIZ919-PHILA from the FY24 CON Phase from \$1.427 M HWIZ919-PHILA to \$0.00 M HWIZ919-PHILA	
			Adjust	HWIZ919-PHILA	-1.427	0.000		0.000	-1.427	0.000	0.000	0.000						0.000		(1.427)
			After	HWIZ919-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
Total Before					2.890	0.000	0.000	0.000	2.890	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.890	Fiscal Constraint is maintained.	
Total Adjust					-2.890	0.000	0.000	0.000	-2.89	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.890)		
Total After					0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		

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

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: [https://www.fhwa.dot.gov/cfo/transferability\\_qa.cfm](https://www.fhwa.dot.gov/cfo/transferability_qa.cfm)

**DVRPC FY2024 TIP for New Jersey (FY24-FY27)**  
**Fiscal Constraint Chart #16**  
**DVRPC Local Highway Program (in Millions)**

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	6.177	-2.221	0.316	0.647	4.919	0.861	0.875	0.988	4.612	11.006	12.174	30.516	35.435	Administrative action to add \$0.397 M STBGP-PHILA to the FY24 ERC Phase, add \$2.124 M STBGP-PHILA to the FY25 ERC Phase, add \$2.794 M STBGP-PHILA to the FY26 ERC Phase, remove \$3.123 M STBGP-PHILA from the FY27 ERC Phase, remove \$0.861 M STBGP-PHILA from the FY28 ERC Phase, remove \$0.879 M STBGP-PHILA from the FY29 ERC Phase, and remove \$0.811 M STBGP-PHILA from the FY30 ERC Phase. A total of \$0.355 M STBGP-PHILA will be removed, from \$35.435 M STBGP-PHILA to \$35.08 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.397	2.124	2.794	-3.123	2.192	(0.861)	(0.875)	(0.811)	0.000	0.000	0.000	(2.547)	(0.355)	
			After	STBGP-PHILA	6.574	-0.097	3.110	-2.476	7.111	0.000	0.000	0.177	4.612	11.006	12.174	27.969	35.080	
New or Upgraded Traffic Signal Systems at Intersections, Phase 3 Local Camden	D2022	PE	Before	STBGP-PHILA	0.350		0.000	0.000	0.350							0.000	0.350	
			Adjust	STBGP-PHILA	-0.350	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	0.000	0.350	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	
New or Upgraded Traffic Signal Systems at Intersections, Phase 3 Local Camden	D2022	DES	Before	STBGP-PHILA		0.250	0.000	0.000	0.250							0.000	0.250	
			Adjust	STBGP-PHILA	0.000	-0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
New or Upgraded Traffic Signal Systems at Intersections, Phase 3 Local Camden	D2022	CON	Before	STBGP-PHILA			3.194	0.746	3.940							0.000	3.940	Administrative action to delay \$0.35 M STBGP-PHILA funded PE Phase from FY24 to FY25, delay \$0.25 M STBGP-PHILA funded DES Phase from FY25 to FY26, and delay \$3.194 M STBGP-PHILA CON Phase in FY26 to FY27 (\$0.647), FY28 (\$0.861), FY29 (\$0.875) and FY30 (\$0.811 M)
			Adjust	STBGP-PHILA	0.000	0.000	-3.194	0.647	-2.547	0.861	0.875	0.811	0.000			2.547	0.000	
			After	STBGP-PHILA	0.000	0.000	0.000	1.393	1.393	0.861	0.875	0.811	0.000	0.000	0.000	2.547	3.940	
New or Upgraded Traffic Signal Systems at Intersections, Phase 1 Local Camden	D2020	DES	Before	STBGP-PHILA	0.150		0.000	0.000	0.150							0.000	0.150	
			Adjust	STBGP-PHILA	-0.150	0.000	0.150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	0.150	0.000	0.150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.150	
New or Upgraded Traffic Signal Systems at Intersections, Phase 1 Local Camden	D2020	PE	Before	STBGP-PHILA		0.000	0.000	0.000	0.000							0.000	0.000	
			Adjust	STBGP-PHILA	0.000	0.252	0.000	0.000	0.252	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.252	
			After	STBGP-PHILA	0.000	0.252	0.000	0.000	0.252	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.252	
New or Upgraded Traffic Signal Systems at Intersections, Phase 1 Local Camden	D2020	CON	Before	STBGP-PHILA		2.476	0.000	0.000	2.476							0.000	2.476	Administrative action to add \$0.252 M STBGP-PHILA funded PE Phase to FY25, delay \$0.15 M STBGP-PHILA funded DES Phase from FY24 to FY26, and delay \$2.476 M STBGP-PHILA funded CON Phase from FY25 to FY27.
			Adjust	STBGP-PHILA	0.000	-2.476	0.000	2.476	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	0.000	0.000	0.000	2.476	2.476	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.476	
Erial Rd and College Drive Intersection Local Camden	D2204	PE	Before	STBGP-PHILA	0.450	0.000	0.000	0.000	0.450							0.000	0.450	Informational action to modify the TIP by increasing the FY24 PE Phase by \$0.103 M STBGP-PHILA from \$0.45 M STBGP-PHILA to \$0.553 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.103	0.000	0.000	0.000	0.103	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.103	
			After	STBGP-PHILA	0.553	0.000	0.000	0.000	0.553	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.553	
<b>Total Before</b>					7.127	0.505	3.510	1.393	12.535	0.861	0.875	0.988	4.612	11.006	12.174	30.516	43.051	<b>Fiscal Constraint is maintained.</b>
<b>Total Adjust</b>					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
<b>Total After</b>					7.127	0.505	3.510	1.393	12.535	0.861	0.875	0.988	4.612	11.006	12.174	30.516	43.051	

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

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: [https://www.fhwa.dot.gov/cfo/transferability\\_qa.cfm](https://www.fhwa.dot.gov/cfo/transferability_qa.cfm)

**DVRPC FY2024 TIP for New Jersey (FY24-FY27)**  
**Fiscal Constraint Chart #17**  
**DVRPC Local Highway Program (in Millions)**

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks	
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total			
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	6.574	-0.097	3.110	-2.476	7.111	0.000	0.000	0.177	4.612	11.006	12.174	27.969	35.080	Informational action to modify the TIP by removing \$0.425 M STBGP-PHILA in the FY24 ERC Phase from \$6.574 M STBGP-PHILA to \$6.149 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	-0.425	0.000	0.000	0.000	-0.425	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		(0.425)
			After	STBGP-PHILA	6.149	-0.097	3.110	-2.476	6.686	0.000	0.000	0.177	4.612	11.006	12.174	27.969	34.655		
Erial Rd and College Drive Intersection Local Camden	D2203	PE	Before	STBGP-PHILA	0.280	0.000	0.000	0.000	0.280								0.000	0.280	Informational action to modify the TIP by increasing the FY24 PE Phase by \$0.425 M STBGP-PHILA from \$0.28 M STBGP-PHILA to \$0.705 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.425	0.000	0.000	0.000	0.425	0.000	0.000	0.000					0.000	0.425	
			After	STBGP-PHILA	0.705	0.000	0.000	0.000	0.705	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.705	
Total Before					6.854	-0.097	3.110	-2.476	7.391	0.000	0.000	0.177	4.612	11.006	12.174	27.969	35.360	Fiscal Constraint is maintained.	
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Total After					6.854	-0.097	3.110	-2.476	7.391	0.000	0.000	0.177	4.612	11.006	12.174	27.969	35.360		

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

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: [https://www.fhwa.dot.gov/cfo/transferability\\_qa.cfm](https://www.fhwa.dot.gov/cfo/transferability_qa.cfm)

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

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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.

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

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

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## HIGHWAY PROJECT FUNDING SOURCES

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

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<b>HIGHWAY PROJECT FUNDING SOURCES (Continued)</b>			
<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 <sup>st</sup> Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
S	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania’s funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

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

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

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## TRANSIT PROJECT FUNDING SOURCES

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

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## TRANSIT PROJECT FUNDING SOURCES (Continued)

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

## TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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

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



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