



TIP ACTIONS

RTC | MAY 2025



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DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

TIP Actions for May 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) **PA25-050: Coatesville Train Station (MPMS #87534), PennDOT – Increase CON Phase**
- b) **PA25-051: Downingtown Train Station Rehabilitation (MPMS #93586), PennDOT – Add Project Back into the TIP**
- c) **PA25-052: Parkesburg Station Improvements (MPMS #108843), PennDOT – Add Project Back into the TIP**
- d) **NJ24-097: Route 30, Cooper Street to Grove Street (DB #15375), Burlington County – Increase CON Phase**
- e) **NJ24-098: DVRPC Carbon Reduction Program (DB #D2305), Various Counties – Add New Project to the Program**

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT 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: April 22, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

MAY 6, 2025

Agenda Item:

5a. PA25-050: Coatesville Train Station (MPMS #87534), PennDOT – Increase CON Phase

Background/Analysis/Issues:

PennDOT Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the FY2025 TIP for Pennsylvania by increasing the FY25 Construction (CON) Phase of the Coatesville Train Station project by \$9,000,000 (\$7,200,000 Section 5337/\$1,800,000 State 341) and reprogramming as follows: FY25: \$19,000,000 (\$15,200,000 Section 5337/\$3,800,000 State 341).

The funding increase will cover construction change orders which have been impacted by scope modifications, design changes, and a resulting increase in the project duration. Scope modifications include relocation of a water main, addressing poor drainage at the 3rd Avenue underpass, and improvements to Amtrak communications equipment. Design changes were needed to address unexpected poor soil conditions, an opportunity to relocate the new parking lot to a more central location, and elevator improvements requested by Amtrak. Accordingly, delays to the project schedule have occurred and additional construction management and Amtrak support costs are required. The Station is anticipated to be completed in 2026.

The full scope of this project includes design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

The Coatesville Station, located in Chester County, is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately

seven (7) Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line can now reach up to 110 mph.

This Keystone Corridor project totals approximately \$84,000,000 and is funded with federal Keystone Corridor funds provided by FTA. \$75,000,000 has already been placed into a grant.

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 since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$9,000,000 (\$7,200,000 Section 5337/\$1,800,000 State 341)

Date Action Required:

May 6, 2025

Recommendations:

RTC – Will make recommendations at the May 6, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of TIP Action PA25-050, PennDOT Bureau of Rail, Freight, Ports, and Waterways' request that DVRPC amend the FY2025 TIP for Pennsylvania by increasing the FY25 Construction (CON) Phase of the Coatesville Train Station project by \$9,000,000 (\$7,200,000 Section 5337/\$1,800,000 State 341) and reprogramming as follows: FY25: \$19,000,000 (\$15,200,000 Section 5337/\$3,800,000 State 341).

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Transit FCC
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-050

PennDOT

MPMS# 87534 Coatesville Train Station SR:0030

AQ Code 2035M LIMITS: North Third Avenue and Fleetwood Street

Latitude: 39.9858 MUNICIPALITIES Coatesville City

Longitude: -75.821 Transit Improvements

PROJ MANG: S. Panko

Funding programmed for this project are to cover construction change orders.

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line is now up to 110 mph.

This is a Keystone Corridor project totaling approximately \$84,000,000 and is funded with federal Keystone Corridor funds provided by FTA. \$75,000,000 has already been placed into a grant.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by increasing the FY25 Construction (CON) Phase of the Coatesville Train Station project by \$9,000,000 (\$7,200,000 Section 5337/\$1,800,000 State 341) and reprogramming as follows: FY25: \$19,000,000 (\$15,200,000 Section 5337/\$3,800,000 State 341).

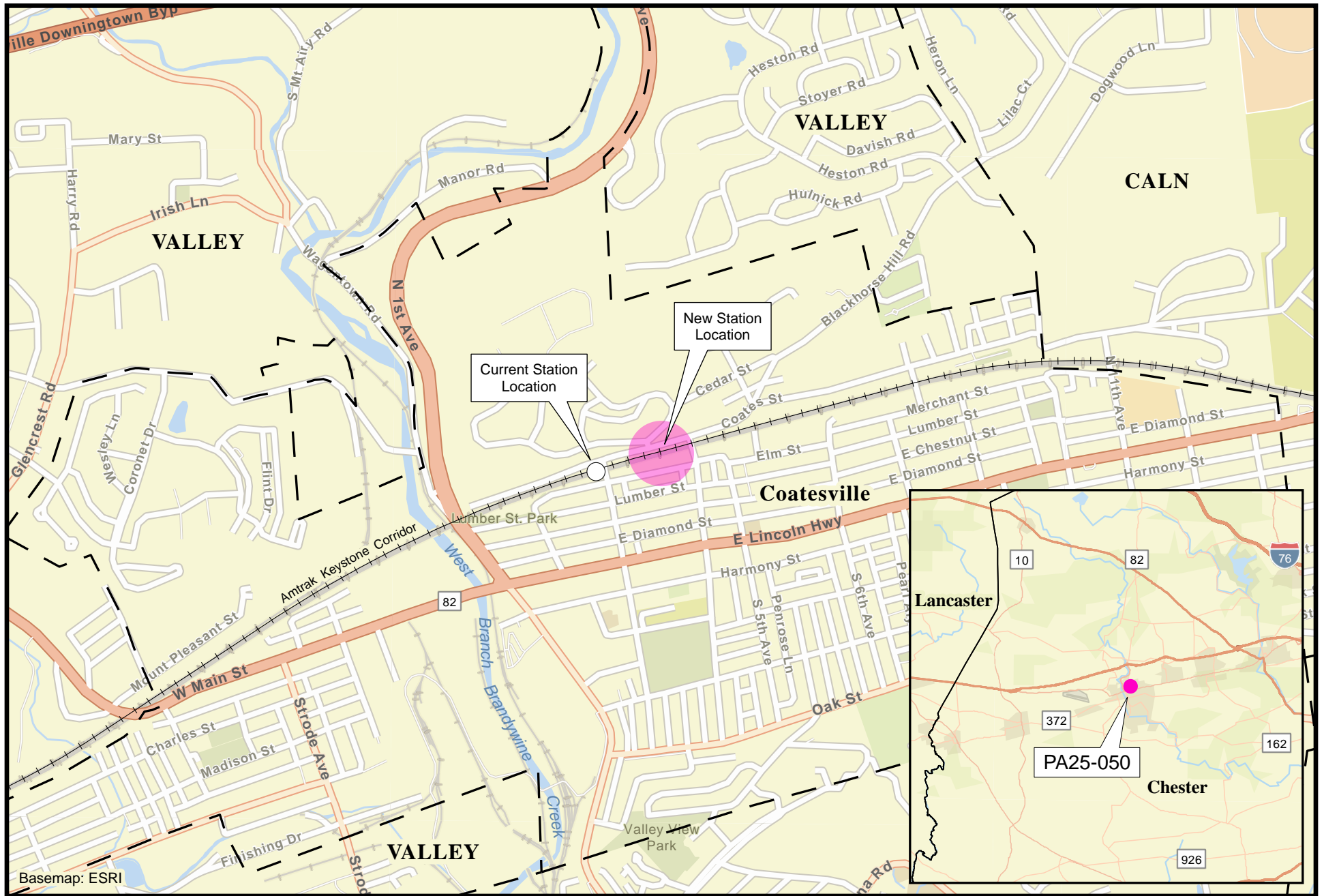
Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	37 (PennDC	8,000											
CON	1516	2,000											
		10,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		10,000		Total FY2029-2032		0		Total FY2033-2036		0	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	5337 (PennDOT)	15,200											
CON	1516	3,800											
		19,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			19,000	Total FY2029-2032			0	Total FY2033-2036			0

PA25-050: Coatesville Train Station



ACTION ITEM

Date Prepared: April 30, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

MAY 6, 2025

Agenda Item:

**5b. PA25-051: Downingtown Train Station Rehabilitation (MPMS #93586),
PennDOT – Add Project Back into the TIP**

Background/Analysis/Issues:

PennDOT Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Downingtown Train Station Rehabilitation project back into the TIP, in the total amount of \$34,422,000, programming \$18,672,000 (\$8,950,000 Section 5307/\$5,988,000 Section 5337/\$3,734,000 State 341) in FY25 and \$15,750,000 (\$10,600,000 Section 5337/\$2,000,000 Section 5307/\$3,150,000 State 341) in FY27 for the Construction (CON) Phase.

Per the Statewide MOU, funding that originates from another Urban Area (UA) must be shown on that UA's TIP for a Keystone Corridor Project, such as the Downingtown Train Station Rehabilitation project. In FY25, the Lancaster MPO's TIP will show \$73,208,000 and the Harrisburg MPO's TIP will show \$24,524,000 for this project. The funding is being moved to the correct regional TIPs in order for PennDOT to obligate funding and place the funds in a grant before they expire at the end of the federal fiscal year.

The project will construct a new Downingtown Station at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and substantially completed design.

The new station will continue to serve Amtrak and SEPTA train service and will provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via four

elevator/stair towers from the ground level parking areas, which combined will have approximately 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable the addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station. This Keystone Corridor project, totaling approximately \$210 million, is funded with federal Keystone Corridor funds provided by FTA which will be reflected in TIPs of three different UZA areas: DVRPC, Harrisburg Area Transportation Study, and Lancaster MPO. PennDOT has \$39.5 million obligated in FTA grants. Lancaster will be allocated \$24.5 million, and Harrisburg \$13.9 million, in FY27 for when future appropriations become available.

PennDOT began utility work, the DOWNS interlocking removal, and construction phasing in 2025, then will transition to bridge and station work. The anticipated project completion date for the project is 2029.

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 since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$34,422,000 (\$10,950,000 Section 5307/\$16,588,000 Section 5337/\$6,884,000 State 341).

Date Action Required:

May 6, 2025

Recommendations:

RTC – Will make recommendations at the May 6, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of TIP Action PA25-051, PennDOT Bureau of Rail, Freight, Ports, and Waterways' request that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Downingtown Train Station Rehabilitation project back into the TIP, in the total amount of \$34,422,000, programming \$18,672,000 (\$8,950,000 Section 5307/\$5,988,000 Section 5337/\$3,734,000 State 341) in FY25 and \$15,750,000 (\$10,600,000 Section 5337/\$2,000,000 Section 5307/\$3,150,000 State 341) in FY27 for the Construction (CON) Phase.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Transit FCC
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-051

PennDOT

MPMS# 93586 **Downingtown Train Station Rehabilitation**

AQ Code 2035M **LIMITS:**

Latitude: 40.001994 **MUNICIPALITIES** Downingtown Borough

Longitude: -75.710 Transit Improvements

PROJ MANG: S. Panko

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks and full electrification. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station.

Summary of Action:

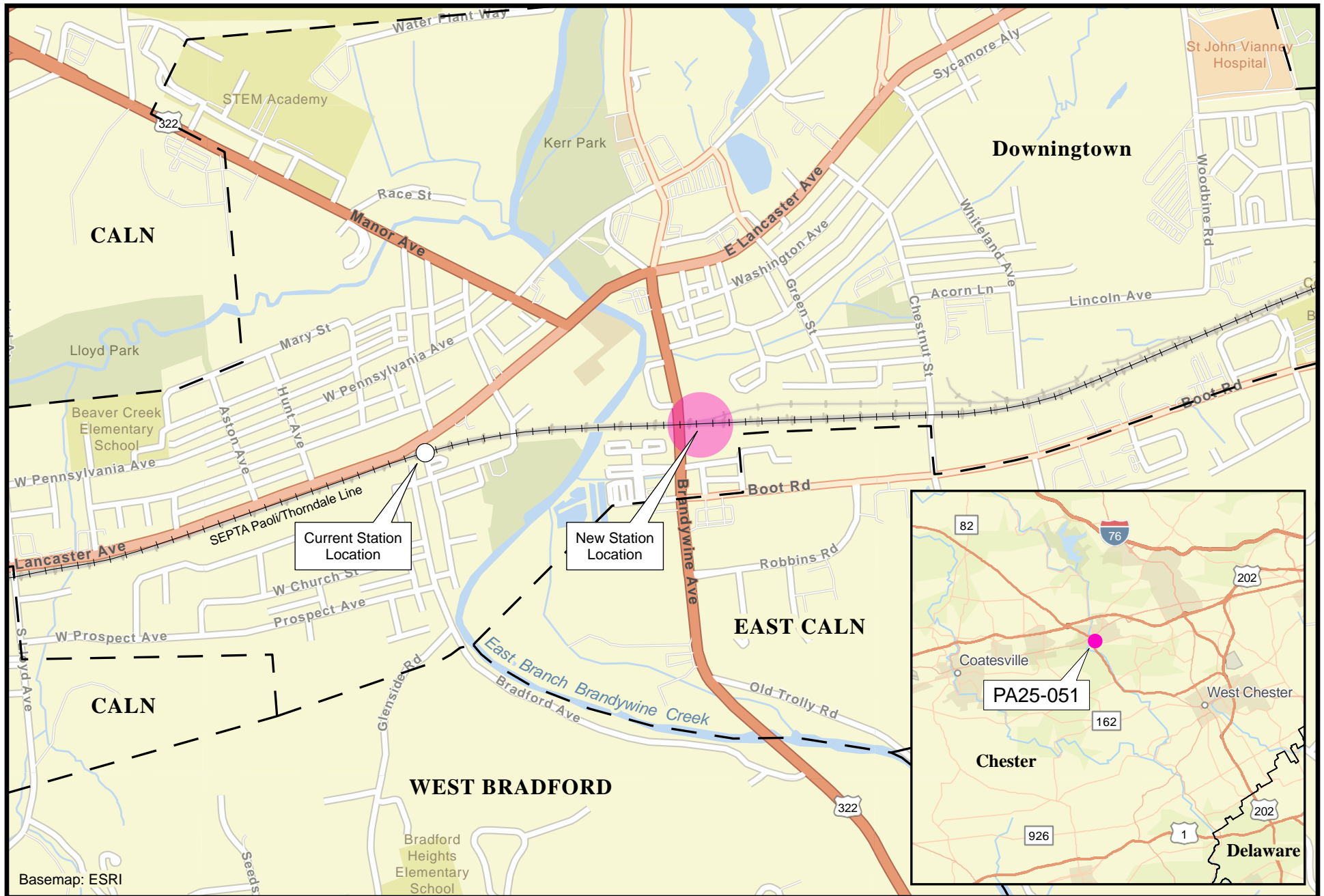
Action to amend the FY2025 TIP for Pennsylvania by adding the Downingtown Train Station Rehabilitation project back into the TIP, in the total amount of \$34,422,000, programming \$18,672,000 (\$8,950,000 Section 5307/\$5,988,000 Section 5337/\$3,734,000 State 341) in FY25 and \$15,750,000 (\$10,600,000 Section 5337/\$2,000,000 Section 5307/\$3,150,000 State 341) in FY27 for the Construction (CON) Phase.

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	5307	8,950											
CON	5337	5,988											
CON	341	3,734											
CON	5337			10,600									
CON	5307			2,000									
CON	341			3,150									
		18,672	0	15,750	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		34,422		Total FY2029-2032				0		Total FY2033-2036	
												0	

PA25-051: Downingtown Train Station Rehabilitation



ACTION ITEM

Date Prepared: April 28, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

MAY 6, 2025

Agenda Item:

5c. PA25-052: Parkesburg Station Improvements (MPMS #108843), PennDOT – Add Project Back into the TIP

Background/Analysis/Issues:

PennDOT Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Parkesburg Station Improvements project back into the TIP in the amount of \$5,000,000 (\$4,000,000 Section 5337/\$1,000,000 State 341) for the Construction (CON) Phase in FY25.

This project will focus on ADA compliance and creating a walkway between the north and south side of Parkesburg Station, constructing high level-boarding platforms, improving parking, improving pedestrian access, and reconfiguring the tracks to accommodate freight trains and Amtrak maintenance equipment. Improvements at the station will move the Keystone Corridor stations towards full ADA accessibility and provide an improved environment to foster increased ridership.

The Parkesburg Station, located in Chester County, is a component of the Keystone Corridor high speed rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are approximately 20 Amtrak stops per day at the Parkesburg Station. This line has multiple tracks and full electrification.

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 since this project was included in the regional air quality conformity analysis.

Cost and Source of Funds:

\$5,000,000 (\$4,000,000 Section 5337/\$1,000,000 State 341)

Date Action Required:

May 6, 2025

Recommendations:

RTC – Will make recommendations at the May 6, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends Board approval of TIP Action PA25-052, PennDOT Bureau of Rail, Freight, Ports, and Waterways' request that DVRPC amend the FY2025 TIP for Pennsylvania by adding the Parkesburg Station Improvements project back into the TIP in the amount of \$5,000,000 (\$4,000,000 Section 5337/\$1,000,000 State 341) for the Construction (CON) Phase in FY25.

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT Transit FCC
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-052

PennDOT

MPMS# 108843 *Parkesburg Station Improvements*

AQ Code M8 **LIMITS:**

Latitude: **MUNICIPALITIES** Parkesburg Borough

Longitude: Transit Improvements

PROJ MANG: S. Panko

This project will complete site evaluation and concept development for the station. The project will also focus on ADA compliance and creating a walkway between the north and south side of Parkesburg Station. Improvements at the station will move the Keystone corridor towards full ADA accessibility and provide an improved environment to foster increased ridership.

The Parkesburg Station located in Chester County is a component of the Keystone Corridor high speed rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are approximately eight Amtrak stops per day at the Parkesburg Station. This line has multiple tracks and full electrification.

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding the Parkesburg Station Improvements project back into the TIP in the amount of \$5,000,000 (\$4,000,000 Section 5337/\$1,000,000 State 341) 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	5337	4,000											
CON	341	1,000											
		5,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		5,000		Total FY2029-2032		0		Total FY2033-2036		0	

PA25-052: Parkesburg Station Improvements



Basemap: ESRI



ACTION ITEM

Date Prepared: April 29, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
MAY 6, 2025

Agenda Item:

5d. NJ24-097: Route 30, Cooper Street to Grove Street (DB #15375), Camden County – Increase CON Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 TIP for New Jersey by increasing the Construction (CON) Phase of the Route 30, Cooper Street to Grove Street (DB #15375) project by \$16.95 M NHPP from \$46.5 M NHPP to \$63.45 M NHPP in FY25.

There are a number of reasons for the cost increase, including increases in unit prices in general due to inflation. Other items identified during the design process include:

- A signalized intersection was added to the project by the Traffic Engineering unit.
- The proposed construction methods of the ITS network and its location have been revised. The ITS conduit will need to be encased in concrete to accommodate a decreased bury depth throughout most of the White Horse Pike section.
- As a result of the implementation of Corrective Action Notice CAN086R, revisions to the parapet reconstruction were required.
- Additional drainage repairs were required, resulting in additional pipe replacements and linings.
- Numerous tree removals and plantings have been proposed by the NJDOT Bureau of Landscape Architecture and Environmental Solutions (BLAES).

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$16.95 M NHPP

Date Action Required:

May 6, 2025

Recommendations:

RTC – RTC will make a recommendation at the May 6, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-097, NJDOT's request that DVRPC amend the FY2024 TIP for New Jersey by increasing the CON Phase of the Route 30, Cooper Street to Grove Street (DB #15375) project by \$16.95 M NHPP from \$46.5 M NHPP to \$63.45 M NHPP in FY25.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT DVRPC FY24-33 FCC #30
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-097

Highway/Transit/Statewide Program

Camden

DB# 15375 Route 30, Cooper Street to Grove Street

A/Q Code S10 Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

Prog Mgr: Dave, Hardev Camden City; Collingswood Borough; Audubon Borough; Haddon Heights Borough

Summary of Action: Formal action to amend the FY2024 TIP for New Jersey by increasing the CON Phase of the Route 30, Cooper Street to Grove Street (DB #15375) project by \$16.95 M NHPP from \$46.5 M NHPP to \$63.45 M NHPP in FY25. See NJDOT FY24-33 FCC #30. Mapped: Y

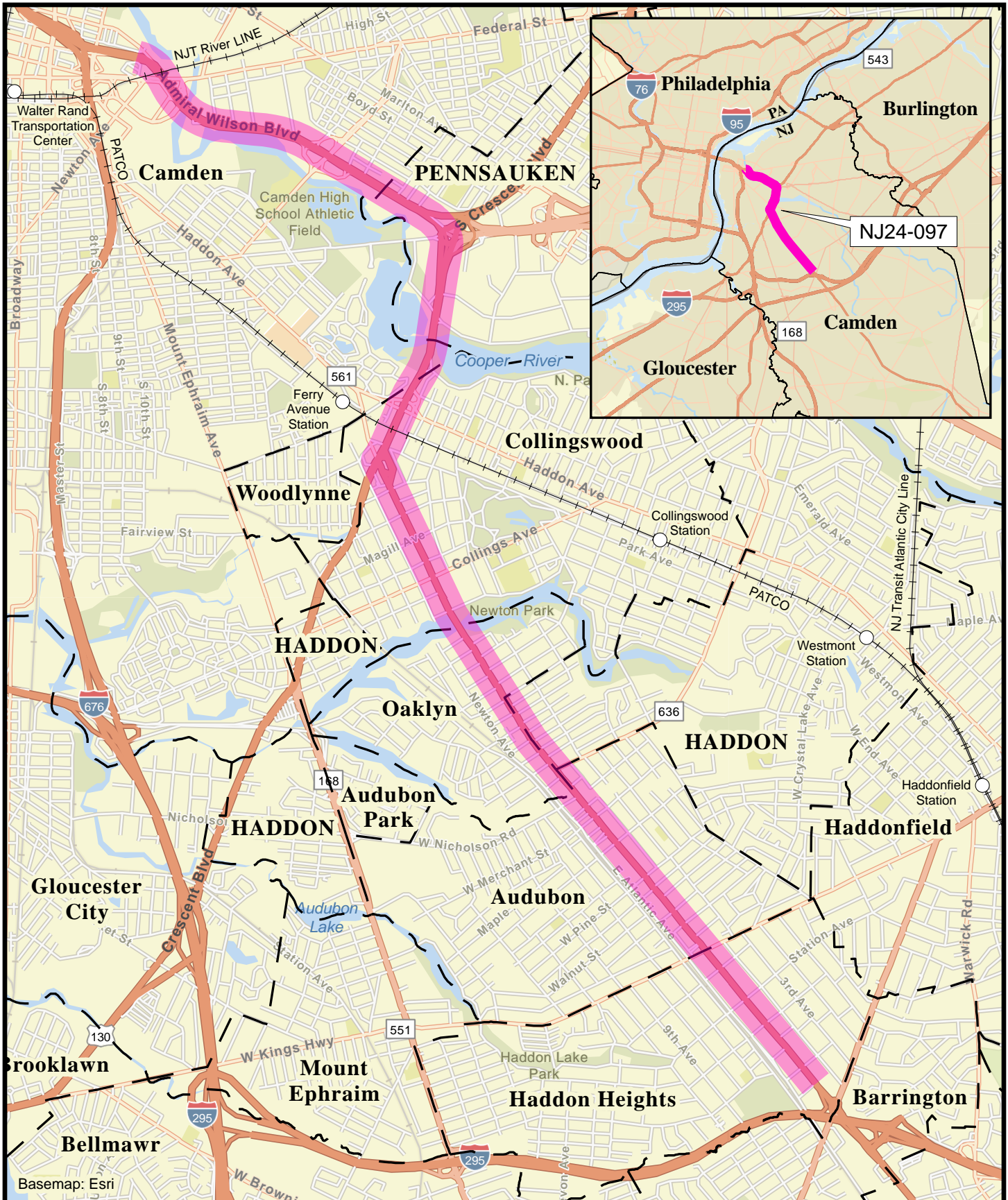
Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP		46.500								
Fiscal Year Total			46.500								
		Total FY2024-2027		46.500		Out-Year Cost					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP		63.450								
Fiscal Year Total			63.450								
		Total FY2024 - 2027		63.450		Total FY2028 - 2033					

NJ24-097: Route 30, Cooper Street to Grove Street



ACTION ITEM

Date Prepared: April 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 6, 2025

Agenda Item:

**5e. NJ24-098: DVRPC Carbon Reduction Program (DB #D2305), Various Counties
– Add New Project to the Program**

Background/Analysis/Issues:

Mercer County has requested that DVRPC amend the FY2024 TIP for New Jersey by adding the Mercer County EV Charge Up Program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1.8 M CR-TRENTON.

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT's Carbon Reduction Strategy was approved by the federal government on February 20, 2024. DVRPC has developed a Regional Carbon Reduction Strategy, which was published in November 2024.

Mercer County seeks to purchase and install electric vehicle chargers on County-owned property to support the transition of fleet vehicles and implement strategies consistent with the NJDOT and DVRPC Carbon Reduction Strategies. Mercer County is creating a plan for the long-term transition of County vehicles to low emission technology fuel sources.

Financial Constraint:

Financial constraint will be maintained, as funding for this line item will remain the same.

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:

\$1.8 M CR-TRENTON

Date Action Required:

May 6, 2025

Recommendations:

RTC – Will make a recommendation at the May 6, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-098, Mercer County's request that DVRPC amend the FY2024 TIP for New Jersey by adding the Mercer County EV Charge Up program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1.8 M CR-TRENTON.

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC FCC #30

DVRPC FY2024 TIP for New Jersey

Action: NJ24-098

Highway/Transit/Statewide Program

Various

DB# D2305 DVRPC Carbon Reduction Program

A/Q Code NRS

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

Projects under this program include:

- South Jersey Port Corporation (SJPC) Equipment Electrification project - \$4 M
- Camden County Electric Vehicle Charge up Program - \$1 M

Prog Mgr: Berryman, Thomas

Summary of Action: Action to amend the FY2024 TIP for New Jersey by adding the Mercer County EV Charge Up Program to the DVRPC Carbon Reduction Program (CRP) (DB #D2305) line item in the amount of \$1.8 M CR-TRENTON. See DVRPC Local FCC #30. Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-PHILA		1.387	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141
ERC	CR-TRENTON	0.677		0.705	0.719	0.733	0.748	0.763	0.778	0.794	0.810
Fiscal Year Total		0.677	1.387	3.439	3.508	3.578	3.649	3.722	3.797	3.873	3.950
		Total FY2024-2027			9.011	Out-Year Cost		22.569			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-PHILA		1.387	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141
ERC	CR-TRENTON		1.800	0.301		0.733	0.748	0.763	0.778	0.794	0.810
Fiscal Year Total			3.187	3.035	2.789	3.578	3.649	3.722	3.797	3.873	3.950
		Total FY2024 - 2027			9.011	Total FY2028 - 2033		22.569			



PennDOT Fiscal Constraint Charts

(May 2025)

MA IDs: 139373

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

TIP MODIFICATIONS FOR MARCH 2025
Chart #47

Chart: 047

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 FFY 2033			3RD 4 YRS FFY 2034			3RD 4 YRS FFY 2035			3RD 4 YRS FFY 2036			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	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	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	4,282,000	3,762,000	0	0	0	0	0	0	0	0	0	15,721,781	LINE ITEM		
			Adjust	NHPP	581	0	(20,000)	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	(20,000)					
			After	NHPP	581	546,781	1,526,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,282,000	3,762,000	0	0	0	0	0	0	0	0	0	15,701,781			
I-95 PLANNING ASSISTANCE 2022-23 PHILADELPHIA SR,-----	115972	PRA	Before	NHPP	581	80,000	20,000	0	80,000	20,000	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	200,000	ADDING FUNDS TO ACCOUNT FOR STATE FUNDS THAT WERE NOT INCLUDED ON THE 4232 IN 2024.		
			Adjust	NHPP	581	0	20,000	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	20,000					
			After	NHPP	581	80,000	40,000	0	80,000	20,000	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	220,000				
Before FFY Totals						626,781	1,566,000	0	665,000	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,282,000	3,762,000	0	0	0	0	0	0	0	0	0	0	15,921,781				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						626,781	1,566,000	0	665,000	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,282,000	3,762,000	0	0	0	0	0	0	0	0	0	0	15,921,781			

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

MA IDs:

TIP MODIFICATIONS FOR APRIL 2025
Chart #48

Chart: 048

* 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					
S T U LINE ITEM BUCKS	79980	CON	Before	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	6,963,000	563,000	0	12,557,455	LINE ITEM		
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,400,000	3,600,000	0		18,000,000	
			After	STU	581	166,667	1,363,788	0	0	501,000	0	0	760,000	0	0	2,240,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	21,363,000	4,163,000	0		30,557,455	
US 1: CSX - CORN CRIB RD(FRONTAGE)	93446	CON	Before	STU	581	0	0	0	0	0	0	8,962,000	2,241,000	0	2,755,000	4,336,000	0	7,231,000	4,548,000	0	4,172,000	2,043,000	0	4,239,000	1,236,000	0	3,000,000	4,802,000	0	24,711,000	21,559,000	0	95,835,000	REDUCING PROGRAMMED AMOUNT TO MATCH CURRENT PHASE ESTIMATE OF \$185M.
BUCKS			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(14,400,000)	(3,600,000)	0	(18,000,000)		
SR,0001,RC3			After	STU	581	0	0	0	0	0	0	8,962,000	2,241,000	0	2,755,000	4,336,000	0	7,231,000	4,548,000	0	4,172,000	2,043,000	0	4,239,000	1,236,000	0	3,000,000	4,802,000	0	10,311,000	17,959,000	0	77,835,000	
US 1: CSX - CORN CRIB RD(FRONTAGE)	93446	CON	Before	NHPP	581	0	0	0	0	0	0	0	0	0	14,587,000	0	0	10,962,000	0	0	0	0	0	0	16,207,000	0	0	61,521,000	0	0	103,277,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
BUCKS			Adjust	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,0001,RC3			After	NHPP	581	0	0	0	0	0	0	0	0	0	14,587,000	0	0	10,962,000	0	0	0	0	0	0	16,207,000	0	0	61,521,000	0	0	103,277,000			
US 1: CSX - CORN CRIB RD(FRONTAGE)	93446	CON	Before	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	4,020,000	0	0	703,000	0	0	0	0	0	0	0	0	0	0	4,723,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
BUCKS			Adjust	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0001,RC3			After	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	4,020,000	0	0	703,000	0	0	0	0	0	0	0	0	0	4,723,000		
S T U LINE ITEM BUCKS	79980	CON	Before	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	21,363,000	4,163,000	0	30,557,455	LINE ITEM		
			Adjust	STU	581	1,415,000	354,000	0	1,415,000	354,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,282,000)	(820,000)		0	(564,000)
			After	STU	581	1,581,667	1,717,788	0	1,415,000	855,000	0	0	760,000	0	0	2,240,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	18,081,000	3,343,000	0		29,993,455	
BUSTLETON & 2ND ST PK ROUNDABOUT	118020	CON	Before	STU	581	1,415,000	354,000	0	1,415,000	354,000	0	1,415,000	354,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,307,000	CASHFLOWING BASED ON CURRENT LET ESTIMATE.		
BUCKS			Adjust	STU	581	(1,415,000)	(354,000)	0	(1,415,000)	(354,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,282,000	820,000	0		564,000	
SR,0232,BNR			After	STU	581	0	0	0	0	0	1,415,000	354,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,282,000	820,000	0		5,871,000	

* Positive number denotes a surplus/Negative denotes a deficit

P:\TIP\TIP Actions & Maintenance\Amend 2025 PA\AmendAttached_May2025\FCC\DVRPC 2025 Program Chart 048 - Various cash flowing actions - Admin.xlsx

NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	1,897,781	1,864,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0	0	4,282,000	3,762,000	0	15,998,781	LINE ITEM
			Adjust	NHPP	581	4,502,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,502,000		
			After	NHPP	581	6,399,781	1,864,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0	0	4,282,000	3,762,000	0	20,500,781	
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,581,667	1,717,788	0	1,415,000	517,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	18,081,000	3,343,000	0	29,655,455	LINE ITEM	
			Adjust	STU	581	0	0	0	720,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,379,000)	0	0		(4,659,000)
			After	STU	581	1,581,667	1,717,788	0	2,135,000	517,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	12,702,000	3,343,000	0		24,996,455
PA313: FERRY RD - OLD DUBLIN ST BUCKS SR,0313,B02	57619	CON	Before	NHPP	TC	4,502,000	0	0	3,151,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,392,000	0	0	0	0	0	0	0	9,045,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	NHPP	TC	(4,502,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,502,000)		
			After	NHPP	TC	0	0	0	3,151,000	0	0	0	0	0	0	0	0	0	0	0	0	1,392,000	0	0	0	0	0	0	0	0	4,543,000		
PA313: FERRY RD - OLD DUBLIN ST BUCKS SR,0313,B02	57619	CON	Before	STU	TC	0	0	0	720,000	0	0	3,782,000	0	0	2,502,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	0	9,004,000	CASH FLOWING BASED ON CURRENT LET DATE.	
			Adjust	STU	TC	0	0	0	(720,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,379,000	0	0		4,659,000
			After	STU	TC	0	0	0	0	0	0	3,782,000	0	0	2,502,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	5,379,000	0	0		13,663,000

Chart: 048

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

MA IDs:

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

TIP MODIFICATIONS FOR APRIL 2025
Chart #49

Chart: 049

* 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			
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	6,399,781	1,864,000	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	LINE ITEM
			Adjust	NHPP	581	(4,800,000)	(1,200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,000,000)
			After	NHPP	581	1,599,781	664,000	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
US 202: SWEDE - MORRIS #2(C)	63490	CON	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS #1 DISTRICT AUC.
MONTGOMERY			Adjust	NHPP	581	4,800,000	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000,000	
SR,0202,61N			After	NHPP	581	4,800,000	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000,000
Before FFY Totals						6,399,781	1,864,000	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	20,500,781	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						6,399,781	1,864,000	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	20,500,781	

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

TIP MODIFICATIONS FOR APRIL 2025
Chart #50

MA IDs:

Chart: 050
* 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		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	1,599,781	664,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,282,000	3,762,000	0	14,500,781	LINE ITEM		
			Adjust	NHPP	581	(1,500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,500,000)		
			After	NHPP	581	99,781	664,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,282,000	3,762,000	0	13,000,781			
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,581,667	1,717,788	0	2,135,000	517,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	12,702,000	3,343,000	0	24,996,455	LINE ITEM		
			Adjust	STU	581	(328,000)	0	0	(1,132,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,460,000)		
			After	STU	581	1,253,667	1,717,788	0	1,003,000	517,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	12,702,000	3,343,000	0	23,536,455			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	1,181,129	480,500	14,956	5,773,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	59,449,976	LINE ITEM	
			Adjust	BOF	185	0	(457,000)	0	0	(283,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(740,000)		
			After	BOF	185	0	724,129	480,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	58,709,976		
PA663 @ ALLENTOWN (2BR) BUCKS	13440	CON	Before	STU	185	5,543,000	1,640,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,183,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
Adjust			STU	185	328,000	457,000	0	1,132,000	283,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,200,000			
SR,0663,VY2			After	STU	185	5,871,000	2,097,000	0	1,132,000	283,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,383,000			
PA663 @ ALLENTOWN (2BR) BUCKS	13440	CON	Before	NHPP	185	0	0	0	3,280,000	820,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,100,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
Adjust			NHPP	185	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000			
SR,0663,VY2			After	NHPP	185	1,500,000	0	0	3,280,000	820,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,600,000			
PA663 @ ALLENTOWN (2BR) BUCKS	13440	CON	Before			1,017,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,017,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
Adjust			STP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0663,VY2			After	STP	185	1,017,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,017,000			
Before FFY Totals						9,741,448	5,202,917	480,500	6,014,956	7,110,339	390,000	0	2,849,338	0	0	2,899,000	0	0	51,000	0	0	189,000	0	3,608,000	0	0	0	18,708,000	54,002,714	0	111,247,212			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						9,741,448	5,202,917	480,500	6,014,956	7,110,339	390,000	0	2,849,338	0	0	2,899,000	0	0	51,000	0	0	189,000	0	3,608,000	0	0	18,708,000	54,002,714	0	111,247,212				

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

TIP MODIFICATIONS FOR APRIL 2025
Chart #51

Chart: 051

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT			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		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		1,797,714	0	0	63,000	0	0	10,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	227,343,714	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)		
			After	HSIP		797,714	0	0	63,000	0	0	10,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714	
HSIP PROJECT DEVELOPMENT	82024	STY	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING NEW HSIP FUNDED STUDY PROJECT TO THE TIP TO HELP DEVELOP SCOPES OF WORK FOR DIFFERENT SYSTEMIC PROJECTS.
MONTGOMERY			Adjust	HSIP		1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000		
SR,,,,,SIP			After	HSIP		1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000		
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		
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		
After FFY Totals						1,797,714	0	0	63,000	0	0	10,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	227,343,714	

This action was presented at the April 2025 DVRPC Board meeting.

MA IDs: 139712, 139713

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

TIP MODIFICATIONS FOR APRIL 2025
Chart #52

Chart: 052

* 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		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	724,129	480,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	58,709,976	LINE ITEM	
			Adjust	BOF	185	2,548,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,548,000		
			After	BOF	185	2,548,000	724,129	480,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	61,257,976		
HEADQUARTERS RD O/ TINICUM CR BUCKS SR,1012,BRC	13716	CON	Before	BOF	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	FUNDS AVAILABLE VIA DEOBLIGATION OF \$2,548,000 FPN Z233- T061-192.	
			Adjust	BOF	TC	(2,548,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,548,000)			
			After	BOF	TC	(2,548,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,548,000)			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	2,548,000	724,129	480,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	61,257,976	LINE ITEM	
			Adjust	BOF	185	(68,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(68,000)			
			After	BOF	185	2,480,000	724,129	480,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	61,189,976		
TRIBETT AVE O/ HERMESPROTA CREEK(C) DELAWARE SR,7023,237	86370	CON	Before	BOF	179	0	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,000	PROJECT COMPLETE. ADDING FUNDS TO PAY FINAL INVOICE.		
			Adjust	BOF	179	68,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68,000			
			After	BOF	179	68,000	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85,000			
Before FFY Totals						2,548,000	1,465,258	961,000	29,912	10,980,678	780,000	0	4,178,676	0	0	1,318,000	0	0	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	119,984,952		
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			
After FFY Totals						2,548,000	1,465,258	961,000	29,912	10,980,678	780,000	0	4,178,676	0	0	1,318,000	0	0	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	119,984,952		

MA IDs:

Chart: 053

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

TIP MODIFICATIONS FOR APRIL 2025
Chart #53

* 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		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		1,491,737	0	0	1,080,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000		0	5,000,000	0	0	10,000,000	0	0	39,433,737	LINE ITEM
			Adjust	CAQ		(1,185,370)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,185,370)		
			After	CAQ		306,367	0	0	1,080,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	38,248,367	
PA 401 & VALLEY HILL RD IMP	114166	PE	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2019 CMAQ AWARDED PROJECT, PREVIOUSLY OBLIGATED, ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
CHESTER			Adjust	CAQ	TC	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000			
SR,0401,VHR			After	CAQ	TC	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000		
RTMC GENERAL CONTRACT	110494	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FOR FINAL AC CONVERSION.	
MONTGOMERY			Adjust	CAQ	TC	175,370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,370			
SR,----,GRT			After	CAQ	TC	175,370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,370		
ISLAND AVE: WOODLAND- BARTRAM(C)	17697	CON	Before	CAQ	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO COVER SEVERAL OVERRUNS DURING CONSTRUCTION.	
PHILADELPHIA			Adjust	CAQ	TC	950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	950,000		
SR,3013,TF2			After	CAQ	TC	950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	950,000		
Before FFY Totals						1,491,737	0	0	1,080,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	39,433,737	
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		
After FFY Totals						1,491,737	0	0	1,080,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	39,433,737	

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 139500) D6-0 DVRPC and STWD Items 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
Vine St Corridor Safety Improvements 2676/SIP Philadelphia		115442	CON	Before	HSIP								3,893,000						Advance funds for AC coversion to regular obligation authority.
				Before	sHVRU								7,000,000						
				Adjust	HSIP														
				Adjust	sHVRU		5,000,000			2,000,000			(7,000,000)						
				After	HSIP								3,893,000						
Systemic Imp: High Friction Surface Treatments /SIP Montgomery		82095	CON	Before	sHSIP					4,000,000									Advance funds to align with estimated let date: 4/14/2025.
				Before															
				Adjust	sHSIP		2,000,000			(2,000,000)									
				Adjust															
				After	sHSIP		2,000,000			2,000,000									
Castor & Wyoming Ave. Roundabout(C) 1005/SP3 Philadelphia		110958	CON	Before	sHSIP		5,072,000												Increase phase to cover low bid cost increase.
				Adjust	sHSIP					557,039									
				After	sHSIP		5,072,000			557,039									
HSIP Set Aside Reserve / Central Office		101969	CON	Before	sHSIP		12,597,107			8,159,329			34,148,800			43,289,959			HSIP Set Aside Reserve line item.
				Adjust	sHSIP		(7,000,000)			(557,039)			7,000,000						
				After	sHSIP		5,597,107			7,602,290			41,148,800			43,289,959			
Before Totals							\$44,260,428	\$618,000	\$0	\$43,723,238	\$7,107,007	\$0	\$161,488,200	\$0	\$0	\$170,364,232	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals							\$44,260,428	\$618,000	\$0	\$43,723,238	\$7,107,007	\$0	\$161,488,200	\$0	\$0	\$170,364,232	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 139476) D6-Q DVRPC and STWD Items 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	
Chichester Ave & I-95 Ramp Roundabouts 3009/SP2 Delaware	111022	FD	Before	sHSIP		36,385												Cashflow funds - estimated let date 9/30/2027.
			Adjust	sHSIP		(36,385)			36,385									
			After	sHSIP					36,385									
Chichester Ave & I-95 Ramp Roundabouts 3009/SP2 Delaware	111022	CON	Before	sHSIP					848,981									Cashflow funds - estimated let date 9/30/2027.
			Adjust	sHSIP					(848,981)		848,981							
			After	sHSIP						848,981								
Maddade Blvd Corridor (H) 2006/SIP Delaware	110951	CON	Before	sHSIP					2,795,604									Delay project per 11/21/2024 email from District 6.
			Adjust	sHSIP					(2,795,604)					2,795,604				
			After	sHSIP										2,795,604				
Systemic Improvements: Intersection Safety /SIP Montgomery	82087	CON	Before	sHVRU		3,000,000												Cashflow funds - estimated let date 1/15/2026
			Adjust	sHVRU		(3,000,000)			3,000,000									
			After	sHVRU					3,000,000									
Lansdowne Ave. Corridor Safety Improvements(C) 2005/SP2 Delaware	115427	CON	Before	HSIP		163,286												Regional HSIP funds remain to cover obligated amount.
			Adjust	HSIP														
			After	HSIP		163,286												
Lansdowne Ave. Corridor Safety Improvements(C) 2005/SP2 Delaware	115427	CON	Before	sHSIP		3,600,000												Remove funds - Set Aside funds fully obligated on 2023 TIP.
			Adjust	sHSIP		(3,600,000)												
			After	sHSIP														
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		706,636			2,214,419			37,797,781			47,639,959			HSIP Set Aside Reserve line item.
			Adjust	sHSIP		6,636,385			608,200			(848,981)			(2,795,604)			
			After	sHSIP		7,343,021			2,822,619			36,948,800			44,844,355			
Before Totals						\$26,996,677	\$0	\$0	\$12,854,242	\$0	\$0	\$111,695,381	\$0	\$0	\$137,328,669	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$26,996,677	\$0	\$0	\$12,854,242	\$0	\$0	\$111,695,381	\$0	\$0	\$137,328,669	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 139702) 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	
179 Fund Closeout	88614	CON	Before		179		851,022			671,000			742,000			677,000		179 Fund closeout used as source fo funds to maintain fiscal constraint.
/			Adjust		179		(17,000)											
Central Office			After		179		834,022			671,000			742,000			677,000		
TribettAve/HermesprotaCk (C)	86370	CON	Before		179													Increase to current estimate.
7023/237			Adjust		179		17,000											
Delaware			After		179		17,000											
Before Totals						\$0	\$851,022	\$0	\$0	\$671,000	\$0	\$0	\$742,000	\$0	\$0	\$677,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$851,022	\$0	\$0	\$671,000	\$0	\$0	\$742,000	\$0	\$0	\$677,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (NAID: 130243) Interstate & DE				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh							
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581		4,809,519	5,194,966		7,288,124	9,714,292		848,040	2,406,368		15,626,836		1,007,695		15,553,471		13,072,399		23,293,115		288,618,211	21,386,044		Line item used to maintain fiscal constraint.							
			Before	BRIP	185		6,748,716			1,611,000			10,079,830		5,049,024		765,170		4,018,304	999,349	4,185,000	1,462,385	4,185,000	133,385	12,000,000	71,064,808										
			Adjust	NHPP	581				5,069,000																											
			Adjust	BRIP	185				22,931,000																											
			After	NHPP	581		4,809,519	5,194,966		12,357,124	9,714,292		848,040	2,406,368		15,626,836		1,007,695		15,553,471		13,072,399		23,293,115		283,548,211	21,386,044									
I-95 (NB) Race - Shackamason 95GR5 Philadelphia	75828	CON	Before	NHPP	581			5,069,000						40,000,000			40,000,000			30,000,000		55,701,000														
			Before	BRIP	185				22,931,000																											
			Adjust	NHPP	581				(5,069,000)																											
			Adjust	BRIP	185				(22,931,000)																											
			After	NHPP	581											40,000,000			40,000,000			30,000,000		55,701,000												
Before Totals	Adjustment Totals	After Totals	Adjust	BRIP	185																															
			Adjust	NHPP	581																															
			Adjust	BRIP	185																															
			Adjust	NHPP	581																															
			After	BRIP	185																															
										\$35,928,557	\$35,831,046	\$0	\$129,864,372	\$33,975,876	\$0	\$187,404,120	\$37,458,564	\$0	\$80,000,000	\$62,027,580	\$0	\$75,000,000	\$5,318,595	\$0	\$79,018,304	\$49,658,460	\$0	\$70,803,319	\$43,604,352	\$0	\$19,185,000	\$70,279,500	\$0	\$820,631,241	\$277,352,556	\$0
										\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
										\$35,928,557	\$35,831,046	\$0	\$129,864,372	\$33,975,876	\$0	\$187,404,120	\$37,458,564	\$0	\$80,000,000	\$62,027,580	\$0	\$75,000,000	\$5,318,595	\$0	\$79,018,304	\$49,658,460	\$0	\$70,803,319	\$43,604,352	\$0	\$19,185,000	\$70,279,500	\$0	\$820,631,241	\$277,352,556	\$0

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 139332) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office		75891	CON	Before	NHPP	581	20,809,519	5,194,966		12,357,124	9,714,292		34,848,040	2,406,358		15,626,836		1,007,695			15,553,471			13,072,399			23,293,115		233,549,211	21,386,044		Interstate Contingency LI source of funds to maintain fiscal constraint.		
				Before	BRIP	185		6,748,716		22,931,000	1,611,000			10,079,830		5,049,024		765,170			999,349			1,462,385			133,385		1,457,304	71,064,808				
				Adjust	NHPP	581																									(68,000,000)			
				Adjust	BRIP	185																												
				After	NHPP	581	20,809,519	5,194,966		12,357,124	9,714,292		34,848,040	2,406,358		15,626,836		1,007,695			15,553,471			13,072,399			23,293,115		165,549,211	21,386,044				
				After	BRIP	185		6,748,716		22,931,000	1,611,000			10,079,830		5,049,024		765,170			999,349			1,462,385			133,385		1,457,304	71,064,808				
I-95: Betsy Ross Mainln NB(C) 95/BR3 Philadelphia		79905	CON	Before	NHPP		22,104,811			10,000,000			30,000,000			30,000,000			30,000,000			30,000,000			35,800,000			44,200,000			Increase CON phase to remove PMC hold.			
				Adjust	NHPP																								68,000,000					
				After	NHPP		22,104,811			10,000,000			30,000,000			30,000,000			30,000,000			30,000,000			30,000,000			35,800,000				112,200,000		
Before Totals						\$42,914,330	\$11,943,682	\$0	\$45,288,124	\$11,325,292	\$0	\$64,848,040	\$12,486,188	\$0	\$30,000,000	\$20,675,860	\$0	\$30,000,000	\$1,772,865	\$0	\$30,000,000	\$16,552,820	\$0	\$30,000,000	\$14,534,784	\$0	\$35,800,000	\$23,426,500	\$0	\$279,206,515	\$92,450,852	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$42,914,330	\$11,943,682	\$0	\$45,288,124	\$11,325,292	\$0	\$64,848,040	\$12,486,188	\$0	\$30,000,000	\$20,675,860	\$0	\$30,000,000	\$1,772,865	\$0	\$30,000,000	\$16,552,820	\$0	\$30,000,000	\$14,534,784	\$0	\$35,800,000	\$23,426,500	\$0	\$279,206,515	\$92,450,852	\$0		

NOTES

NJDOT Fiscal Constraint Charts

(May 2025)

... 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)

... 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)

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

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #30
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	10-Yr Total	
DVRPC Carbon Reduction Program Local Various	D2305	ERC	Before	CR-TRENTON	0.677	0.000	0.705	0.719	2.101	0.733	0.748	0.763	0.778	0.794	0.810	4.626	6.727	Formal action to amend the TIP by adding the Mercer County EV Charge Up Program to the line item in the amount of \$1.8 M CR-TRENTON by adding \$1.8 M CR-TRENTON (FY24: \$0.677 M/FY26: \$0.404 M/FY27: \$0.719 M) into FY25.
			Adjust	CR-TRENTON	-0.677	1.800	-0.404	-0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	CR-TRENTON	0.000	1.800	0.301	0.000	2.101	0.733	0.748	0.763	0.778	0.794	0.810	4.626	6.727	
Total Before					0.677	0.000	0.705	0.719	1.424	0.733	0.748	0.763	0.778	0.794	0.810	3.816	5.240	Fiscal Constraint is maintained.
Total Adjust					-0.677	1.800	-0.404	-0.719	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					0.000	1.800	0.301	0.000	2.101	0.733	0.748	0.763	0.778	0.794	0.810	3.816	5.917	

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_ga.cfm

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)			
Acronym		Definition	Description
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>
<i>F</i>	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.
<i>S</i>	*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.
<i>S</i>	*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.
<i>S</i>	*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.
<i>S</i>	*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.
<i>F</i>	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.
<i>F</i>	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.
<i>F</i>	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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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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


OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

Acronym	Definition
IIJA/BIL	On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
MPMS	Multi-Modal Project Management System; Note that MPMS# is PennDOT Database or Project Number.
MPO	Metropolitan Planning Organization
NJDOT	New Jersey Department of Transportation
NJTPA	North Jersey Transportation Planning Authority
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
NRS	Not Regionally Significant
Obligation	Binding agreement or commitment by the federal government to pay for the federal share of a project's eligible cost and thus result in immediate or future outlays to the State. Funds are considered used when they are "obligated" even though cash has not yet been transferred to the State.
Obligation Authority	The total amount of funds that may be obligated in a year as determined by the Federal Highway Administration (FHWA) and adjusted by the State Department of Transportation.
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. Controls the rate at which funds may be used.
Over programmed	Associated with the TIP/STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP
PCTI	Pennsylvania Community Transportation Initiative
PennDOT	Pennsylvania Department of Transportation
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs including, access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the travel demand modeling of a metropolitan area's transportation network.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPTA	Southeastern Pennsylvania Transportation Authority

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



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ACTION ITEM

Date Prepared: May 1, 2025

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

May 6, 2025

Agenda Item:

6. FY 2026 Project Selection for the New Jersey Transportation and Community Development Initiative (TCDI) Program

Background/Analysis/Issues:

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

For FY 2026, \$600,000 was available for New Jersey projects. DVRPC received eight applications totaling \$882,000. The New Jersey TCDI Review Committee (Review Committee) representing the DVRPC counties, state agencies, transit agencies, and New Jersey Office of Planning Advocacy reviewed the projects based on a set of quantitative criteria and selected funding priorities for the FY 2026 NJ round.

FY 2026 NJ TCDI Recommended Projects

Burlington County (\$240,000)

Beverly City, \$90,000

Transit Village and Land Use Plan

TCDI funds will be used to develop a land use plan for the City that is more conducive to fostering transit-oriented development patterns that will leverage the city's location along NJ Transit's River Line. This plan will advance Beverly City's efforts of becoming a transit village and increase access to housing and jobs by enabling mixed-used commercial and residential development.

Burlington County, \$75,000*Delaware River Heritage Trail (DRHT) Feasibility and Route Alignment Study*

This study will focus on a 13-mile-long segment of the DRHT, which is part of the East Coast Greenway and Circuit Trail network, between Delanco and Florence Townships. The effort will explore ways to eliminate physical barriers and link separated communities by providing increased access to services, retail, parks, community assets, and public transit service, including NJ Transit's River Line.

Evesham Township, \$75,000*Circulation Plan Improvements*

The Township will use these TCDI funds to develop a circulation element, which follows their 2020 Vision Plan, that will advance and refine transportation and mobility improvements across the township. The plan will focus on enhancing multimodal connectivity, establishing a wayfinding system, and improving transit access.

Camden County (\$185,000)**Haddon Township, \$60,000***Zoning and Land Development Ordinance Update*

TCDI funds will be used to update the Township's land development and zoning ordinance in a way that will enable mixed-use redevelopment of the area surrounding the PATCO High Speed Line station. The Township also aims to use the updates to address their affordable housing obligations and facilitate transit-oriented development (TOD) in their community.

Pennsauken Township, \$125,000*Pennsauken-Palmyra Trail Expansion Project*

This project will identify feasible alignments through Pennsauken Township, in Camden County, and Palmyra Borough, in Burlington County, for a stretch of the Delaware River Heritage Trail (DRHT). This study will advance efforts to complete the region's Circuit Trails network and the East Coast Greenway, since the DRHT is part of both larger trail systems.

Gloucester County (N/A)

No applications were submitted for projects located within Gloucester County.

Mercer County (\$175,000)**Hightstown Borough, \$75,000***Downtown Parking and Economic Development Plan*

TCDI funds will be used to develop strategies that will create a more vibrant downtown, that better serves the changing population and addresses access and parking challenges. The plan will also enable the Borough to determine the highest and best use of available sites to increase economic activity in downtown, while also understanding parking availability versus demand.

NJ Transit, \$100,000

Trenton Transit Center TOD Study

This study will focus on the potential for TOD at the Trenton Transit Center, as well as identifying appropriate transit-friendly improvements within a half-mile radius of the Center. Once realized, TOD would increase multimodal access to housing and jobs, as well as the tax base for the City of Trenton. It will also advance the State-level goals.

Cost and Source of Funds:

\$600,000 STBGP-PHILA, DB # D0204 of the NJ TIP.

Date Action Required:

May 6, 2025

Recommendation:

RTC – Will make a recommendation at the May 6 RTC meeting.

NJ TCDI Review Committee -
Recommends approval.

Staff - Recommends approval.

Action Proposed:

The RTC recommends that the Board approve the recommended list of FY 2026 New Jersey TCDI projects for a total award amount of \$600,000.

Staff Contact:

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

ACTION ITEM

Date Prepared: Apr 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

May 6, 2025

Agenda Item:

7. Updated Philadelphia Employment Forecasts

Background:

The purpose of this update is to reallocate forecasted employment within the City of Philadelphia, to better reflect jobs in major employment centers or proposed developments in the Lower South, Lower Southwest, and University-Southwest districts. Total city and regional employment totals were not adjusted. DVRPC worked with the City of Philadelphia to identify the correct proportion of jobs for these districts

Overall, the Lower South district of Philadelphia has increased projected employment to better reflect development plans for the Navy Yard and Bellwether Districts. The Lower Southwest has an increased base employment to reflect existing jobs at the Airport. Areas within University City are projected to increase in employment. However, overall employment is slightly down in this area, after reallocating jobs to the Lower South and Lower Southwest. All other areas of the city now have reduced projected employment. Total city and regional employment numbers were not adjusted.

Date Action Required:

May 6, 2025

Recommendations:

RTC – Will make a recommendation at the May 6 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends that the DVRPC Board adopt the 2050 Version 2.1 Employment Forecasts for the City of Philadelphia.

Staff Contact:

Gregory Diebold
Planning Data Analyst, Office of Long-Range Planning

Attachments:

Version 2.1 Philadelphia Planning District Employment Forecasts

Table 1. Comparison of Employment Projections in Philadelphia Planning Districts in 2050

District	2050 Emp v2.0	2050 Emp v2.1	Difference
Lower South	21,481	57,195	35,714
Lower Southwest	17,486	34,823	17,337
South	45,332	44,742	-590
Lower Northwest	27,357	26,511	-846
Central Northeast	33,373	32,138	-1,235
University - Southwest	120,326	119,005	-1,321
Central	270,531	269,179	-1,352
Lower Northeast	39,225	37,476	-1,749
River Wards	30,760	28,585	-2,175
North Delaware	32,639	30,351	-2,288
West Park	26,486	23,562	-2,924
Lower Far Northeast	39,348	35,928	-3,420
Upper Far Northeast	40,191	36,661	-3,530
West	33,139	29,334	-3,805
Upper Northwest	40,445	36,628	-3,817
Upper North	48,875	43,360	-5,515
North	53,335	46,795	-6,540
Lower North	56,302	44,358	-11,944
Total	976,631	976,631	0

Table 2. 2050 v2.1 Philadelphia Planning District Employment Forecasts by Five-Year Increment

Planning District	2020	2025	2030	2035	2040	2045	2050
Central	255,272	272,211	265,935	258,883	259,387	269,639	269,179
Central Northeast	31,346	32,831	32,114	31,300	31,251	32,201	32,138
Lower Far Northeast	34,461	36,923	36,304	35,151	34,790	36,051	35,928
Lower North	44,365	45,678	44,775	43,680	43,556	44,530	44,358
Lower Northeast	36,638	38,248	37,591	36,688	36,646	37,588	37,476
Lower Northwest	25,734	26,857	26,270	25,639	25,726	26,575	26,511
Lower South	26,228	29,694	35,437	45,810	55,674	57,307	57,195
Lower Southwest	35,089	37,702	35,567	34,267	34,194	34,835	34,823
North	46,409	48,032	46,890	45,653	45,416	46,982	46,795
North Delaware	29,302	30,973	30,231	29,500	29,427	30,446	30,351
River Wards	26,973	29,271	28,609	27,834	27,667	28,726	28,585
South	41,042	44,474	43,690	42,614	42,782	44,844	44,742
University - Southwest	88,677	97,209	98,203	98,638	101,819	107,846	119,005
Upper Far Northeast	35,444	38,113	37,251	36,001	35,555	36,825	36,661
Upper North	42,781	44,332	43,496	42,498	42,450	43,449	43,360
Upper Northwest	36,099	37,538	36,692	35,759	35,729	36,713	36,628
West	29,788	30,282	29,659	28,900	28,780	29,383	29,334
West Park	22,876	23,926	23,357	22,708	22,779	23,661	23,562
Total	888,524	944,294	932,071	921,523	933,628	967,601	976,631