

# Agenda

**Tuesday, April 8, 2025 | 10 am**

## **In-Person Hybrid Meeting**

For those unable to attend in-person:

[https://dvrpc.zoom.us/webinar/register/WN\\_7VNrvKV5QOG5RMuXbK5Aiw](https://dvrpc.zoom.us/webinar/register/WN_7VNrvKV5QOG5RMuXbK5Aiw)

A light lunch will be provided following the meeting and the Pennsylvania Long-Range Plan Financial Planning Subcommittee meeting will begin at 12:30 pm.

- 1. Call to Order – Chair’s Comments**
- 2. Public Comments on Agenda and Non-Agenda Items**
- 3. DVRPC Director’s Report**

## **ACTION ITEMS**

- 4. Highlights of the RTC Meeting on March 11, 2025**

### **5. TIP Actions**

Ethan Fogg, Capital Program Coordinator, will present. The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or FY2025 TIP for Pennsylvania. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

a) PA25-045: Chester County EV Charging Stations (MPMS #118553), Chester County – Add Earmark Project Back into the TIP

b) PA25-046: Washington Lane Bridge (MPMS #16483), Montgomery County – Add New Project to the TIP

c) NJ24-093: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710), Mercer County – Increase CON Phase

## **INFORMATION ITEMS**

### **6. Designating a Regional Freight-Intensive Truck Network**

Dan Farina, Senior Transportation Planner, will present. DVRPC’s Freight Program analyzed

regional truck movements and freight centers to create a network of freight-intensive truck corridors, a key part of the upcoming Regional Freight Plan. This network will help planners address local quality of life concerns related to freight impacts and clearly illustrate the relationships between economic development, land use, and truck routing. Building upon an existing local framework, the analysis combined data-driven methods with essential input from county and city planners on local context and restrictions.

### **7. APAPA Southeast Section & State Chapter Update**

APA council members will brief RTC members on what the organization has been working on, both locally in the Southeast Section as well as at the State Chapter level. This includes events, initiatives, partnerships, and upcoming elections.

### **8. Strategic Planning for SEPTA Surface Transit Corridors**

Marissa Volk Binjaku, DVRPC Transportation Planner, and Jen Dougherty, SEPTA Manager of Long-Range Planning, will present. There are 72 corridors in the SEPTA service area with existing or planned high-frequency surface transit, making them excellent targets for the development of transit oriented communities (TOCs), where transit supports the vitality of the surrounding area. This document provides land use, site planning, and streetscape design strategies that SEPTA and planning partners can reference when discussing transit-supportive changes to local plans, zoning codes, and property development.

### **9. PATCO's Franklin Square Station**

The PATCO Franklin Square station will open to the public on April 3rd. PATCO representatives will provide an overview of the project.

## **DISCUSSION ITEMS**

### **10. IIJA Update**

An update on IIJA will be provided.

### **11. One Minute Reports**

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

### **12. Old Business**

### **13. New Business**

### **14. Meeting Adjournment**

The next scheduled meeting of the RTC is Tuesday, May 6, 2025, planned as an in-person hybrid meeting.

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**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE**

**March 11, 2025 Meeting Highlights**

**This Meeting was held hybrid.**

- 1. Call to Order**
- 2. DVRPC Director's Report**
- 3. Public Comment on Any Agenda and Non-Agenda Items**

No public comments were made at the meeting.

**RTC AGENDA ITEMS**

**4. Highlights of the February 11, 2025 RTC Meeting**

The highlights from the February 11, 2025 meeting of the RTC were presented for adoption.

Motion *by Nicholas Baker, seconded by Lou Hufnagle* that the RTC adopt the highlights of the February 11, 2025 RTC meeting.

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

**5. Election of Chair**

Mike Boyer explained that a nominating committee, consisting of Matt Edmond and Jonathan Korus, has nominated Matt Popek of Montgomery County to complete the FY 25 RTC Chair term. No additional nominations were proposed.

Motion: *by Kelley Yemen, seconded by Brian Styche*  
Motion passed. All votes were cast in favor of the motion.

**6a. PA25-040: PA 611 (Old York Road) over SEPTA (MPMS #16214), Montgomery County – Advance and Increase CON Phase**

The RTC recommends:

The DVRPC Board approve TIP Action PA25-040, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase of the PA 611 (Old York Road) over SEPTA (MPMS #16214) project by \$8,200,000 BRIP in FY26 and advancing \$4,502,000 BRIP to the FY25 CON Phase and \$999,000 BRIP to the FY26 CON Phase.

Motion: *by Jonathan Korus, seconded by Matthew Popek*  
Motion passed. All votes were cast in favor of the motion.

**6b. PA25-041: North Valley Road over Amtrak (MPMS # 47979), Chester County – Delay CON Phase/Cashflow CON outside 4-Year TIP**

The RTC recommends:

The DVRPC Board approve TIP Action PA25-041, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by delaying the Construction (CON) Phase of the North Valley Road over Amtrak (MPMS #47979) project by cashflowing \$8,020,000 (\$6,416,000 BRIP/\$1,604,000 State 185) from FY26 to FY33, in the total amount of \$8,754,000 (\$7,011,000 BRIP/\$1,753,000 State 185), to match the project's updated Let date of January 2028.

Motion: *Jonathan Korus, seconded by Brian Styche*  
Motion passed. All votes were cast in favor of the motion.

**6c. PA25-042: Statewide Multimodal Transportation Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP**

The RTC recommends:

The DVRPC Board approve TIP Action PA25-042, PennDOT's request that DVRPC accept the listed Statewide MTF projects, as well as their additional funds into the FY2025 TIP for Pennsylvania. Six projects for the total amount of \$12,708,000 (\$9,082,000 State 411/\$3,626,000 LOC) will be added to the TIP:

Motion: *by Kelley Yemen, seconded by Nick Cressman*  
Motion passed. All votes were cast in favor of the motion.

**6d. PA25-043: Bridge Off System Projects (Various MPMS #'s), Various Counties – Add New Projects to the TIP**

The RTC recommends:

The DVRPC Board approve TIP Action PA25-043, DVRPC staff's request to add the listed BOF projects to the FY2025 TIP for Pennsylvania. Seven projects for the total amount of \$48,664,000 BOF will be added to the TIP:

Bucks County

**Randall Avenue Bridge over Amtrak (MPMS #13233)** – \$1,430,000 BOF/Toll Credit

Chester County

**Replacement of Harmony Hill Road over Valley Creek (MPMS #82018)** -

\$1,990,000 BOF/Toll Credit

**Replacement of Coventryville Road over French Creek (MPMS #86272)** -

\$2,552,000 BOF/Toll Credit

**Replacement of Forest Manor Road over East Branch Big Elk Creek**

**(MPMS #78530)** - \$1,492,000 BOF/Toll Credit

Delaware County

**Pine Street over Darby Creek (MPMS #103546)** - \$8,800,000 BOF/Toll Credit

Montgomery County

**Washington Street over Norfolk Southern Railroad (MPMS # 16292)** -

\$9,400,000 BOF/Toll Credit

City of Philadelphia

**Margie Street Bridge over Amtrak (MPMS #17595)** – \$23,000,000 BOF/Toll Credit

Motion: *by David Alas, seconded by Nicholas Baker*  
Motion passed. All votes were cast in favor of the motion.

**7. How Does Particle Pollution Vary in the City of Trenton?: A PurpleAir Sensor Study 2022-2024**

**8. Transportation & Warehouse Industry Snapshot**

**9. IIJA Update**

**10. One Minute Reports**

The next scheduled meeting of the RTC is **Tuesday, April 8, 2025, 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

**Representative**

Farzana Ahmed  
(not represented)  
(not represented)  
(not represented)  
Walter Lane  
(not represented)  
Sachin Shankar  
David Alas  
(not represented)  
Jonathan Korus  
Richard Brahler  
Tom Stanuikynas  
Ilene Lampitt  
Brian Styche  
Lou Hufnagle  
Nick Cressman  
Matt Lawson  
Matt Popek  
Kyle Brown  
Nicholas Baker  
Kelley Yemen

City of Chester  
City of Trenton  
Delaware River Port Authority  
New Jersey Transit Corporation  
Port Authority Transit Corporation  
Southeastern PA Transportation Authority  
Public Participation Task Force  
Public Participation Task Force

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

**Other Member Representatives and Guests**

Burlington County  
Burlington County  
Bucks County  
City of Philadelphia  
City of Philadelphia  
City of Philadelphia  
City of Philadelphia  
Camden County  
Chester County  
City of Philadelphia  
City of Philadelphia Streets Department

Paul Fritz  
(not represented)  
Darlene Callands  
Nathan Chadwick  
Rohan Hepkins  
Kellie Bellina  
Craig Way  
William Matulewicz

**Representative**

(not represented)  
(not represented)  
Jason Simmons  
(not represented)  
(not represented)  
(not represented)  
Rosemary Nivar  
Rob Henry  
Tracy Barusevicius  
Ronda Urkowitz  
(not represented)  
(not represented)  
(not represented)  
Judith Fagin  
William Matulewicz  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
(not represented)

Carol Thomas  
Matthew Johnson  
Parker Frohlich  
Steve Baron  
Peter Barnard  
Rebecca McCormick  
Lamei Zhang  
Kevin Thomas  
Patty Quinn  
Nate Dorfman  
David Kanthor

Gloucester County  
Mercer County  
Montgomery County  
The Partnership TMA  
NJDEP  
NJDEP  
NJDEP  
NJDEP  
NJDEP  
NJEP  
NJDEP  
Dewberry  
Rider University  
The College of New Jersey

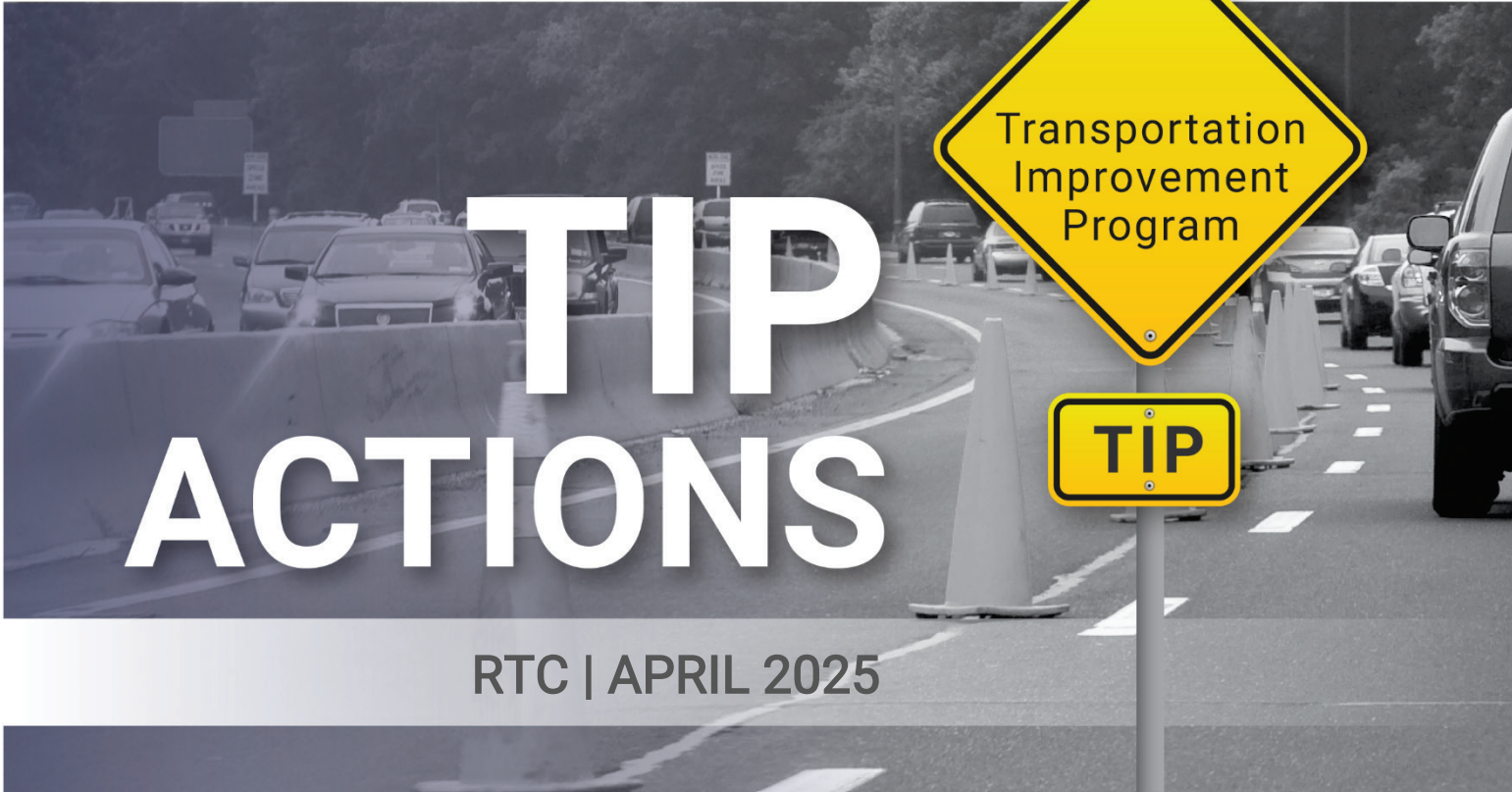
Bill Fleming  
Matthew Zochowski  
Austen Davis  
Lucas Oshman  
Sebastian Meledina  
Alec Ayers  
Yuliza Cruz  
Jess Munyan  
Christopher McMillan  
Jeff Cantor  
Lindsay Hammer  
Jack Kanarek  
Joshua Stratton  
Karen Gordon

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# TIP ACTIONS

RTC | APRIL 2025

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[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

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**TIP Actions for April 2025**

The following projects require formal TIP modifications or amendments this month for the FY2024 TIP for New Jersey and/or FY2025 TIP for Pennsylvania. Attached is the Action statement (“Pink Sheet”) for the project followed by the TIP “Before/After” description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) **PA25-045: Chester County EV Charging Stations (MPMS #118553), Chester County – Add Earmark Project Back into the TIP**
  
- b) **PA25-046: Washington Lane Bridge (MPMS #16483), Montgomery County – Add New Project to the TIP**
  
- c) **NJ24-093: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710), Mercer County – Increase CON Phase**

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

**ACTION ITEM**

Date Prepared: March 27, 2025

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

**APRIL 8, 2025**

**Agenda Item:**

**5a. PA25-045: Chester County EV Charging Stations (MPMS #118553), Chester County – Add Earmark Project Back into the TIP**

**Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Chester County EV Charging Stations (MPMS #118553) back into the TIP in the amount of \$646,000 SXF for the Construction (CON) Phase in FY25. This project was awarded an FFY 2022 Appropriations Earmark and is being added back into the TIP for obligation purposes, as funds will lapse at the end of the federal fiscal year. These are additional funds to the region.

The project includes installation of 26 electric vehicle (EV) charging stations at County government-owned sites throughout Chester County, Pennsylvania. Properties range from office buildings and institutional facilities to recreational sites, including County parks and regional multi-use trails. Each EV station will be Level 2 commercial grade and capable of charging two vehicles simultaneously. In addition to purchasing the EV station materials and installation, the project also includes electrical work required to adequately service and operate the stations.

**Financial Constraint:**

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

**Conformity Finding:**

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

**Cost and Source of Funds:**

\$646,000 SXF (earmark)

Date Action Required:

April 8, 2025

Recommendations:

RTC – RTC will make a recommendation at the April 8, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-045, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Chester County EV Charging Stations (MPMS #118553) project back into the TIP in the amount of \$646,000 SXF for the Construction (CON) Phase in FY25.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #041

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-045

### Chester

MPMS# 118553 *Chester County EV Charging Stations*

AQ Code NRS **LIMITS:** Various Locations in Chester County

Latitude: **MUNICIPALITIES** Various

Longitude: Other

**PROJ MANG:** EE/DVRPC/J. Banks

The project includes installation of 26 electric vehicle (EV) charging stations at County government-owned sites throughout Chester County, Pennsylvania. Properties range from office buildings and institutional facilities to recreational sites including County parks and regional multi-use trails. The EV stations are intended for use by both members of the public and employees assigned to the respective locations. Each EV station will be Level 2 commercial grade and capable of charging two vehicles simultaneously. In addition to purchase of the EV station materials and installation, the project also includes necessary site electrical work required to adequately service and operate the stations.

#### Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding the Chester County EV Charging Stations (MPMS #118553) back into the TIP in the amount of \$646,000 SXF for the Construction (CON) Phase in FY25.

**The proposed action will add a new project to the TIP**

#### After Proposed Action

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	SXF	646													
		646	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			646	Total FY2029-2032				0	Total FY2033-2036				0

**ACTION ITEM**

Date Prepared: March 26, 2025

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

**APRIL 8, 2025**

**Agenda Item:**

**5b. PA25-046: Washington Lane Bridge (MPMS #16483), Montgomery County – Add New Project to the TIP**

**Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Washington Lane Bridge (MPMS #16483), in the total amount of \$11,500,000 including \$500,000 (\$400,000 BRIP/\$100,000 State 185) for the Preliminary Engineering (PE) Phase in FY25; \$400,000 State 185 for the Final Design (FD) Phase in FY26; \$400,000 State 185 for the FD Phase in FY27; \$100,000 State 185 for the Right-of-Way (ROW) Phase in FY27; \$100,000 State 185 for the Utility (UTL) Phase in FY28; and \$10,000,000 State 185 for the Construction (CON) Phase in FY33.

This project will rehabilitate the Washington Lane Bridge, currently in poor condition. An interim inspection in November 2022 noted that immediate repairs were required due to excessive rocker bearing tilt. Timber cribbing was installed as a temporary measure in November 2022 to support the deck and prevent closing the bridge.

Structure rehabilitation is the preferred option at this time based on the current understanding of the bridge condition. Deck joints and components below them are in poor condition and once retrofitted/repared, are intended to get the bridge superstructure back to a good condition. The remaining repairs are associated with the deck and substandard barrier. In order to start designing the project to determine the extent of the work needed, the project must be programmed on the TIP.

**Financial Constraint:**

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

Conformity Finding:

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

Cost and Source of Funds:

\$400,000 BRIP/\$11,100,000 State 185

Date Action Required:

April 8, 2025

Recommendations:

RTC – RTC will make a recommendation at the April 8, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-046, PennDOT's request that DVRPC amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Washington Lane Bridge (MPMS #16483) in the total amount of \$11,500,000 including \$500,000 (\$400,000 BRIP/\$100,000 State 185) for the Preliminary Engineering (PE) Phase in FY25; \$400,000 State 185 for the Final Design (FD) Phase in FY26; \$400,000 State 185 for the FD Phase in FY27; \$100,000 State 185 for the Right-of-Way (ROW) Phase in FY27; \$100,000 State 185 for the Utility (UTL) Phase in FY28; and \$10,000,000 State 185 for the Construction (CON) Phase in FY33.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #046
2. Project Location Map

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-046

### Montgomery

MPMS# 16483 *Washington Lane Bridge*

AQ Code S19

LIMITS:

Latitude:

MUNICIPALITIES Cheltenham Township

Longitude:

Bridge Repair/Replacement

PROJ MANG: P. Valliere

This project will rehabilitate the Washington Lane Bridge, currently in poor condition. An interim inspection in November 2022 noted that immediate repairs were required due to excessive rocker bearing tilt. Timber cribbing was installed as a temporary measure in November 2022 to support the deck and prevent closing the bridge.

Structure rehabilitation is the preferred option at this time based on the current understanding of the bridge condition. Deck joints and components below them are in poor condition and once retrofitted/repared, are intended to get the bridge superstructure back to a good condition. The remaining repairs are associated with the deck and substandard barrier. In order to start designing the project to determine the extent of the work needed, the project must be programmed on the TIP.

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

#### Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding a new project to the TIP, the Washington Lane Bridge (MPMS #16483), in the total amount of \$11,500,000 including \$500,000 (\$400,000 BRIP/\$100,000 State 185) for the Preliminary Engineering (PE) Phase in FY25; \$400,000 State 185 for the Final Design (FD) Phase in FY26; \$400,000 State 185 for the FD Phase in FY27; \$100,000 State 185 for the Right-of-Way (ROW) Phase in FY27; \$100,000 State 185 for the Utility (UTL) Phase in FY28; and \$10,000,000 State 185 for the Construction (CON) Phase in FY33.

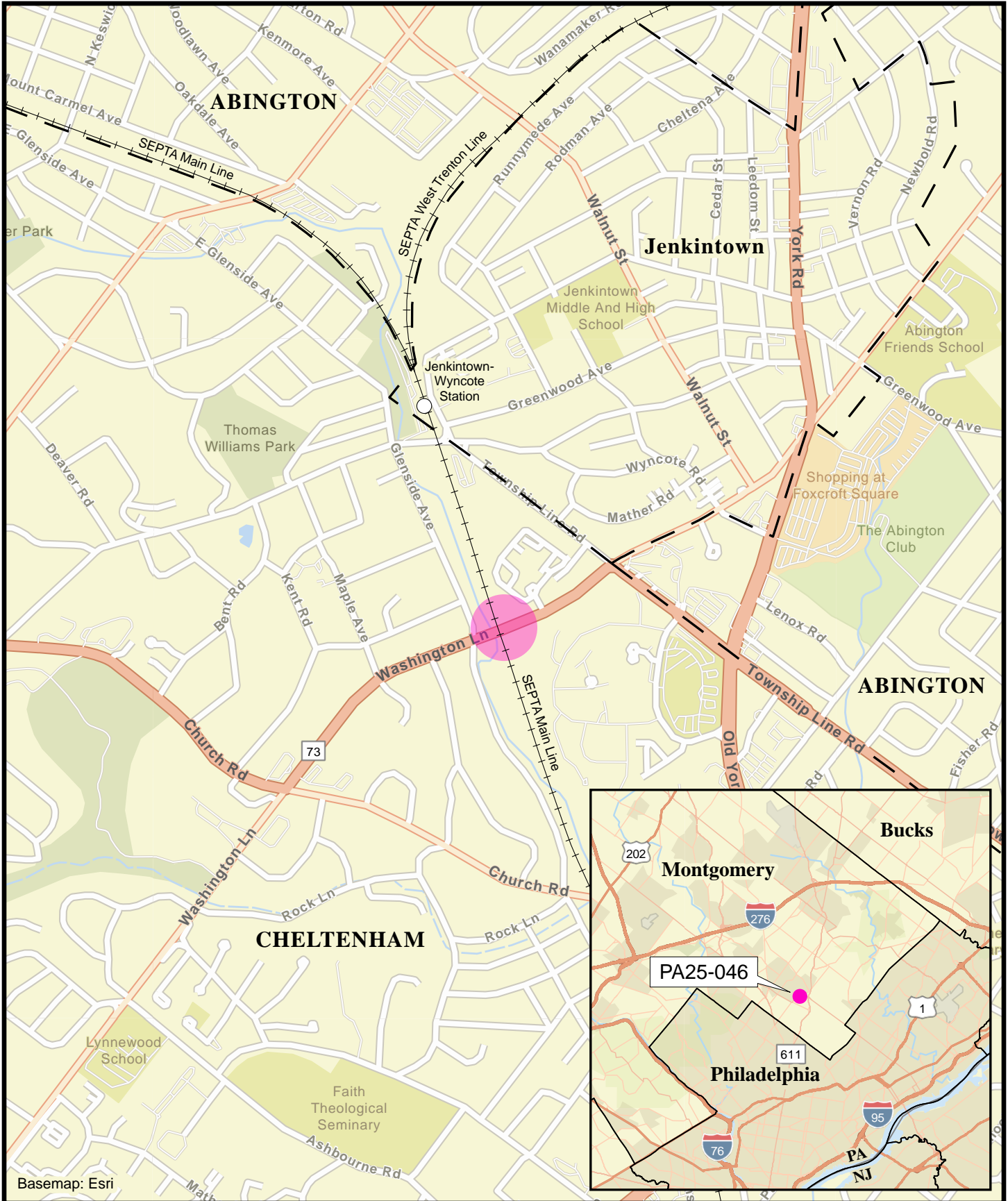
**The proposed action will add a new project to the TIP**

#### After Proposed Action

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	BRIP	400												
PE	185	100												
FD	185		400											
FD	185			400										
ROW	185			100										
UTL	185				100									
CON	185									10,000				
		<b>500</b>	<b>400</b>	<b>500</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>1,500</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>10,000</b>



# PA25-046: Washington Lane Bridge



**ACTION ITEM**

Date Prepared: March 27, 2025

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

**APRIL 8, 2025**

**Agenda Item:**

**5c. NJ24-093: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710), Mercer County – Increase CON Phase**

**Background/Analysis/Issues:**

Mercer County has requested that DVRPC amend the FY2024 TIP for New Jersey by increasing the Construction (CON) Phase of the Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710) project by \$20.6 M, and reprogramming from \$41 M OTHER-DVRPC (FY25: \$16.4 M/FY26: \$16.4 M/FY27: \$8.2 M) to \$61.6 M (\$47 M BIP-DVRPC/\$14.6 M OTHER-DVRPC) in FY25.

On October 28, 2024, Mercer County was awarded a federal competitive Bridge Improvement Program (BIP) grant in the amount of \$47 M. This action will program those funds on the TIP to help facilitate execution of the project's grant agreement. The cost increase is due to the industry-wide increase in prices from the time of the Preliminary Engineering (PE) estimate in August 2022, until now. During Final Design (FD), GPI, the lead construction agency on this project, developed a better understanding of the total project duration and external restrictions, such as working around the Amtrak Northeast Corridor (NEC). The total project duration increased from two years to more than four years as the project progressed from PE into FD. A longer project schedule leads to an increase in costs. There were also costs of items that were underestimated during the PE phase, such as Structural Steel increasing from \$5.5M in PE to \$11M in FD, which is reflective of the difficulty in erecting a new bridge over Amtrak's NEC.

This project will replace the Lincoln Avenue Bridge over Amtrak's NEC rail line, an inactive rail yard, and Assunpink Creek. Proposed improvements include:

- Complete replacement of the structure to correct deficiencies and meet current design requirements.
- The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7').
- The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks.
- Standard 12-foot wide lanes, 8-foot wide shoulders, and 6-foot wide sidewalks for pedestrians will be provided on the structure.

- Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.

No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance.

Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'Poor', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced.

#### Financial Constraint:

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

#### Conformity Finding:

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

#### Cost and Source of Funds:

\$61.6 M (\$47 M BIP-DVRPC/\$14.6 M OTHER-DVRPC)

#### Date Action Required:

April 8, 2025

#### Recommendations:

RTC – RTC will make a recommendation at the April 8, 2025 RTC Meeting.

Staff – Recommends approval.

#### Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-093, Mercer County's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the Construction (CON) Phase of the Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710) project by \$20.6 M, and reprogramming from \$41 M OTHER-DVRPC (FY25: \$16.4 M/FY26: \$16.4 M/FY27: \$8.2 M) to \$61.6 M (\$47 M BIP-DVRPC/\$14.6 M OTHER-DVRPC) in FY25.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC FCC #28
2. Project Location Map

# DVRPC FY2024 TIP for New Jersey

Action: NJ24-093

## Highway/Transit/Statewide Program

### Mercer

DB# D1710 Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek

A/Q Code S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:

1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;
2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7');
3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;
4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;
5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.

No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance. Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced. The fund type 'OTHER-DVRPC' reflects a commitment by Mercer County of Local County Aid, Local Aid State Infrastructure Bank, and/or Mercer County general funds to the project.

Prog Mgr: Desai, Deval

Trenton City

**Summary of Action:**

Formal action to amend the FY2024 TIP for New Jersey by increasing the CON Phase of the Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710) project by \$20.6 M, and reprogramming from \$41 M OTHER-DVRPC (FY25: \$16.4 M/FY26: \$16.4 M/FY27: \$8.2 M) to \$61.6 M (\$47 M BIP-DVRPC/\$14.6 M OTHER-DVRPC) in FY25. See DVRPC Local FCC #28.

Mapped: Y

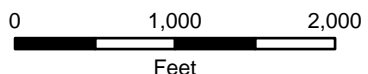
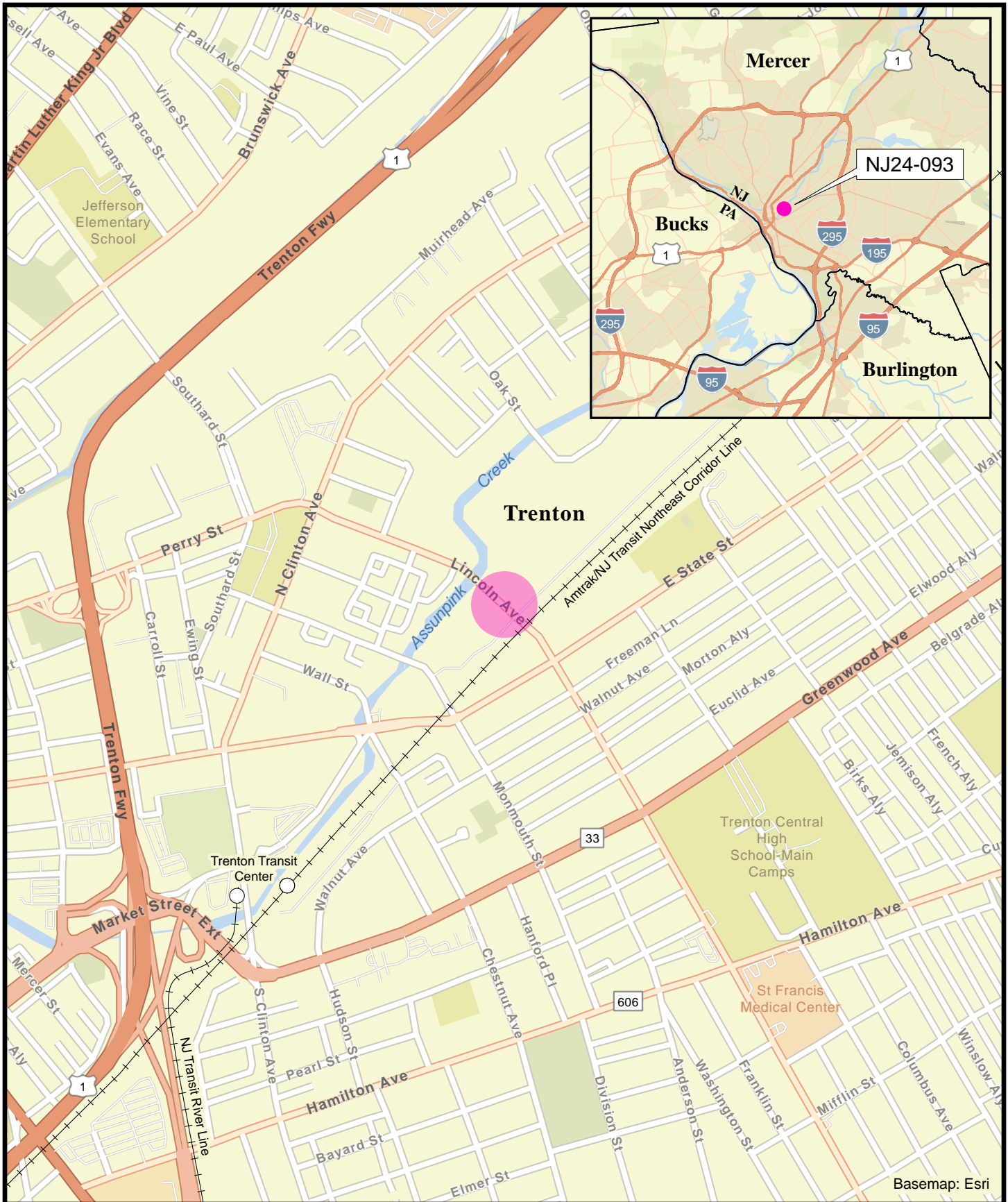
**Before Proposed Action**

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	OTHER		16.400	16.400	8.200						
	Fiscal Year Total		16.400	16.400	8.200						
		<b>Total FY2024-2027</b>				<b>Out-Year Cost</b>					
		41.000									

**After Proposed Action**

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	BIP-DVRPC		47.000								
CON	OTHER		14.600								
	Fiscal Year Total		61.600								
		<b>Total FY2024 - 2027</b>				<b>Total FY2028 - 2033</b>					
		61.600									

# NJ24-093: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek



***PennDOT Fiscal Constraint Charts  
(April 2025)***

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DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS (in \$1,000's)

MA IDs: 139245, 139246, 139247, 139248, 139249, 139250

TIP MODIFICATIONS FOR MARCH 2025  
Chart #40

Chart: 040

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

Administrative Action				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks							
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC										
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	839,438	1,363,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	13,178,226	LINE ITEM					
			Adjust	STU	581	1,123,164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,123,164						
			After	STU	581	1,962,602	1,363,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	14,301,390		
US 1: CHESTER COUNTY LN-POLE CAT RD(C) DELAWARE SR,0001,PM1	88400	CON	Before	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$1,123,163.63 FPN Y230-X063-247.				
			Adjust	STU		(1,123,164)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,123,164)					
			After	STU		(1,123,164)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,123,164)				
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	1,962,602	1,363,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	14,301,390	LINE ITEM		
			Adjust	STU	581	(1,404,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,404,000)				
			After	STU	581	558,602	1,363,788	0	0	449,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	12,897,390
PA SRHPP MONTGOMERY SR,----,---	117912	PRA	Before	STU	TC	798,000	0	0	798,000	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	1,596,000	ADDING FUNDS TO MATCH AMOUNT NEEDED FOR FY 26 UPWP.				
			Adjust	STU	TC	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,000				
			After	STU	TC	828,000	0	0	798,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,626,000			
TRAVEL MONITORING MONTGOMERY SR,----,---	115968	PRA	Before	STU	TC	145,000	0	0	145,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290,000	ADDING FUNDS TO MATCH AMOUNT NEEDED FOR FY 26 UPWP.				
			Adjust	STU	TC	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	0	0	0	0	0	0	0	80,000					
			After	STU	TC	225,000	0	0	145,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	370,000			
ENHANCE & MAINTAIN TRAVEL FORECASTING TOOLS PHILADELPHIA SR,----,---	115973	PRA	Before	STU	TC	454,000	0	0	454,000	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	908,000	ADDING FUNDS TO MATCH AMOUNT NEEDED FOR FY 26 UPWP.				
			Adjust	STU	TC	124,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124,000					
			After	STU	TC	578,000	0	0	454,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,032,000			
REG. ELECTRIC VEHICLE PLAN MONTGOMERY SR,----,---	117936	PRA	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	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO THE TIP FOR THE FY 26 UPWP.			
			Adjust	STU	TC	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000					
			After	STU	TC	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000			
2025 ON-BOARD & HOUSEHOLD TRAVEL SURVEYS PHILADELPHIA SR,----,---	81237	PRA	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	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO THE TIP FOR AD CONVERSION, TO PROCEED WITH FY 26 UPWP WORK.			
			Adjust	STU	TC	1,095,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,095,000				
			After	STU	TC	1,095,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,095,000			
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	674,781	1,578,000	0	585,000	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	5,000,000	4,282,000	3,762,000	0	15,881,781	LINE ITEM
			Adjust	NHPP	581	(128,000)	(32,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(160,000)		
			After	NHPP	581	546,781	1,546,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	4,282,000	3,762,000
D6 MODELING ASSISTANCE MONTGOMERY SR,----,---	115974	PRA	Before	NHPP	581	368,000	92,000	0	368,000	92,000	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	920,000	ADDING FUNDS TO MATCH AMOUNT NEEDED FOR FY 26 UPWP.		
			Adjust	NHPP	581	128,000	32,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160,000		
			After	NHPP	581	496,000	124,000	0	368,000	92,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,080,000	







DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR MARCH 2025  
Chart #42

MA IDs:

Chart: 042

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

Administrative Action			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			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			
COUNTY/CITY BRDG RESERV  BUCKS  SR,-----	95447	CON	Before		183	0	251,042	1,237,760	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	40,538,553	LINE ITEM	
			Adjust		183	0	0	0	0	(2,480,000)	(620,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(3,100,000)
			After		183	0	251,042	1,237,760	0	944,000	121,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	37,438,553		
MICHIGAN AVENUE O/ LITTLE CRUM CREEK  DELAWARE  SR,----,210	98216	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	DRAWING DOWN FUNDS IN ANTICIPATION OF THE PROJECT LETTING LATER IN 2025. PROJECT WAS SELECTED AS PART OF ROUND 1 SELECTIONS IN FALL 2012.	
			Adjust		183	0	0	0	0	2,480,000	620,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,100,000
			After		183	0	0	0	2,480,000	620,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,100,000		
<b>Before FFY Totals</b>					0	251,042	1,237,760	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	40,538,553			
<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	251,042	1,237,760	0	3,424,000	741,000	0	2,863,000	831,000	0	1,206,000	896,000	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	40,538,553			

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 139258

TIP MODIFICATIONS FOR MARCH 2025  
Chart #43

Chart: 043

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

Administrative Action				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			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					
TAPHTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		6,729,636	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	103,111,636	LINE ITEM		
			Adjust	TAU		(1,700,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,700,000)			
			After	TAU		5,029,636	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	101,411,636
HIGHLAND AVE COMPLETE STREET(C) DELAWARE SR,,,,,HCS	117957	CON	Before	TAU	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	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.	
			Adjust	TAU	TC	135,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135,000		
			After	TAU	TC	135,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135,000	
LIBERTY BELL TRAIL P3 MONTGOMERY SR,,,,,LBT	117965	CON	Before	TAP	TC	373,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
			Adjust	TAP	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	0	0	0	0
			After	TAP	TC	373,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373,000
LIBERTY BELL TRAIL P3 MONTGOMERY SR,,,,,LBT	117965	CON	Before	TAU	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	0	0	0	2021 TASA REGIONAL AWARDED PROJECT. DRAWING DOWN FUNDS FOR ANTICIPATED OBLIGATION LATER THIS YEAR.
			Adjust	TAU	TC	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	
			After	TAU	TC	600,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000
TOUGHKENAMON STREETScape CHESTER SR,,,,,TSI	117969	CON	Before	TAU	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	0	0	0	2021 TASA REGIONAL AWARDED PROJECT. DRAWING DOWN FUNDS FOR ANTICIPATED OBLIGATION LATER THIS YEAR.
			Adjust	TAU	TC	965,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	965,000	
			After	TAU	TC	965,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	965,000
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						7,102,636	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	103,484,636			

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR APRIL 2025  
Chart #44

MA IDs: 139259

Chart: 044

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

Administrative Action			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks					
Project Title	MPMS	Phs	Armts.	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	350,602	1,363,788	0	0	0	0	0	760,000	0	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	12,741,390	LINE ITEM		
			Adjust	STU	581	298,065	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298,065			
			After	STU	581	648,667	1,363,788	0	0	0	501,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000		0	13,039,455
TCDI ADMINISTRATION 2022-23  PHILADELPHIA  SR,----,---	115963	PRA	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	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$298,064.73 FPN Z230-X061-237		
			Adjust	STU	TC	(298,065)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(298,065)			
			After	STU	TC	(298,065)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(298,065)	
<b>STP LINE ITEM</b> <b>BUCKS</b>	79927	CON	Before	STP	581	41,492	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41,492	LINE ITEM		
			Adjust	STP	581	599,062	0	0	0	0	0	2,125,000	0	0	645,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,369,062	
			After	STP	581	640,554	0	0	0	0	0	2,125,000	0	0	645,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3,410,554	
US 322: US 1 - FEATHERBED(C)  DELAWARE  SR,0322,101	69816	CON	Before	STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$1,153,061.76 FPN Z240-X063-233		
			Adjust	STP		(1,153,062)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,153,062)			
			After	STP		(1,153,062)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(1,153,062)	
KEIM ST O/ SCHUYLKILL RIVER(C)  MONTGOMERY  SR,7046,190	83742	CON	Before	STP		2,725,000	0	0	3,005,000	0	0	2,125,000	0	0	645,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,500,000	ADVANCING FUNDS FOR ADVANCE CONSTRUCTION, REMAINING FUNDS AVAILABLE BASED ON REMAINING AMOUNT OF ADVANCE CONSTRUCT TO CONVERT \$6,284,000		
			Adjust	STP		554,000	0	0	0	0	0	0	(2,125,000)	0	0	(645,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,216,000)			
			After	STP		3,279,000	0	0	3,005,000	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	6,284,000			
<b>Before FFY Totals</b>						350,602	1,363,788	0	0	0	501,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	12,741,390				
<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>						3,117,094	1,363,788	0	3,005,000	0	501,000	0	2,125,000	760,000	0	645,000	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	21,282,882			

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA  
FISCAL CONSTRAINT CHART  
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR APRIL 2025  
Chart #45

MA IDs:

Chart: 045

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

Administrative Action			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks							
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC									
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	648,667	1,363,788	0	0	501,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	13,039,455	LINE ITEM				
			Adjust	STU	581	(482,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(482,000)					
			After	STU	581	166,667	1,363,788	0	0	501,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,963,000	563,000	0	12,557,455	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	1,386,129	201,500	14,956	5,763,339	270,000	0	2,597,338	72,000	0	819,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,724,000	56,897,714	0	69,934,976	LINE ITEM		
			Adjust	BOF	185	0	(121,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(121,000)			
			After	BOF	185	0	1,265,129	201,500	14,956	5,763,339	270,000	0	2,597,338	72,000	0	819,000	0	0	189,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,724,000	56,897,714	0	69,813,976
CHEYNEY RD O/ BR CHESTER CR DELAWARE SR,4015,DB1	104879	CON	Before	STU	185	478,000	119,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	597,000	ADDING FUNDS TO MATCH LATEST CON ESTIMATE.			
			Adjust	STU	185	482,000	121,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	603,000				
			After	STU	185	960,000	240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200,000			
<b>Before FFY Totals</b>						1,126,667	2,868,917	201,500	14,956	6,264,339	270,000	0	3,357,338	72,000	0	3,059,000	0	0	189,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,687,000	57,460,714	0	83,571,431		
<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	0	0	0		
<b>After FFY Totals</b>						1,126,667	2,868,917	201,500	14,956	6,264,339	270,000	0	3,357,338	72,000	0	3,059,000	0	0	189,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,687,000	57,460,714	0	83,571,431	



FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 138916) D6-0 Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
Multimodal Reserve / Central Office	102893	CON	Before		411	\$0	\$66,117,792	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Multimodal Reserve line item used as source of funds to maintain fiscal constraint.		
			Adjust		411		(3,000,000)													
			After		411		\$63,117,792			\$83,637,886			\$87,948,000			\$89,867,000				
Fairhill Neighborhood Slow Zone Phase 2 R9 /MTF Philadelphia	120282	CON	Before																Increase CON phase as per MTF agreement. Local funds include contributions to construction + inspection and are additional to the TIP.	
			Adjust		411		3,000,000	900,000												
			After		411		3,000,000	900,000												
<b>Before Totals</b>						\$0	\$66,117,792	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0			
<b>Adjustment Totals</b>						\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
<b>After Totals</b>						\$0	\$66,117,792	\$900,000	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0			

**NOTES**



FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID: 139060) Centre TIP				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</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>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	
SR 26/45 Shingletown Intersection 26/N37 Centre	76136	CON	Before															Return Deobligated sHSIP funds to Statewide HSIP Set Aside Reserve.
			Deob	sHSIP	(157,920)													
			After	sHSIP	(157,920)													
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP	486,291			2,214,419				37,797,781			47,639,959			Statewide HSIP Set Aside Reserve
			Adjust	sHSIP	157,920													
			After	sHSIP	644,211			2,214,419				37,797,781			47,639,959			
<b>Administrative Action</b> (MA ID: 139062) NEPA TIP				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</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>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	
SR61 / 209 Intersection 61/18S Schuylkill	72466	CON	Before															Return Deobligated sHSIP funds to Statewide HSIP Set Aside Reserve.
			Deob	sHSIP	(17,237)													
			After	sHSIP	(17,237)													
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP	644,211			2,214,419				37,797,781			47,639,959			Statewide HSIP Set Aside Reserve
			Adjust	sHSIP	17,237													
			After	sHSIP	661,448			2,214,419				37,797,781			47,639,959			
<b>Administrative Action</b> (MA ID: 139064) DVRPC TIP				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</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>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	
Rising Sun Avenue Signal Imp. (C) 1001/SIP Philadelphia	106994	CON	Before															Return Deobligated sHSIP funds to Statewide HSIP Set Aside Reserve.
			Deob	sHSIP	(9,588)													
			After	sHSIP	(9,588)													
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP	661,448			2,214,419				37,797,781			47,639,959			Statewide HSIP Set Aside Reserve
			Adjust	sHSIP	9,588													
			After	sHSIP	671,036			2,214,419				37,797,781			47,639,959			
<b>Before Totals</b>						\$1,791,950	\$0	\$0	\$6,643,257	\$0	\$0	#####	\$0	\$0	#####	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$184,745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$1,791,950	\$0	\$0	\$6,643,257	\$0	\$0	#####	\$0	\$0	#####	\$0	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID: 139070) DVRPC and STWD Items TIPs				<b>Fund Type</b>		<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</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>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>		
Manor Rd & Reeceville Rd Roundabout(C) 82/SIP Chester	110963	CON	Before															Add sHSIP funds to 2025 DVRPC TIP to cover AUC	
			Adjust	sHSIP		227,922													
			After	sHSIP		227,922													
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		934,558			2,214,419			37,797,781			47,639,959			HSIP Set Aside Reserve source of funds	
			Adjust	sHSIP		(227,922)													
			After	sHSIP		706,636				2,214,419			37,797,781			47,639,959			
<b>Before Totals</b>						\$934,558	\$0	\$0	\$2,214,419	\$0	\$0	\$37,797,781	\$0	\$0	\$47,639,959	\$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>						\$934,558	\$0	\$0	\$2,214,419	\$0	\$0	\$37,797,781	\$0	\$0	\$47,639,959	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 139172) DVRPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks				
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
Route 1 Improvement-North (C)  1/RC2  Bucks	93445	CON	Before	NHPP						1,281,000									Technical Correction to add earmark funds to the Route 1 Improvement-North (C) project. Demo ID PA017. These are additional federal funds to the TIP and STIP.			
			Before	STU		1,719,000				2,000,000												
			Before	SXF																		
			Adjust	NHPP																		
			Adjust	STU																		
			Adjust	SXF			538,567															
			After	NHPP								1,281,000										
			After	STU			1,719,000					2,000,000										
After	SXF																					
Administrative Action (MA ID: 139173) SPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks				
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
US 422 County Line East PM  422/101  Armstrong	114936	CON	Before	NHPP	581			1,282,880		3,401,000	1,201,882								Technical Correction to add earmark funds to the US 422 County Line East PM project. Demo ID PA476. These are additional federal funds to the TIP and STIP.			
			Before	SXF																		
			Adjust	NHPP	581																	
			Adjust	SXF			66,903															
			After	NHPP	581				1,282,880		3,401,000	1,201,882										
			After	SXF			66,903															
Administrative Action (MA ID: 139174) Northwest TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks				
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
PA 68 Dolby Street to Trout Run  68/376  Clarion	106502	CON	Before	NHPP	581		276,564							601,975				2,763,179	Technical Correction to add earmark funds to the PA 68 Dolby Street to Trout Run project. Demo ID PA553. These are additional federal funds to the TIP and STIP.			
			Before	STP			1,258,000				583,335											
			Before	SXF																		
			Adjust	NHPP	581																	
			Adjust	STP																		
			Adjust	SXF			93,258															
			After	NHPP	581			276,564							601,975					2,763,179		
			After	STP			1,258,000					583,335										
After	SXF																					
<b>Before Totals</b>						\$3,253,564	\$1,282,880	\$0	\$7,265,335	\$1,201,882	\$0	\$0	\$601,975	\$0	\$0	\$2,763,179	\$0	Actions do not affect air quality conformity.				
<b>Adjustment Totals</b>						\$698,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
<b>After Totals</b>						\$3,320,467	\$1,282,880	\$0	\$7,265,335	\$1,201,882	\$0	\$0	\$601,975	\$0	\$0	\$2,763,179	\$0					

NOTES

FISCAL CONSTRAINT CHART  
 FFY 2025-2028 TIP Highway/Bridge

<b>Administrative Action</b> (MA ID: 139194) <b>D6-0 DVRPC &amp; Statewide TIPS</b>				<b>Fund Type</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027</b>			<b>FFY 2028</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>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>		
Multimodal Reserve	102893	CON	Before		411		62,193,792			83,637,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.	
/			Adjust		411		(1,436,320)												
Central Office			After		411		60,757,472			83,637,886				87,948,000			89,867,000		
Historic Philadelphia Streets R10	81884	CON	Before															Add CON phase plus inspection as per MTF agreement. Local funds are additional to the TIP.	
/MT1			Adjust		411		1,436,320	451,680											
Philadelphia			After		411		1,436,320	451,680											
<b>Before Totals</b>						\$0	\$62,193,792	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$451,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$0	\$62,193,792	\$451,680	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0		

NOTES

***DRPA/PATCO Fiscal Constraint Charts***  
***(April 2025)***

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**DVRPC FY2024 TIP for New Jersey  
Fiscal Constraint Chart  
DVRPC Regional Transit (DRPA) Program (in Millions)  
DRPA/PATCO Fiscal Constraint Chart #4**

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

Project Title/ Program/ County	DB #	Phase	Action	Fund Type	Prior Years		Four Years of the TIP (FY24-27)					Out Years					Out Yrs Total	10-Yr Total	Remarks			
					2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032				2033		
Relocation of Center Tower/SCADA Modernization DRPA Various Counties	DR038	ERC	Before	SECT 5337	0.000	0.000	0.000	2.800	0.000	0.000	2.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.800	2.800	Administrative action NJ24-092 will modify the TIP by increasing the FY25 ERC Phase in the amount of \$3.5 M (\$2.8 M SECT 5337\$0.7 M DRPA).
			Adjust	SECT 5337	0.000	0.000	0.000	2.800			2.800									0.000	2.800	
			After	SECT 5337	0.000	0.000	0.000	5.600	0.000	0.000	5.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.600	
	DR038	ERC	Before	DRPA	0.000	0.000	0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.700	
			Adjust	DRPA	0.000	0.000	0.000	0.700			0.700									0.000	0.700	
			After	DRPA	0.000	0.000	0.000	1.400	0.000	0.000	1.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.400	
PATCO Station Platform Rehabilitation DRPA Various Counties	DR1803	ERC	Before	SECT 5307	0.000	0.000	0.000	17.401	2.080	0.000	19.481	1.560	4.000	4.000	4.000	0.000	0.000	0.000	13.560	33.041	Administrative action NJ24-092 will modify the TIP by increasing the FY25 ERC Phase in the amount of \$12.082 M (\$9.721 M SECT 5307\$2.361 M DRPA).	
			Adjust	SECT 5307	0.000	0.000	0.000	9.721			9.721								0.000	9.721		
			After	SECT 5307	0.000	0.000	0.000	27.122	2.080	0.000	29.202	1.560	4.000	4.000	4.000	0.000	0.000	0.000	0.000	13.560		42.762
	DR1803	ERC	Before	DRPA	0.000	0.000	0.000	4.420	0.520	0.000	4.940	0.390	1.000	1.000	1.000	0.000	0.000	0.000	3.390	8.330		
			Adjust	DRPA	0.000	0.000	0.000	2.361			2.361								0.000	2.361		
			After	DRPA	0.000	0.000	0.000	6.781	0.520	0.000	7.301	0.390	1.000	1.000	1.000	0.000	0.000	0.000	0.000	3.390		10.691
<b>Grand Total (Before)</b>					0.000	0.000	0.000	25.321	2.600	0.000	27.921	1.950	5.000	5.000	5.000	0.000	0.000	0.000	16.950	44.871		
<b>Grand Total (Adjust)</b>					0.000	0.000	0.000	15.582	0.000	0.000	15.582	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.582	<b>Financial Constraint is</b>	
<b>Grand Total (After)</b>					0.000	0.000	0.000	40.903	2.600	0.000	43.503	1.950	5.000	5.000	5.000	0.000	0.000	0.000	16.950	60.453	<b>Maintained.</b>	

***DVRPC Local  
Fiscal Constraint Charts  
(April 2025)***

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**DVRPC FY2024 TIP for New Jersey (FY24-FY27)**  
**Fiscal Constraint Chart #20**  
**DVRPC Local Highway Program (in Millions)**

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

Formal and Informational 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		
Burlington County Bus Purchase	D1510	EC	Before	CMAQ	0.344		0.268		0.612	0.268		0.344		0.268		0.880	1.492	Informational TIP Action NJ24-079 will modify the TIP by moving \$0.344 M CMAQ from the FY24 EC Phase to the FY25 EC Phase, and increasing FY25 EC Phase by \$0.035 M CMAQ from \$0.344 M CMAQ to \$0.379 M CMAQ.
Local			Adjust	CMAQ	(0.344)	0.379			0.035							0.000	0.035	
Burlington			After	CMAQ	0.000	0.379	0.268	0.000	0.647	0.268	0.000	0.344	0.000	0.268	0.000	0.880	1.527	
Camden County Bus Purchase	D0601	EC	Before	CMAQ	0.876		0.876		1.752	0.876		0.876		0.876		2.628	4.380	Informational TIP Action NJ24-079 will modify the TIP by moving \$0.876 M CMAQ from FY24 CON Phase to FY25 CON Phase increasing the FY25 CON Phase by \$0.038 M CMAQ from \$0.876 M CMAQ to \$0.914 M CMAQ.
Local			Adjust	CMAQ	(0.876)	0.914			0.038							0.000	0.038	
Camden County			After	CMAQ	0.000	0.914	0.876	0.000	1.790	0.876	0.000	0.876	0.000	0.876	0.000	2.628	4.418	
Gloucester County Bus Purchase	D9807	CON	Before	CMAQ	0.162		0.162		0.324	0.162		0.162		0.162		0.486	0.810	Informational TIP Action NJ24-079 will modify the TIP by moving \$0.162 M CMAQ from the FY24 CON Phase to the FY25 CON Phase and decreasing the FY25 CON Phase by \$0.008 M CMAQ from \$0.162 M CMAQ to \$0.154 M CMAQ.
Local			Adjust	CMAQ	(0.162)	0.154			(0.008)							0.000	(0.008)	
Gloucester			After	CMAQ	0.000	0.154	0.162	0.000	0.316	0.162	0.000	0.162	0.000	0.162	0.000	0.486	0.802	
Mercer County Bus Purchase	D1011	CON	Before	CMAQ	0.842		0.664		1.506	0.842		0.842		0.842		2.526	4.032	Informational TIP Action NJ24-079 will modify the TIP by moving \$0.842 M CMAQ from FY24 CON Phase to FY25 CON Phase increasing the FY25 CON Phase by \$0.084 M CMAQ from \$0.842 M CMAQ to \$0.926 M CMAQ.
Local			Adjust	CMAQ	(0.842)	0.926			0.084							0.000	0.084	
Mercer			After	CMAQ	0.000	0.926	0.664	0.000	1.590	0.842	0.000	0.842	0.000	0.842	0.000	2.526	4.116	
Local CMAQ Initiatives	X065	EC	Before	CMAQ	1.490	1.542	1.940	1.610	6.582	1.762	1.610	1.686	1.610	2.086	2.486	11.240	17.822	Informational TIP Action NJ24-079 will modify the TIP by increasing FY24 EC Phase by \$2.224 M CMAQ from \$1.49 M CMAQ to \$3.714 M CMAQ and decreasing the FY25 EC Phase by \$2.373 M CMAQ from \$1.542 M CMAQ to -\$0.831 M CMAQ.
Local			Adjust	CMAQ	2.224	(2.373)	0.000	0.000	(0.149)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.149)	
Various Counties			After	CMAQ	3.714	(0.831)	1.940	1.610	6.433	1.762	1.610	1.686	1.610	2.086	2.486	11.240	17.673	
Total Before				0.000	3.714	1.542	3.910	1.610	10.776	3.910	1.610	3.910	1.610	4.234	2.486	17.760	28.536	Fiscal Constraint is maintained. Additional obligation authority provided by NJDOT.
Total Adjust				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 After				0.000	3.714	1.542	3.910	1.610	10.776	3.910	1.610	3.910	1.610	4.234	2.486	17.760	28.536	

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, STPBG (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. STBG 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 #21**  
**DVRPC Local Highway Program (in Millions)**

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

Formal and Informational 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		
Burlington County Bus Purchase	D1510	EC	Before CMAQ	0.000	0.379	0.268		0.647	0.268		0.344		0.268		0.880	1.527	Informational TIP Action NJ24-090 will modify the TIP by switching \$0.379 M CMAQ funding to CR-PHILA funding in the FY25 EC Phase, from \$0.379 M CMAQ to \$0.0 M CMAQ and from \$0.0 M CR-PHILA to \$0.379 M CR-PHILA.		
			Adjust CMAQ	0.000	(0.379)			(0.379)								0.000		(0.379)	
			After CMAQ	0.000	0.000	0.268	0.000	0.268	0.268	0.000	0.344	0.000	0.268	0.000	0.880	1.148			
			Before CR-PHILA	0.000		0.000		0.000	0.000	0.000		0.000		0.000		0.000		0.000	
			Adjust CR-PHILA	0.000	0.379			0.379										0.000	0.379
			After CR-PHILA	0.000	0.379	0.000	0.000	0.379	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.379
Camden County Bus Purchase	D0601	EC	Before CMAQ	0.000	0.914	0.876		1.790	0.876		0.876		0.876		2.628	4.418	Informational TIP Action NJ24-090 will modify the TIP by switching \$0.914 M CMAQ funding to CR-PHILA funding in the FY25 EC Phase, from \$0.914 M CMAQ to \$0.0 M CMAQ and from \$0.0 M CR-PHILA to \$0.914 M CR-PHILA.		
			Adjust CMAQ	0.000	(0.914)			(0.914)								0.000		(0.914)	
			After CMAQ	0.000	0.000	0.876	0.000	0.876	0.876	0.000	0.876	0.000	0.876	0.000	2.628	3.504			
			Before CR-PHILA	0.000		0.000		0.000	0.000		0.000		0.000		0.000	0.000		0.000	
			Adjust CR-PHILA	0.000	0.914			0.914										0.000	0.914
			After CR-PHILA	0.000	0.914	0.000	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.914
Mercer County Bus Purchase	D1011	CON	Before CMAQ	0.000	0.926	0.664		1.590	0.842		0.842		0.842		2.526	4.116	Informational TIP Action NJ24-090 will modify the TIP by switching \$0.6 M CMAQ funding to CR-TRENTON funding in the FY25 CON Phase, from \$0.926 M CMAQ to \$0.235 M CMAQ and from \$0.0 M CR-TRENTON to \$0.6 M CR-TRENTON.		
			Adjust CMAQ	0.000	(0.691)			(0.691)								0.000		(0.691)	
			After CMAQ	0.000	0.235	0.664	0.000	0.899	0.842	0.000	0.842	0.000	0.842	0.000	2.526	3.425			
			Before CR-TRENTON	0.000		0.000		0.000	0.000		0.000		0.000		0.000	0.000		0.000	
			Adjust CR-TRENTON	0.000	0.691			0.691										0.000	0.691
			After CR-TRENTON	0.000	0.691	0.000	0.000	0.691	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.691
Local CMAQ Initiatives Local Various Counties	X065	EC	Before CMAQ	3.714	(0.831)	1.940	1.610	6.433	1.762	1.610	1.686	1.610	2.086	2.486	11.240	17.673	Informational TIP Action NJ24-090 will modify the TIP by increasing FY25 EC Phase by \$1.893 M CMAQ from -\$0.831 M CMAQ to \$0.583 M CMAQ.		
			Adjust CMAQ	0.000	1.984	0.000	0.000	1.984	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		1.984	
			After CMAQ	3.714	1.153	1.940	1.610	8.417	1.762	1.610	1.686	1.610	2.086	2.486	11.240	19.657			
DVRPC Carbon Reduction Program	D2305	ERC	Before CR-PHILA	2.628	2.680	2.734	2.789	10.831	2.844	2.901	2.959	3.019	3.079	3.141	17.943	28.774	Informational TIP Action NJ24-090 will modify the TIP by decreasing the FY25 EC Phase by \$1.893 M (\$1.293 M CR-PHILA/\$0.6 M CR-TRENTON) from \$2.68 M CR-PHILA to \$1.387 M CR-PHILA and from \$0.691 M CR-TRENTON to \$0.091 M CR-TRENTON		
			Adjust CR-PHILA	0.000	(1.293)	0.000	0.000	(1.293)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		(1.293)	
			After CR-PHILA	2.628	1.387	2.734	2.789	9.538	2.844	2.901	2.959	3.019	3.079	3.141	17.943	27.481			
			Before CR-TRENTON	0.677	0.691	0.705	0.719	2.792	0.733	0.748	0.763	0.778	0.794	0.810	0.826	4.626		7.418	
			Adjust CR-TRENTON	0.000	(0.691)	0.000	0.000	(0.691)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	(0.691)
			After CR-TRENTON	0.677	0.000	0.705	0.719	2.101	0.733	0.748	0.763	0.778	0.794	0.810	0.826	4.626		6.727	
Total Before				0.000	7.019	4.759	7.187	5.118	24.083	7.325	5.259	7.470	5.407	7.945	6.437	39.843	63.926	Fiscal Constraint is maintained. Additional obligation authority provided by NJDOT.	
Total Adjust				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 After				0.000	7.019	4.759	7.187	5.118	24.083	7.325	5.259	7.470	5.407	7.945	6.437	39.843	63.926		

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, STPBG (Formerly STP), HSP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBG 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 #27**  
**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	7.149	3.767	-3.325	-2.476	5.115	0.000	0.000	0.177	4.612	11.006	12.174	27.969	33.084	Informational action to modify the TIP by removing \$0.3 M STBGP-PHILA from the FY25 ERC Phase from \$3.767 M STBGP-PHILA to \$3.467 M STBGP-PHILA.	
			Adjust	STBGP-PHILA	0.000	-0.300	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	STBGP-PHILA	7.149	3.467	-3.325	-2.476	4.815	0.000	0.000	0.177	4.612	11.006	12.174	27.969	32.784		
Transportation Management Associations Local Various	11383	EC	Before	STBGP-PHILA	2.000	2.000	2.000	2.000	8.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	12.000	20.000	Informational action to modify the TIP by increasing the FY25 EC Phase \$0.3 M STBGP-PHILA from \$2 M STBGP-PHILA to \$2.3 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.000	0.300	0.000	0.000	0.300	0.000	0.000	0.000					0.000	0.300	
			After	STBGP-PHILA	2.000	2.300	2.000	2.000	8.300	2.000	2.000	2.000	2.000	2.000	2.000	2.000	12.000	20.300	
Total Before					9.149	5.767	-1.325	-0.476	13.115	2.000	2.000	2.177	6.612	13.006	14.174	39.969	53.084	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					9.149	5.767	-1.325	-0.476	13.115	2.000	2.000	2.177	6.612	13.006	14.174	39.969	53.084		

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 #28**

**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					
Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek Local Mercer	D1710	CON	Before	OTHER-DVRPC	0.000	16.400	16.400	8.200	41.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	41.000	Formal action to amend the TIP by increasing the CON Phase by \$20.6 M, and reprogram from \$41 M OTHER-DVRPC (FY25: \$16.4 M/FY26: \$16.4 M/FY27: \$8.2 M) to \$61.6 M (\$47 M BIP-DVRPC/\$14.6 M OTHER-DVRPC) in FY25.		
			Adjust	OTHER-DVRPC	0.000	-1.800	-16.400	-8.200	-26.400	0.000	0.000	0.000						0.000		26.400	
			After	OTHER-DVRPC	0.000	14.600	0.000	0.000	14.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		14.600	
			Before	BIP-DVRPC	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	0.000
			Adjust	BIP-DVRPC	0.000	47.000	0.000	0.000	47.000	0.000	0.000	0.000	0.000							0.000	47.000
			After	BIP-DVRPC	0.000	47.000	0.000	0.000	47.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	47.000
Total Before					0.000	16.400	16.400	8.200	41.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	41.000	Fiscal Constraint is maintained as these are additional funds to the region.		
Total Adjust					0.000	45.200	-16.400	-8.200	20.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	20.600			
Total After					0.000	61.600	0.000	0.000	61.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	61.600			

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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## HIGHWAY PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21 <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>
<i>F</i>	SEC 5337	State of Good Repair Program	Provides dedicated formula-based funding for the replacement and rehabilitation of fixed guideway system and high-intensity motor-bus systems that use high-occupancy vehicles (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.
<i>F</i>	SEC 5339	Bus and Bus Facilities Program	Provides formula-based funding based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities program.
<i>F</i>	SEC 5340	FTA 5340 Formula Program	Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 (Sec 5307 and 5311) as in previous authorizations.
<i>F</i>	SEC 5340-G	Growing States and High Density States Programs	Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within seven states identified in SAFETEA-LU, including New Jersey.
<i>S</i>	STATE	State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

## OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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

## OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)





Acronym	Definition
IIJA/BIL	On November 15, 2021, President Biden signed the <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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