

Transportation Improvement Program

RTC | JUNE 2025

REGIONAL PLANNING COMMISSION

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

ACTIONS

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TIP Actions for June 2025

The following projects require formal TIP modifications or amendments this month for the FFY2024 TIP for New Jersey and/or FFY2025 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) <u>PA25-055: Route 1 Improvements North (Section RC2) (MPMS #93445),</u> <u>Bucks County – Increase CON Phase</u>
- b) <u>NJ24-108: Resurfacing, Federal (DB #99327A), Statewide Decrease ERC</u> <u>Phase</u>
- c) <u>NJ24-109: ITS Safety Program (DB #23314)</u>, <u>Statewide Increase ERC</u> <u>Phase</u>
- d) NJ24-110: Safety Programs, (DB #19370), Statewide Increase ERC Phase
- e) <u>NJ24-111: Bridge Preventive Maintenance (DB #13323), Statewide- Increase</u> <u>EC Phase</u>
- f) <u>NJ24-112: Mobility and Systems Engineering Program (DB #13306),</u> <u>Statewide – Increase EC Phase</u>

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

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>JUNE 10, 2025</u>

Agenda Item:

5a. <u>PA25-055: Route 1 Improvements – North (Section RC2) (MPMS #93445),</u> Bucks County – Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Route 1 Improvements – North (Section RC2) (MPMS #93445) project by \$11,849,000 (\$7,160,000 STU/\$3,389,000 STP/\$480,000 State 581 in FFY25 and by \$820,000 State 581 in FFY26).

\$5,349,000 of the funds shown will be utilized to cover the project's Advance Construct (AC) Conversion costs. The remaining \$6,500,000 (\$5,200,000 Federal/\$1,300,000 State Match) will be utilized to cover various project cost increases. The primary details necessitating this project's cost increase include:

- **\$760,000** for construction modifications, exploratory drilling, and redesign of the Pier 3 Caisson due to the depth of the rock sockets.
- **\$1,354,000** for the construction of an additional retaining wall.
- **\$975,000** to provide shop drawings, fabricate, and construct a modular retaining wall at Ramp C.
- **\$1,903,000** for contract items that increased from the original estimate, including excavation work, temporary barriers and impact attenuating devices, underdeck protection shields, and steel protection piles.
- **\$1,355,000** for material cost increases including asphalt and diesel.

The Route 1 Improvements - North (Section RC2) project, located in Bensalem and Middletown Townships, Bucks County, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a total distance of 1.5 miles. The project will reconstruct and widen US 1, including upgrading two interchanges, S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel), and reconstructing three bridges.

Additional improvement details for this section of US 1 include:

- Widening of US 1 median width to meet current design criteria.
- The height of the bridge carrying US 1 over Rockhill Drive has been increased to accommodate the required 14'-6" vertical clearance between the bottom of the new bridge beams and the proposed elevation of Rockhill Drive below. The roadway along SR 0001 has been raised to meet the new bridge elevation.
- Adding a third travel lane along US 1 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.
- Adding an auxiliary lane along US 1 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
- Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to US 1 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal, and improving the geometry of the interchange ramps, where feasible.
- Modifications to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.
- North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along US 1 in both the northbound and southbound directions for ramps to and from Rockhill Drive.
- Structure improvements, including the replacement of three existing bridges, the construction of five retaining walls, and construction of one noise wall. The existing bridges to be replaced are those that carry US 1 over Rockhill Drive, Neshaminy Creek, and US 1 Business and the CSX and SEPTA rail lines.
- US 1 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment.
- Sidewalks, ADA ramps, and pedestrian signals were installed along Rockhill Drive within the project limits. The existing bus stops along Rockhill Drive were relocated to accommodate the widening of the roadway. All bus stops are in similar locations to those prior to construction.
- Guiderail upgrades, drainage improvements, and signage improvements.

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:

\$11,849,000 (\$7,160,000 STU/\$3,389,000 STP/\$1,300,000 State 581)

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make recommendations at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-055, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase of the Route 1 Improvements – North (Section RC2) (MPMS #93445) project by \$11,849,000 (\$7,160,000 STU/\$3,389,000 STP/\$480,000 State 581 in FFY25 and by \$820,000 State 581 in FFY26).

Staff Contact:

Travis Spotts

Attachments:

- 1. PennDOT FCC #055
- 2. PennDOT Statewide FCC
- 3. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

MPMS# 93445 Route 1 Improvements - North (Section RC2) AG Code 2035M LIMTS: Route 1 - Neshaminy and Penndel Interchanges, Bucks County Latitude: 40.140082 MUNICIPALITIES Middletown Township; Bensalem Township; Langhome Manor Longitude: -74.959 Intersection/Interchange Improvements PROJ MANG: TSS/S. Hasan The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows: -Widening of US 1 median width to meet current design criteria. The height of the bridge carrying US 1 over Rockhill Drive has been increased to accommodate the required 14'-6' vertical clearance between the bottom of the new bridge beams and the proposed elevation of Rockhill Drive below. The roadway along SR 0001 has been raised to meet the new bridge along US 1 in each direction from just south of the Neshaminy interchange. Adding a suikilary lane along US 1 in both the northbound and southbound directions between the PA Turpike interchange. Adding a suikilary lane along US 1 in both the northbound and southbound directions between the PA Turpike interchange and Neshaminy interchange. Adding a timerchange. along ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal, and improving the geometry of the interchange ramps, where feasible. -Nothof the Neshaminy interchange. adding/lengthening auxiliary (acceler											
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UTL NHPP 5,920 I UTL 581 1,480 I CON STU* 1,719 I CON SXF 539 I CON STU* 2,000 I	Phase Fund	FY2025 FY2026 FY202	7 FY2028	FY2029	FY2030 F	Y2031	FY2032	FY2033	FY2034 F	Y2035 F	Y2036
UTL 581 1,480 CON STU* 1,719 CON SXF 539 CON STU* 2,000				<u> 0 _ 0</u>							
CON SXF 539 CON STU* 2,000											
CON STU* 2,000	CON STU*	1,719	1								
	CON SXF	539									
CON NHPP* 1,281	CON STU*	2,000	1								
· · ·	CON NHPP*	1,281									
	-						-				

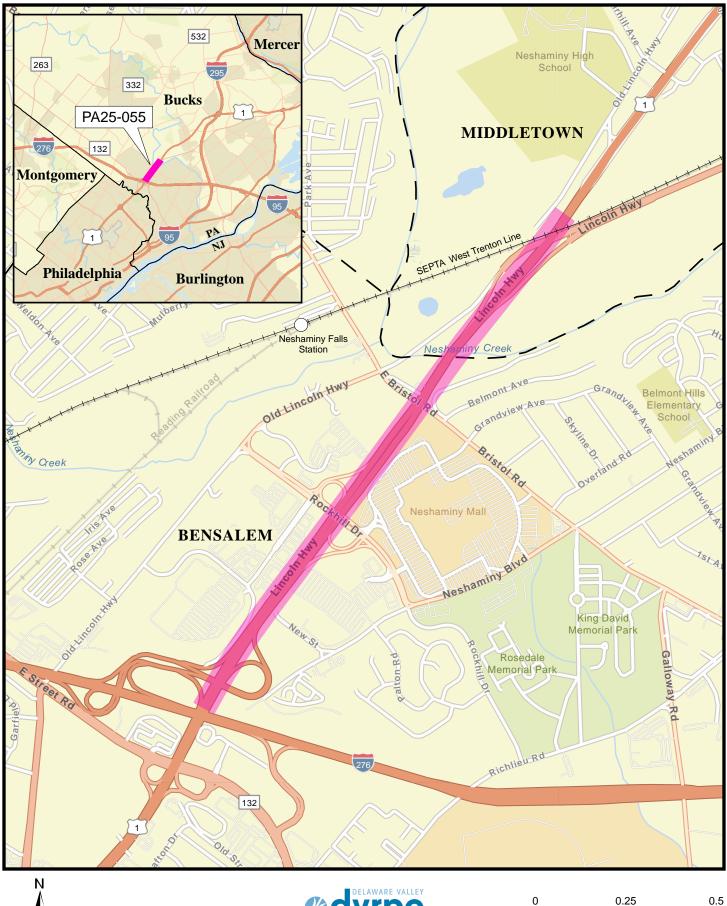
DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Bucks													
		281	0	0	0	0	0	0	0	0	0	0	
	Total FY2025	5-2028	12,939		Total FY2029	9-2032	0		Total FY2	033-2036	0		

						TIP Prog	ram Yea	rs (\$ 000))				
Phase	<u>Fund</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
UTL	NHPP	5,920											
UTL	581	1,480											
CON	STP*	3,389											
CON	STU*	8,879											
CON	SXF	539											
CON	581	480											
CON	STU*		2,000										
CON	NHPP*		1,281										
CON	581		820										
		20,687	4,101	0	0	0	0	0	0	0	0	0	0
		Total FY2	2025-2028	24,7	788	Total FY	2029-2032		0	Total FY	2033-2036	i	0

PA25-055: Route 1 Improvements - North (Section RC2)









DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>June 10, 2025</u>

Agenda Item:

5b. NJ24-108: Resurfacing, Federal (DB #99327A), Statewide – Decrease ERC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FFY2024 S/TIP for New Jersey by decreasing the FFY25 (FFY25 Engineering/Right-of-Way/Construction (ERC) Phase of the Resurfacing, Federal program (DB #99327A) by \$40 M NHPP from \$45 M NHPP to \$5 M NHPP. NJDOT must have all three MPO Boards approve this action in order to proceed.

The funding will go towards the remaining FFY25 authorizations in the Statewide Programs Traffic Monitoring Systems (DB #X66) and Mobility and Systems Engineering Program (DB #13306) as part of the FFY25 August Redistribution exercise. Funding for this program was also reduced because NJDOT anticipates needing approximately \$5 M to cover the remaining FFY25 authorizations from this program.

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are also funded.

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 show all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$40 M NHPP Decrease

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-108, NJDOT's request that DVRPC amend the FFY2024 S/TIP for New Jersey by decreasing the FFY25 ERC Phase of the Resurfacing, Federal program (DB #D2305) by \$40 M NHPP from \$45 M NHPP to \$5 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FFY24-33 FCC #41

DVRPC FY2024 TIP for New Jersey

Highway/Transit/Statewide Program

Various	
DB# 99327A	Resurfacing, Federal
A/Q Code S10	Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.
Prog Mgr: Powers	s, Eric Various
Summary of Action	n: Formal action amend the FFY2024 S/TIP for New Jersey by decreasing the FFY25 ERC Phase Mapped: N of the Resurfacing, Federal program (DB #99327A) by \$40 M NHPP from \$45 M NHPP to \$5 M NHPP. See NJDOT Statewide FCC #41.

Before Proposed Action

		TIP Pro	gram Years	(\$ millior	ns)	Out-Years					
Phase	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
ERC	NHPP	2.000	45.000	45.000	30.000	35.000	35.000	35.000	35.000	35.000	35.000
ERC	STBGP-FLEX	1.354									
	Fiscal Year Total	3.354	45.000	45.000	30.000	35.000	35.000	35.000	35.000	35.000	35.000
			Total FY202	4- <u>2027</u>	123.354	<u>Out-</u>	<u>Year Cost</u>	210.000			

					Т	IP Program Y	ears (\$ millio	ons)			
<u>Phase</u> ERC	<u>Fund</u> NHPP	<u>2024</u> 2.000	<u>2025</u> 5.000	<u>2026</u> 45.000	<u>2027</u> 30.000	<u>2028</u> 35.000	<u>2029</u> 35.000	<u>2030</u> 35.000	<u>2031</u> 35.000	<u>2032</u> 35.000	<u>2033</u> 35.000
ERC	STBGP-FLEX	1.354									
	Fiscal Year Total	3.354	5.000	45.000	30.000	35.000	35.000	35.000	35.000	35.000	35.000
		Total FY2	024 - 2027		83.354	Total FY	2028 - 2033	210	.000		

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>June 10, 2025</u>

Agenda Item:

5c. NJ24-109: ITS Safety Program (DB #23314), Statewide – Increase ERC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 Engineering/Right-of-Way/Construction (ERC) Phase for the ITS Safety Program (DB #23314) by \$20.18 M HSIP from \$3 M HSIP to \$23.18 M HSIP. NJDOT must have all three MPO Boards approve this action in order to proceed.

The reason for the cost increase is to fund the Rt. 80, Green Pond Road (CR 513) to Riverview Drive (CR 640) project, with an estimated cost of \$13.5 M, and other various project authorizations that total \$9.68 M. This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along New Jersey's roadways.

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 show all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$20.18 M HSIP

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-109, NJDOT's request that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 ERC Phase ITS Safety Program (DB #23314) by \$20.18 M HSIP from \$3 M HSIP to \$23.18 M HSIP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FFY24-33 FCC #41

DVRPC FY2024 TIP for New Jersey

Highway/Transit/Statewide Program

Various	
DB# 23314	ITS Safety Program
A/Q Code S7	This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.
Prog Mgr: Mirza,	Wasif
Summary of Actic	Formal action to amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 ERC Mapped: Y Phase ITS Safety Program (DB #23314) by \$20.18 M HSIP from \$3 M HSIP to \$23.18 M HSIP. See NJDOT Statewide FCC #41.

Before Proposed Action

		TIP Pro	gram Years	(\$ million	s) (Out-Years					
<u>Phase</u> ERC	<u>Fund</u> HSIP	<u>2024</u> 3.000	<u>2025</u> 3.000	<u>2026</u> 3.000	<u>2027</u> 3.000	<u>2028</u> 3.000	<u>2029</u> 3.000	<u>2030</u> 3.000	<u>2031</u> 3.000	<u>2032</u> 3.000	<u>2033</u> 3.000
	Fiscal Year Total	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
			Total FY2024	-2027	12.000	<u>Out-Y</u>	<u>ear Cost</u>	18.000			

				[ТІ	P Program Ye	ears (\$ millio	ns)			
<u>Phase</u>	<u>Fund</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
ERC	HSIP	3.000	23.180	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
	Fiscal Year Total	3.000	23.180	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total FY2	2024 - 2027		32.180	Total FY2	2028 - 2033	18.	000		

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>June 10, 2025</u>

Agenda Item:

5d. NJ24-110: Safety Programs (DB #19370), Statewide – Increase ERC Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FY2024 S/TIP for New Jersey by increasing the FFY25 ERC Phase for the Safety Programs (DB #19370) by \$15.536 M by adding \$22.965 M HSIP funding and removing \$7.429 M HSIP-VRUS funding, from \$6.93 M HSIP to \$29.895 M HSIP and from \$11.529 M HSIP-VRUS to \$4.1 M HSIP-VRUS. NJDOT must have all three MPO Boards approve this action in order to proceed. The reason for the cost increase is to fund the remaining FFY25 authorizations, listed in the attached project list, confirmed by NJDOT's August Redistribution exercise. HSIP-VRUS funding will be reallocated to Local Safety/High Risk Rural Roads Program (DB #04314) in the NJTPA region.

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW, and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements include: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology to reduce crashes and crash severities on New Jersey's state roads.

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 show all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$15.536 M (\$22.965 M HSIP/Remove \$7.429 M HSIP-VRUS)

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-110, NJDOT's request that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 ERC Phase for the Safety Programs (DB #19370) by \$15.536 M by adding \$22.965 M HSIP funding and removing \$7.429 M HSIP-VRUS, from \$6.93 M HSIP to \$29.895 M HSIP and from \$11.529 M HSIP-VRUS to \$4.1 M HSIP-VRUS.

Staff Contact:

Ethan Fogg

Attachments:

- 1. NJDOT Statewide FFY24-33 FCC #41
- 2. List of Statewide Safety Programs Projects

DVRPC FY2024 TIP for New Jersey

Highway/Transit/Statewide Program

Various		
DB# 19370 S	afety Programs	
A/Q Code S6	This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to insta safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Saf Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.	ll ety
Prog Mgr: Swords, Ar	ndrew	
Summary of Action:	Formal action to amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 ERC Phase for the Safety Programs (DB #19370) by \$15.536 M by adding \$22.965 M HSIP funding from \$6.93 M HSIP to \$29.895 M HSIP and removing \$7.429 M HSIP-VRUS funding from \$11.529 M HSIP-VRUS to \$4.1 M HSIP-VRUS. See NJDOT Statewide FCC #41.	Mapped: Y

Before Proposed Action

		TIP Pro	gram Years	(\$ million	s) (Out-Years					
<u>Phase</u>	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
ERC	HSIP	22.387	6.930	8.304	9.638	10.998	12.386	13.802	15.246	16.719	18.221
ERC	HSIP-VRUS	11.291	11.529	11.771	12.007	12.247	12.492	12.742	12.996	13.256	13.521
ERC	NHPP	3.815									
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
ERC	STBGP-FLEX	1.185									
	Fiscal Year Total	38.928	18.709	20.325	21.895	23.495	25.128	26.794	28.493	30.225	31.992
			Total FY2024	4- <u>2027</u>	99.857	<u>Out-</u> `	Year Cost	166.127			

					Т	IP Program Y	Years (\$ millions)				
<u>Phase</u>	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
ERC	HSIP	22.387	29.895	8.304	9.638	10.998	12.386	13.802	15.246	16.719	18.221
ERC	HSIP-VRUS	11.291	4.100	11.771	12.007	12.247	12.492	12.742	12.996	13.256	13.521
ERC	NHPP	3.815									
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
ERC	STBGP-FLEX	1.185									
	Fiscal Year Total	38.928	34.245	20.325	21.895	23.495	25.128	26.794	28.493	30.225	31.992
		Total FY2	2024 - 2027		115.393	Total FY	2028 - 2033	166	.127		

Project Name	Sum of Modified HSIP Amount in Millions
Rt 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93)	1.250
Systemic Backplate Pilot Program Central, Safety Improvements (LS)	2.500
Systemic - Horizontal Curve Sign Program Central (LS) - D00S821	5.500
Systemic - Horizontal Curve Sign Program Central (LS) - 2024 U.S. Routes	2.000
Int. Impr. Prog. & Safety Corridor Prog. With ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County)	2.000
Systemic Backplate Pilot Program South, Safety Improvements (LS)	1.000

Passaic Ave, Ward Ave, Clifton City -0003339	5.600
Systemic - Horizontal Curve Sign Program North (LS) - D00S822	2.700
2025 Statewide Utility Pole Relocation/Replacement	0.150
Snowhill Road - 1017(300)	0.545
Grove Street - 1095(300)	0.505
Park Avenue & 22nd Street - 1492(300)	0.601
17th Avenue & 24th Street - D00S(778)	0.557
Prices Switch Road - 0515(300	0.508
Mt. Vernon Street - 1090(300)	0.105
Mt. Vernon Street - 1090(301)	0.171

Maple Grange Road - D00S(779)	0.490
Oliphant Mill Road - 1007(303)	0.415
Crooks Avenue - 0630(302)	0.715
Main Street & Throckmorton Road - 0537(705)	0.359
South Street (ST-79) - 0079(302)	0.359
Roanoke Avenue - 1455(300)	0.223
Main Street - 0523(300)	0.338
Lindsley Avenue - 0604(300)	0.297
Stevens Avenue - 0616(303)	0.255
Chestnut Street - 1139(300)	0.658
Holmdel Road - 0042(310)	0.586
Shrewsbury Road - 0013(134)	0.267
Woodcliff Avenue - 0090(300)	0.517
Station Road - 0679(301)	0.517
Matawan Road - 0527(307)	0.319
Lake Avenue - 1007(304)	0.317
12th Avenue - 1151(302)	0.350
Edison Avenue - 1113(302)	0.217
Thomas Avenue - 1040(302)	0.297
Griffith Morgan - 1413(300)	0.355
Keim & Reed - 0413(300)	0.687
Jessup Road (submitting for fpn)	0.515
Edith Avenue - 1008(348)	0.250
Midland Avenue - D00S(797)	2.550
	37.545

HSIP-VRUS	
Project Name	Sum of Modified HSIP Amount in Millions
VRU Mid-Block Crosswalk Improvements, Central	3.00
VRU RT 1&9, Dennis Place to east Grand St, MP 42.79- 44.52, Linden/Elizabeth, Union Co - 0001333	1.10
	4.10

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>June 10, 2025</u>

Agenda Item:

5e. <u>NJ24-111: Bridge Preventive Maintenance (DB #13323)</u>, Statewide – Increase <u>EC Phase</u>

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 Engineering/Construction (EC) Phase for the Bridge Preventive Maintenance program (DB #13323) by \$58.5 M STBGP-FLEX from \$10 M STBGP-FLEX to \$68.5M STBGP-FLEX. NJDOT must have all three MPO Boards approve this action in order to proceed.

Project Name	CON Cost
	(Million)
Bridge Preventive Maintenance Contract 2025-1	\$16.400
Signature Bridge Preventive Maintenance Contract 2025-2	\$17.900
I-287 Bridge Painting Contract 2024-3	\$11.200
I-80 Bridge Painting Contract 2024-1	\$10.000
Pier Protection Contract 1	\$8.000
Boonton Line Preventive Maintenance (BFP Off System)	\$5.000
	\$68.500

List of FFY25 Statewide Bridge Preventative Maintenance Projects

The reason for the cost increase is to fund the remaining FFY25 authorizations listed above and confirmed by NJDOT's August Redistribution exercise. This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by

corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

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 show all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$58.5 M STBGP-FLEX

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-111, NJDOT's request that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 EC Phase for the Bridge Preventive Maintenance program (DB #13323) by \$58.5 M STBGP-FLEX from \$10 M STBGP-FLEX to \$68.5M STBGP-FLEX.

Staff Contact:

Ethan Fogg

Attachments:

- 1. NJDOT Statewide FFY24-33 FCC #41
- 2. List of Statewide Bridge Preventative Maintenance Projects

DVRPC FY2024 TIP for New Jersey

Highway/Transit/Statewide Program

Various	
DB# 13323	Bridge Preventive Maintenance
A/Q Code S10	This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.
Prog Mgr: Solaz	zzo, Douglas
Summary of Act	ion: Formal action to the FFY2024 S/TIP for New Jersey by increasing the FFY25 EC Phase for the Bridge Preventive Maintenance program (DB #13323) by \$58.5 M STBGP-FLEX from \$10 M STBGP-FLEX to \$68.5M STBGP-FLEX. See NJDOT Statewide FCC #41.

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
<u>Phase</u>	<u>Fund</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
EC	BFP	7.218									
EC	NHPP	17.782	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
EC	STBGP-FLEX	54.617	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
	Fiscal Year Total	114.617	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
		Total FY2024-2027 324.617		324.617	Out-	<u>ear Cost</u>	420.000				

					T	IP Program Y					
<u>Phase</u>	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
EC	BFP	7.218									
EC	NHPP	17.782	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
EC	STBGP-FLEX	54.617	68.500	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
	Fiscal Year Total	114.617	128.500	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
		Total FY	2024 - 2027	:	383.117	7 Total FY2028 - 2033		2033 420.000			

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

<u>June 10, 2025</u>

Agenda Item:

5f. <u>NJ24-112: Mobility and Systems Engineering Program (DB #13306), Statewide</u> <u>– Increase EC Phase</u>

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 Engineering/Construction (EC) Phase for the Mobility and Systems Engineering Program (DB #13306) by \$29.2 M NHPP from \$49.991 M NHPP to \$79.191 M NHPP. NJDOT must have all three MPO Boards approve this action in order to proceed.

The reason for the cost increase is to fund the Smart Moves 2021 North Project (\$25.7 M) and Final Design for the Rt. 30, 40 and 47 Drawbridges ITS project (\$2.5 M) as part of the FFY25 August Redistribution exercise. This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program allows for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: following and maintaining ITS Architecture, preparing TMPs for major construction projects, motorist's information sharing (511), "Every Day Counts" initiatives, incorporation of adaptive signal systems, hard shoulder use, performance measures and, maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program supports NJDOT's traffic signal optimization efforts and the Arterial Management Center.

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 show all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

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

Cost and Source of Funds:

\$29.2 M NHPP

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-112, NJDOT's request that DVRPC amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 EC Phase for the Mobility and Systems Engineering Program (DB #13306) by \$29.2 M NHPP from \$49.991 M NHPP to \$79.191 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

- 1. NJDOT Statewide FFY24-33 FCC #41
- 2. List of Statewide Mobility and Systems Engineering Program Projects

DVRPC FY2024 TIP for New Jersey

Highway/Transit/Statewide Program

Various	
DB# 13306	Mobility and Systems Engineering Program
A/Q Code S7	This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.
Prog Mgr: Mirza	a, Wasif
Summary of Acti	ion:Formal action to amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 EC PhaseMapped: Yfor the Mobility and Systems Engineering Program (DB #13306) by \$29.2 M NHPP from\$49.991 M NHPP to \$79.191 M NHPP. See NJDOT Statewide FCC #41.

Before Proposed Action

		TIP Pro	gram Years	(\$ millior	is)	Out-Years					
<u>Phase</u>	Fund	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
EC	NHPP	22.136	49.991	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
EC	STBGP-FLEX	6.810	6.659								
	Fiscal Year Total	31.946	59.650	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2024-2027 109.59		109.596	<u>Out-Y</u>	ear Cost	54.000				

		TIP Program Years (\$ millions)									
Phase	<u>Fund</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
EC	NHPP	22.136	79.191	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
EC	STBGP-FLEX	6.810	6.659								
	Fiscal Year Total	31.946	88.850	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2	2024 - 2027	1	38.796	Total FY2028 - 2033		otal FY2028 - 2033 54.000			

Smart Moves 2021 North	
Phase	FY2025 Costs
1. Preliminary Engineering	0.000
2. Final design - In House	0.500
3. Final design - Consultant	0.000
4. Right of Way	0.000
5. Utilities	0.000
6. Construction Contract	19.000
7. Construction Engineering	1.900
8. Construction Inspection	3.800
9. Contingencies	0.000
10. Construction - In House	0.500
Total	25.700
Rt. 30, 40 and 47 Drawbridges ITS FD	
Phase	FY2025 Costs
1. Preliminary Engineering	0.000
2. Final design - In House	0.300
3. Final design - Consultant	3.200
4. Right of Way	0.000
5. Utilities	0.000
6. Construction Contract	0.000
7. Construction Engineering	0.000
8. Construction Inspection	0.000
9. Contingencies	0.000
Total	3.500

PennDOT Fiscal Constraint Charts (June 2025)

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

MA IDs: 140287, 140302, 140303, 140304

TIP MODIFICATIONS FOR MAY 2025 Chart #54

Chart: 054

Chart: 054 * Positive number	denotes a surplus	s/Negative denotes a deficit																										
	rative Actio			FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 2029		ND 4 YRS FFY 2030		YRS FFY 2031	1 21	ND 4 YRS			BRD 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	5 Fed. ((\$) State (\$) LOC	Fed. (\$)	State (\$)	LOC Fed. (\$	\$) State ((\$) LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE RESERVE LINE ITEM		Before 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	o o	0	0	0	0 0	1,724,000	46,897,714	0	61,189,976	LINE ITEM
BUCKS	79929	Adjust BOF 185	(500,000)	492,000	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	(8,000)	
		After BOF 185	1,980,000	1,216,129	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	61,181,976	
REED RD O/ WHETSTONE RUN		Before 185	0	492,000) 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		0	0	0	0 0	0	0	0	492,000	PROJECT WAS PREVIOUSLY PROGRAMMED & OBLIGATED UNDER
DELAWARE	103521	CON Adjust 185	0	(492,000	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		THE 2023 TIP WITH BOF FUNDS. STATE FUNDS NOT NEEDED. WILL PROGRAM BOF
SR,7023,036		After	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0	0	0	0	0 0	0	0	0		FUNDS FOR AC CONVERSION.
																												ADDING FUNDS FOR AC CONVERSION.
REED RD O/ WHETSTONE RUN		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	1
DELAWARE	103521	CON Adjust BOF TC	500,000	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0	0	0	0	0 0	0	0	0	500,000	4
SR,7023,036		After BOF TC	500,000	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0	o o	0	0	0	0 0	0	0	0	500,000	
BRIDGE RESERVE LINE ITEM		Before BOF 185	1,980,000	1,216,129	9 480,500	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 0	1,724,000	46,897,714	0	61,181,976	LINE ITEM
BUCKS	79929	CON Adjust BOF 185	(236,000)) (44,000) (15,000)	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0) 0	0	0	0	0 0	0	0	0	(295,000)	1
		After BOF 185	1,744,000			14,956		390,000	0	2,089,338	0	0		-	0	51,000	0	0 189,000	0 0	0	0	0	0 0	1,724,000	46,897,714	0	60,886,976	
HADFIELD RD O/ BEAVER CR(C)		Before BOF 183	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0		0	0	0	0 0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO COVER SEVERAL ISSUES
CHESTER	86064	CON Adjust BOF 183	236,000	44,000) 15,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0) 0	0	0	0	0 0	0	0	0	295,000	THAT AROSE DURING CONSTRUCTION.
SR,7015,244				44,000	0 15,000	0	0	0	0	0	0		0												0		295,000	
SR,7015,244		After BOF 183	236,000	44,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0			U	0	0	0 0	0	0	0		LINE ITEM
BRIDGE RESERVE LINE ITEM	79929	Before BOF 185	1,744,000	1,172,129	465,500	14,956	5,490,339	390,000	0	2,089,338	0	0	659,000	0	0	51,000	0	0 189,000	o o	0	0	0	0 0	1,724,000	46,897,714	0	60,886,976	
BUCKS	13323	Adjust BOF 185	0	(264,000) (72,000)	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	(336,000)	
		After BOF 185	1,744,000	908,129	393,500	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 0	1,724,000	46,897,714	0	60,550,976	
STU LINE ITEM		Before STU 581	1,253,667	1,717,788	3 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	0 0	12,572,600	2,151,000	0	22,215,055	LINE ITEM
BUCKS	79980	CON Adjust STU 581	566,000		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	566,000	4
		After STU 581	1,819,667	1,717,788	3 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	0 0	12,572,600	2,151,000	0	22,781,055	ROW OBLIGATED
PENNSYLVANIA AVE O/ DELAWARE CANAL	-	Before STU 185	252,000	63,000	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	315,000	UNDER PREVIOUS TIP, ROW HAS BEEN CLEARED, FUNDS NOT NEEDED ON CURRENT TIP.
BUCKS	84258	ROW Adjust STU 185	(252,000)) (63,000)) 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	(315,000)	
SR,2073,BPA		After STU 185	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0 0	0	0	0	0	
PENNSYLVANIA AVE O/ DELAWARE CANAL		Before STU 185	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0	0 0	0	0	0	0 0	0	0	0	0	PREVIOUSLY OBLIGATED, FUNDS NEEDED TO COVER A LATE STAGE SUPPLEMENT.
BUCKS	84258	FD Adjust STU 185	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	0	0	85,000	-
SR,2073,BPA		After STU 185	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 0	0	0	0	85,000	
TOKANY CREEK PARKWAY O/		Before STU 183	382,000	72,000	0 24,000	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	478,000	PROGRAMMING SHOULD BE 80% STATE & 20% LOCAL TO MATCH
JENKINTOWN CR MONTGOMERY	16150	FD Adjust STU 183	(382,000)	310,000) 72,000	n	0	0	0	0	n	0	0	0	0	0	0	0 0 0) ^	0	0	0	0 0	0	0	0		PROGRAMMING ON PREVIOUS TIPS.
	10100		(002,000)	0.0,000	. 2,000	5		v	5	5	0								0		-	-		0	5			1
SR,7102,CHE		After 183	0	382,000	96,000	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	478,000	1

Chart: 054 * Positive number	denotes a sum	lus/Negative denotes	a deficit																									
BRIDGE RESERVE LINE ITEM	79929		e BOF	185	1,744,000	908,129	393,500	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	0	1,724,000	46,897,714	0	60,550,976	JE ITEM
BUCKS	13323		t BOF		0	(234,000)			(179,000)) (60,000)	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0	(551,000)	
		After			1,744,000	674,129	-		5,311,339		0	2,089,338	0	0 659,000	0 0	51,000	0	0 189,000	0	0 0 0	0 0	0	0	1,724,000	46,897,714	0	59,999,976	INE ITEM
STULINE ITEM BUCKS	79980	CON Adjust	STU		1,819,667 (400,000)	1,717,788	0	1,003,000 (328,765)	517,000		0 625,000	760,000	0	0 2,240,000	0 0	0	0	0 0	0	0 0 0	0 0	0	0	12,572,600	2,151,000	0	22,781,055	
BUCKS	79900	Adjust			1,419,667	1,717,788	0	674,235	517,000	-	625,000	760,000	0	0 2,240,000	0 0	0	0	0 0	0	0 0 0	0 0	0	0	12,572,600	2,151,000	0	(103,765)	
RIDGE PIKE O/ NORFOLK SOUTHERN(C)		Before	STU	183	1,250,000	0		625,000	0		625,000	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	2,500,000 AD CO	DDING FUNDS FOR /ORK ORDERS URING ONSTRUCTION.
MONTGOMERY	92839	CON Adjust	STU	183	400,000	234,000	78,000	328,765	179,000	60,000	(625,000)	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	654,765	
SR,,MG3		After	STU	183	1,650,000	234,000	78,000	953,765	179,000	60,000	0	0	0	0 0	0 0	o	0	0 0	0	0 0 0	0 0	0	0	0	0	0	3,154,765	
STULINE ITEM		Before	STU	581	1,419,667	1,717,788	0	674,235	517,000	0	625,000	760,000	0	0 2,240,000	0 0	0	0	0 0	0	0 0 0	0 0	0	0	12,572,600	2,151,000	0	22,677,290 LIN	NE ITEM
вискя	79980	CON Adjust	STU	581	(700,000)	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0	(700,000)	
		After	STU	581	719,667	1,717,788	0	674,235	517,000	0	625,000	760,000	0	0 2,240,000	0 0	0	0	0 0	0	0 0 0	0 0	0	0	12,572,600	2,151,000	0	21,977,290	DDING FUNDS FOR
RIDGE PK:BELVOIR- CHEMICAL(PARENT)(C)		Before	STU	LOC	750,000	0	0	750,000	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0		ORK ORDERS URING ONSTRUCTION.
MONTGOMERY	48175	CON Adjust	STU	LOC	700,000	0	363,000	0	0	187,000	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0	1,250,000	
SR,,MG2		After	STU	LOC	1,450,000	0	363,000	750,000	0	187,000	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	2,750,000	
BRIDGE RESERVE LINE ITEM			e BOF	185	1,744,000	674,129	315,500	14,956	5,311,339	330,000	0	2,089,338	0	0 659,000	0 0	51,000	0	0 189,000	0	0 0 0	0 0	0	0	1,724,000	46,897,714	0	59,999,976	NE ITEM
BUCKS	79929		t BOF	185	0	(592,000)) (8,000)	0	(2,250,000)) 0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	(2,850,000)	
		After	BOF	185	1,744,000	82,129	307,500	14,956	3,061,339	330,000	0	2,089,338	0	0 659,000	0 0	51,000	0	0 189,000	0	0 0 0	0 0	0	0	1,724,000	46,897,714	0	57,149,976	
BRIDGE GROUP V(C)		Before		185	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	0 ADI ACI MU	UNDS PREVIOUSLY NCUMBERED, DDING FUNDS TO CCOUNT FOR ULTIPLE WORK RDERS DURING
BUCKS	110660	CON Adjust		185	0	500,000	0	0	1,400,000	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	1,900,000	ONSTRUCTION.
SR,4059,HBV		After		185	0	500,000	0	0	1,400,000	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	1,900,000	
FRANKFORD AVE O/ FRANKFORD CR		Before		185	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	0 AD	REVIOUSLY NCUMBERED, DDING FUNDS FOR A UPPLEMENT DUE TO NFORESEEN DDITIONAL EFFORTS
PHILADELPHIA	81292	FD Adjust		185	0	60,000	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	60,000 RE CO	ELATED TO UTILITY OORDINATION.
SR,2007,FAR		After		185	0	60,000	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	o	0 0 0	0 0	0	0	0	0	0	60,000	
WILLITS RD O/ WOODEN BRIDGE RUN		Before		185	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	0 AD	REVIOUSLY NCUMBERED, DDING FUNDS FOR DDITIONAL WORK ON NVIRONMENTAL LEARANCE,
PHILADELPHIA	69909	PE Adjust		185	0	0	0	0	300,000	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0	300,000 STR PR	TRUCTURE DESIGN, RELIMINARY RIGHT- F-WAY AND
SR,1011,PWB		After		185	0	0	0	0	300,000	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0	300,000 PR	RELIMINARY UTILITY OORDINATION.
W BRIDGE ST O/ AMTRAK		Before		183	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	AM	DDING FUNDS FOR MTRAK DESIGN EVIEW.
CHESTER	14134	UTL Adjust		183	0	32,000	8,000	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	40,000	
SR,7410,BRG		After		183	0	32,000	8,000	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	40,000	
HOLLAND RD @ BUCK RD O/ MILL CR		Before		185	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0 0	0 0	0	0	0	0	0	0 AD	REVIOUSLY NCUMBERED, DDING FUNDS TO IATCH CURRENT HASE ESTIMATE.
BUCKS	102272	FD Adjust		185	0	0	0	0	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	200,000	
SR,0532,PH1		After							200,000				0															

TIP MODIFICATIONS FOR MAY 2025 Chart #54

																Chart #54															
Chart: 054 * Positive number of	danatas a sumlu	e Magativa dan	untas a daliait																												
STATE RD O/ DARBY CR			fore 185	;	0	0	0	0	0	0	0	0	0 0	0	0)	0	0	0 0	0 0		0 0	0 0	0	0	0	0	0	0	0	PREVIOUSLY ENCUMBERED, ADDING FUNDS FC SUPPLEMENT TO FINISH ADDITIONA ACTIVITES.
DELAWARE	93105	FD Adj	just 185		0	0	0	0	350,000	0	0	0 (0 0	0	()	0	0) 0	0 ()	0 0	0	0	0	0	0	0	0	350,000	ACTIVITES.
SR,0001,DSB		Aft	er 185		0	0	0	0	350,000	0	0	0 0	0 0	0	C)	0	0	0 0	0 0)	0 0	0 0	0	0	0	0	0	0	350,000	
			Before FFY Tota	ils -	16,819,001 10	0,475,009	2,159,500	4,130,015	28,823,695	1,890,000	1,250,000	12,726,690) 0	10,015,000)	0 25	5,000) 0	945,000 ()	0 (0	0	0	0	46,337,800	240,941,570	0	376,768,280	
		FF	FY Adjustment Tota	lls	0	0	363,000	0	0	187,000	0	0 (0 0	0	C)	0	0) 0	0 0)	0 0	0	0	0	0	0	0	0	550,000	TOTAL ADJUST IS
			After FFY Tota	ils	16,819,001 10	0,475,009	2,522,500	4,130,015	28,823,695	2,077,000	1,250,000	12,726,690	0 0	10,015,000	()	0 25	5,000	0 0	945,000 ()	0 0	0 0	0	0	0	46,337,800	240,941,570	0	377,318,280	TO THE USE OF LOCAL FUNDS.

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

TIP MODIFICATIONS FOR MAY 2025 Chart #55

NUMBER	Chart: 055															TIP MOD	IFICATIONS FOI Chart #55	K MAT 2025													
No. 1No. 1N	Administ	rative Ac	ction	Fund Type																											TOTAL Remarks
		MPMS	Phs	Amts. Fed. Sta.			LOC		State (\$)					LOC		(\$) LOC	Fed. (\$)	State (\$)	LOC Fed. (\$) State	\$) LOC Fed. (\$)	State (\$)			State (\$)	LOC Fed. (\$) State (\$)	LOC Fed. (\$)	State (\$)	LOC Fee	d. (\$) State		LINE ITEM
	ITEM RESERVE	64984					0	8,762,000	0			3 0		0		0 0	8,762,000			0 0 8,762,00	0 0	0	35,048,000	0	0 0 0	0	0 0	0	0		
Normal Normal Normal Normal 	DISTRICTWIDE			Adjust TAU After TAU			0	8,762,000		-	-	0 8		0	-	0 0	8,762,000			0 0 8,762,00	0 0	0	35,048,000	-	0 0 0	0		-			
NormNor	WALKABLE CHADDS	;		Before TAU TC	728,940	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	728 940 BID PLUS
		111487	7 CON	Adjust TAU TC	41,532	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	
Normal									0			0												0					_		
Normation No	SR,0001,WCF			After TAU TC	770,472	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	U	U	0	0 0 0	0	0 0	0	U	0 0	770,472
New or set New or set New or set New or set New or se	STU LINE ITEM			Before STU 581	719,667	1,717,788	0	674,235	517,000	0 625,000	760,000	0	0 2,240,000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,572,600	2,151,000	0 0 0	0	0 0	0	0	0 0	21,977,290 LINE ITEM
Normation<	BUCKS	79980			0			0	0	0 (0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	
 <tbr></tbr> N	ROOSEVELT BLVD						0	074,233	317,000	0 023,000	700,000	0	0 2,240,000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,372,000	2,131,000	0 0 0	0	0 0	0	0	0 0	PREVIOUSLY ORLICATED ADDING
No. 0No. 0N				Before STP 581	2,000,000	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	TIFIA REDISTRIBUTION
No. 1No. 1N	PHILADELPHIA	83736	CON	Adjust STP 581	0	500,000	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0	0	0 0	0	0	0 0	500,000 FUNDS RECENTLY ADDED. THIS WILL ADDRESS THE #2
 	SR,0001,WAV			After STP 581	2,000,000	500,000	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	
No				Before STIL 581	719 667	1,217 788	0	674 235	517 000	0 625.000	760.000	0	0 2 240 000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,572,600	2,151,000	0 0 0	0	0 0	0	0	0 0	21,477,290 LINE ITEM
 		79980			0	0	0	0		0 (0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	
				After STU 581	719,667	1,217,788	0	674,235	1,017,000	0 625,000	245,000	0	0 2,240,000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,572,600	2,151,000	0 0 0	0	0 0	0	0	0 0	CASH FLOWING
Image: Serie Seri	US 1: PA/MD LINE - PA472			Before 581	0	0	0	0	1,311,000	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	o	0	0	0 0 0	0	0 0	0	0	0 0	1,311,000 BASED ON ANTICIPATED FUNDING USE.
1 + + + + + + + + + 1 + + + + + + + + + 1 + + + + + + + + + 1 + + + + + + + + + + + + 1 + + + + + + + + + + + + + + + + + + +	CHESTER	113307	7 ROW	Adjust 581	0	0	0	0	(500,000)	0 0	515,000	0	0 0	0	0	0 0	0	0	0 0	0 0	o 0	0	0	0	0 0 0	0	0 0	0	0	0 0	15,000
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SR,0001,110			After 581	0	0	0	0	811,000	0 0	515,000	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	1,326,000
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																															
No. 10		79980			719,667			674,235		0 625,000	245,000	0	0 2,240,000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,572,600	2,151,000	0 0 0	0	0 0	0	0	0 0	21,462,290
Normal Nor	Doolid				719,667			674,235		0 625,000	245,000	0	0 2,240,000	0	0	0 0	0	0	0 0	0 0	0 0	0	12,572,600	2,151,000	0 0 0	0	0 0	0	0	_	
No. 1 No. 1 <th< td=""><td></td><td></td><td></td><td>Before STP 581</td><td>3,389,000</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0 0</td><td>0</td><td>0</td><td>0 0</td><td>0</td><td>0</td><td>0 0</td><td>0</td><td>0</td><td>0 0</td><td>0 0</td><td>0 0</td><td>0</td><td>0</td><td>0</td><td>0 0 0</td><td>0</td><td>0 0</td><td>0</td><td>0</td><td>0 0</td><td>TO SHOW OVERALL</td></th<>				Before STP 581	3,389,000	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	0	0 0	TO SHOW OVERALL
Normal biase Normal bias		93445	CON	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 0 0	0	0 0	0	0	0 0	
N 1 <td></td> <td>00110</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>_</td> <td></td> <td></td>		00110							-																				_		
Normation product produ	SR,0001,RC2			After STP 581	3,389,000	0	0	0	0	0 0		0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	U	0	0	0 0 0	0	0 1	0	U	0 0	
bit <td>IMPROVEMENT-</td> <td></td> <td></td> <td>Before STU 581</td> <td>8,878,690</td> <td>0</td> <td>0</td> <td>2,000,000</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0 0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0</td> <td>0 0 0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>o</td> <td>0 0</td> <td>10,878,690 MATCH TO GO ALONG WITH THE TIFIA REDISTRIBUTION</td>	IMPROVEMENT-			Before STU 581	8,878,690	0	0	2,000,000	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	o	0 0	10,878,690 MATCH TO GO ALONG WITH THE TIFIA REDISTRIBUTION
ARCOUNC		93445	CON	Adjust STU 581	0	480,000	0	0	820,000	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	ADDED. THIS WILL ADDRESS THE #3
Image: black	SR.0001.RC2			After STU 581	8.878.690	480.000	0	2.000.000	820.000	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	
NOCK-NOVE-NOVE-NOVE-NOVE-NOVE-NOVE-NOVE-NOVE			_		.,,			,,																							
Best No No No No No<	IMPROVEMENT-			Before NHPP 581	0	0	0	1,281,000	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	1,281,000 INCLUDED TO SHOW OVERALL PHASE COST.
I I		93445	CON	Adjust NHPP 581	0	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	0
ROUTE 1/NORTHIC NA SS	SR,0001,RC2			After NHPP 581	0	0	0	1,281,000	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	o	0	0	0 0 0	0	0 0	0	0	0 0	1,281,000
NORICINARY NORICINARY NORICINARY	ROUTE 1																														INCLUDED TO SHOW
SR001,RC2 After S5 536,56 536,56 C </td <td>NORTH(C)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>0</td> <td>0 0</td> <td>0 0</td> <td>0 0</td> <td>0</td> <td>0</td> <td></td> <td>0 0 0</td> <td>0</td> <td>0 0</td> <td>0</td> <td>U</td> <td>0 0</td> <td>538,567 COST.</td>	NORTH(C)							-	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0		0 0 0	0	0 0	0	U	0 0	538,567 COST.
A A A B A	BUCKS	93445	CON	Adjust SXF 581	0	0	0	0	0	0 (0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	0
FFY Adjustment Total A and Tot	SR,0001,RC2			After SXF 581	538,567	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0 0	0	0 0	0	0	0 0	538,567
		1		Before FFY Totals	22,723,834	4,153,364	0	14,065,705	3,362,000	0 10,637,00	1,765,000	0	8,762,000 6,720,000	0	8,762,000	0 0	8,762,000	0	0 8,762,000	0 0 8,762,00	0 0	0	72,765,800	6,453,000	0 0 0	0	0 0	0	0	0 0	186,455,703
After FFY Totals 22,723,83 4,153,364 0 14,065,705 3,382,000 0 10,637,000 17,65,000 6,720,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 8,762,000 0 0 8,762,000 0				FFY Adjustment Totals	s 0	0	0	0	0	0 (0	0	0 0	0	0	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	22,723,834	4,153,364	0	14,065,705	3,362,000	0 10,637,00	1,765,000	0	8,762,000 6,720,000	0	8,762,000	0 0	8,762,000	0	0 8,762,000	0 0 8,762,00	0 0	0	72,765,800	6,453,000	0 0 0	0	0 0	0	0	0 0	186,455,703

MA IDs:

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

TIP MODIFICATIONS FOR MAY 2025 Chart #56

Administ	rative Actio	n	tes a deficit Fund Ty	pe		FFY 2025			FFY	2026			FFY 2027			FFY 2028		2ND	YRS FFY 2	029	2ND 4	YRS FFY	2030	2ND 4	YRS FFY 2031	21/	4 YRS	EEX 2032		BRD 4 YRS		TOTAL	
Project Title			nts. Fed.			State (\$)	LOC	Fed. (\$)			LOC	Fed. (\$)		LOC	Fed. (\$)	State (\$)	LOC	End. (\$)							State (\$) LOC		State (\$			State (\$)	LOC	TOTAL	Remarks
																																	LINE ITEM
TAP/HTS/SR2S LINE ITEM RESERVE		Bef	ore TAU		4,988,104	0	0	8,762,00	00	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0 8,762,0	0	0 0	35,048,000	0	0	101,370,104	4
DISTRICTWIDE	64984	CON	ust TAU		(136,000)	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	(136,000	0)
		Afte			4,852,104	0	0	8,762,00	00	0	0	8,762,000	0		8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0 8,762,0	10	0 (35,048,000	0		101,234,104	
NESHAMINY											-	-, - ,		-	., . ,		-	-, - ,															PREVIOUSLY OBLIGATED, ADD
GREENWAY TRAIL(C		Bef	ore TAU	тс	0	0	0		0	0	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 TO MATCH RECENT LOW BID
)																																	
BUCKS	110773	CON Adj	ust TAU	тс	136,000	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	136,000	<u>د</u>
SR,,CCP		Afte	er TAU	тс	126.000	0	0		0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0			0		126.000	
SR,,CCP		Ante	ar TAU		136,000	0	0		0	0	0	0	0	U	0	0	U	U	0	0	0	0	0	U	U	0	0	0 0	0	0	0	136,000	,
																																	LINE ITEM
HPP RESERVE LINE ITEM			ore NHPP	581	597,781	1,914,000	0	585,00	00	0	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	14,748,781	
	82216	CON	ust NHPP	501	0	(1,050,000)	0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0		(1,050,000	0)
DISTRICT WIDE		Adj		581	597,781	864,000	0	585,00	0	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		13,698,781	
		Alte		100	597,781	864,000	0	565,00	.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0 (4,282,000	3,762,000	0	13,090,701	LINE ITEM
STP LINE ITEM		Bef	ore STP	581	1,818,554	0	0		0	0	0	1,536,000	0	0	56,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	3,410,554	4
	79927	CON																															
BUCKS		Adj	ust STP	581	(750,000)	0	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	(750,000	J)
		Afte	er STP	581	1,068,554	0	0		0	0	0	1,536,000	0	0	56,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	2,660,554	
ROCKHILL DR &																																	ADDING PHASE T THE TIP.
NESHAMINY BLVD INT IMP		Bef	ore		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0		,
BUCKS	116061	UTL Adj	ust	581	0	850,000	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	850,000	0
	110001								-																								
SR,2044,RC3		Afte	er	581	0	850,000	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	850,000	0
ROCKHILL DR &																																	ADDING PHASE T THE TIP.
NESHAMINY BLVD INT IMP		Bef	ore		0	0	0		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
BUCKS	116061	ROW Adi	ust STP	тс	750,000	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0) 0	0	0	750,000	
Doono	110001	ROW			100,000	0			0	0	0			0	Ŭ	Ū	0							Ű	0		-					130,000	4
SR,2044,RC3		Afte	er STP	тс	750,000	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	750,000	0
BONDSVILLE RD																																	NO CHANGE, INCLUDED TO SH
RETAINING WALL		Bef	ore PRTCT	TC	650,000	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	650,000	0 OVERALL PHASE COST
CHESTER	(00000	DE Adi	ust PRTCT	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			
CHESTER	120062	PE Adj			0	0	0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	U	0	0	-	-
SR,4015,CBC		Afte	er PRTCT	тс	650,000	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	650,000	.0
											-																						
																																	ADDING FUNDS T COVER THE COS
BONDSVILLE RD RETAINING WALL		Bef	ore		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	(0 GEOTECHNICAL BORINGS UNDER
																												-					GEOTECHNICAL (END AGREEMEN
CHESTER	120062	PE Adj	ust	581	0	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	200,000	4
SR,4015,CBC		Afte	ar	:01	_	200,000	0		0	0	0	0	0	0	~	0	0	0	0		0	0		0	0	0	0	0		0		200,000	0
3K.4013.080	1	Afte	2	581	U	∠00,000	0	1	v	U	U	0	0	U	U	U	0	0	0	0	0	0	0	0	U	U	0	0	0	0	0	200,000	/]

MA IDs:

Chart: 056

TIP MODIFICATIONS FOR MAY 2025 Chart #56

Chart: 056																Chart #56																
* Positive number	denotes a surplu	us/Negative d	enotes a de																													
STP LINE ITEM	79927	CON	efore	STP 581	1,068,554	0	0	0	0		0 1,536,000	0 0	56,000	0	(0	0	0	0	0	0	C	0 0	0	0	0	0		0	0	0	2,660,554
BUCKS	19921		djust	STP 581	0	0	0	1,592,000	0	398,0	0 (1,536,000)	0	(56,000	0	(0	0	0	0	0	0	C	0 0	0	0	0	0)	0	0	0	398,000
		A	fter	STP 581	1,068,554	0	0	1,592,000	0	398,0	0 0	0 0	0	0	(0	0	0	0	0	0	C	0 0	0	0	0	0)	0	0	0	3,058,554
SWANSON ST: COLUMBUS BLVD - OREGON AVE		E	efore	STP LOC	0	0	0 3	3,945,000	0	986,0	0 2,945,000	0 736,000	0	0	(1,945,000	0 4	86,000	0	0	0	C	0 0	0	0	0	0		0	0	0 1	1,043,000 CASH FLOWING BASED ON CURRI ANTICIPATED LET DATE.
PHILADELPHIA	70231	CON A	djust	STP LOC	0	0	0 (1	1,592,000)	0	(398,0	0) 1,536,000	0 384,000	56,000	0	14,000	0	0	0	0	0	0	C	0	0	0	0	0)	0	0	0	0
SR,,		A	fter	STP LOC	0	0	0 2	2,353,000	0	588,0	4,481,000	0 1,120,000	56,000	0	14,000	1,945,000	0 4	86,000	0	0	0	C	0 0	0	0	0	0)	0	o		1,043,000
SWANSON ST: COLUMBUS BLVD - OREGON AVE		E	efore	STU LOC	0	0	0	0	0		0 0	0 0	1,945,000	0	486,000	0	0	0	5,000,000	0	1,250,000	C	0 0	0	0	0	0		0	0	0	8,681,000 NO CHANGE, INCLUDED TO SH OVERALL PHASE COST.
PHILADELPHIA	70231	CON A	djust	STU LOC	0	0	0	0	0		0 0	0 0	0	0	(0	0	0	0	0	0	C	0 0	0	0	0	0)	0	0	0	0
SR,,		A	fter	STU LOC	0	0	0	0	0		0 0	0 0	1,945,000	0	486,000	0	0	0	5,000,000	0	1,250,000	O	0 0	0	0	0	0		0	0	0	8,681,000

Chart: 056 * Positive number	denotes a surplus/Neg	ative denot	es a deficit																										
																													LINE ITEM
STP LINE ITEM	79927 CO		re STP	581	1,068,554		0 0	0 1,592,000	0 398,000	0 0	0	0	0	0 0	0	C	0 0	0	0	0 0	0	0	0	0	0	0	0	3,058,554	
BUCKS		Adju			(210,000)		0	0 (1,500,000)	0 0	0 0			0 (0 0	0		0 0	0	0	0 0	0	0	0	0	0	0	0	(1,710,000)	-
BRIDGE INVESTMENT		After	STP	581	858,554		0	0 92,000	0 398,000	0 0	0	0	0 0	0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	1,348,554	LINE ITEM
PROGRAM(BRIP) LINE ITEM		Befo	re BRIP		487,853		D	0 755,000	0 0	0 0	0	0	0	2,849,000	0	C	1,274,000	0	0	0 0	0	0	0	0	17,643,856	0	0	23,009,709	
MONTGOMERY	117997 CO	N Adju	st BRIP		0	(0	0 109,000	0 0	394,000 0	0	676,000	0 (0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	1,179,000	1
		After	BRIP		487,853		0 0	864,000	0 0	394,000 0	0	676,000	0	2,849,000	0	c	1,274,000	0	0	0 0	0	0	0	0	17,643,856	0	0	24,188,709	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR		Befo	re BRIP	тс	0		D	0 0	0 0	113,000 0	0	0	0 0	D O	0		0 0	0	0	0 0	0	0	0	0	0	0	0	113,000	PROJECT NOT ELIGIBLE TO USE BRIP FUNDS AS SPAN LENGTH IS LESS THAN 20FEET
MONTGOMERY	117963 UT	L Adju	st BRIP	тс	0		D	0 0	0 0	(113,000) 0	0	0	0 0	0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	(113,000)	
SR,1001,DEM		After			0		0 0	0 0	0 0	0 0	0	0	0 0	0 0	0	C	0 0	0	0	0 0	0	0	0	0	0	0	0	0	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR		Befo	re		0		0 0	0 0	0 0	0 0	0	0	0 0	D O	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	0	ADVANCING FUNDS TO WHERE THEY ARE NEEDED AND PROGRAMMING WITH ELIGIBLE FUND TYPE.
MONTGOMERY	117963 UT	L Adju	st STP	TC	100,000		0	0 0	0 0	0 0	0	0	0 0	0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	100,000	
SR,1001,DEM		After	STP	тс	100,000		0 0	0 0	0 0	0 0	0	0	0	D O	0	c	0 0	0	0	0 0	0	0	0	0	0	0	0	100,000	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR		Befo	re BRIP	тс	0		0	0 109,000	0 0	0 0	0	0	0 0	D O	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	109,000	PROJECT NOT ELIGIBLE TO USE BRIP FUNDS AS SPAN LENGTH IS LESS THAN 20FEET
MONTGOMERY	117963 RO	W Adju	st BRIP	TC	0	(0	0 (109,000)	0 0	0 0	0	0	0 (0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	(109,000)	
SR,1001,DEM		After			0		0 0	0 0	0 0	0 0	0	0	0	0 0	0	C	0 0	0	0	0 0	0	0	0	0	0	0	0	0	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR		Befo	re		0		0	0 0	0 0	0 0	0	0	0 0	D O	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	0	ADVANCING FUNDS TO WHERE THEY ARE NEEDED AND PROGRAMMING WITH ELIGIBLE FUND TYPE.
MONTGOMERY	117963 RO	W Adju	st STP	TC	110,000	(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	110,000	
SR,1001,DEM		After	STP	тс	110,000		0 0	0 0	0 0	0 0	0	0	0 0	0 0	0	C	0 0	0	0	0 0	0	0	0	0	0	0	0	110,000	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR			re BRIP		0		D	0 0	0 0	281,000 0	0	676,000	0 0	D O	0	C	0 0	0	0	0 0	0	0	0	0	0	0	0	957,000	PROJECT NOT ELIGIBLE TO USE BRIP FUNDS AS SPAN LENGTH IS LESS THAN 20FEET
MONTGOMERY	117963 CO	N Adju	st BRIP	TC	0	(0	0 0	0 0	(281,000) 0	0	(676,000)	0 0	0 0	0	(0 0	0	0	0 0	0	0	0	0	0	0	0	(957,000)	
SR,1001,DEM		After			0		0 0	0 0	0 0	0 0	0	0	0 0	0 0	0	c	0 0	0	0	0 0	0	0	0	0	0	0	0	0	
OLD ALLENTOWN RD O/ BRANCH TOWAMENCIN CR		Befo	re		0		D	0 0	 0 0	0 0	0	0	0 0	0 0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	0	ADVANCING FUNDS TO MATCH CURRENT ESTIMATED LET PLUS CURRENT ESTIMATE AND PROGRAMMING
MONTGOMERY	117963 CO	N Adju	st STP	TC	0		0	0 1,500,000	0 0	0 0	0	0	0 0	0 0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	1,500,000	WITH ELIGIBLE FUND TYPE.
SR,1001,DEM		After	STP	тс	0		0 0	0 1,500,000	0 0	0 0	0	0	0 0	D O	0	c	0 0	0	0	0 0	0	0	0	0	0	0	0	1,500,000	
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Befo	re BRIP		487,853		0	0 864,000	0 0	394,000 0	0	676,000	0 0	0 2,849,000	0		1,274,000	0	0	0 0	0	0	0	0	17,643,856	0	0	24,188,709	LINE ITEM
MONTGOMERY	117997 CO	N Adju	st BRIP		0		D O	0 (757,000)	0 0	0 0	0	0	0 (0 0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	(757,000)	,
			BRIP		487,853		o (0 107,000	0 0	394,000 0			0 0	0 2,849,000			1,274,000	0	0	0 0	0	0	0	0	17,643,856	0	0	23,431,709	-
FRANKFORD AVE O/ FRANKFORD CR(C)		Befo	re BRIP	тс	2,158,000		0	0 2,158,000	 0 0	750,000 0	0	1,500,000	0 0	0 750,000	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	7,316,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.
PHILADELPHIA	81292 CO	N Adju	st BRIP	TC	0		D O	0 757,000	0 0	0 0	0	0	0 (0 0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	757,000	
SR,2007,FAR		After			2,158,000		D (2,915,000	0 0	750,000 0	0	1,500,000	0 0				0 0	0	0	0 0	0	0	0	0	0	0	0	8,073,000	
																													1

TIP MODIFICATIONS FOR MAY 2025 Chart #56

Chart: 056

* Positive number of	lenotes a surplu	s/Negative denotes	a delicit																														
STU LINE ITEM		Before	STU 581	719,667	7 737	7,788	0	674,235	197,000	0	625,000	245,000	0	,	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	12,572,600	2,151,000	0	20,162,290	LINE ITEM
BUCKS	79980	CON Adjust	STU 581	()	0	0	4,001,000	1,000,000	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,001,000)	<mark>(1,000,000)</mark>	0	0	
		After	STU 581	719,667	7 737	7,788	0	4,675,235	1,197,000	0	625,000	245,000	0		2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,162,290	
BRISTOL RD EXT: US 202 - PARK AVE		Before	STU 581	C)	0	0	4,001,000	1,000,000	0	4,001,000	1,000,000	0	4,001,00	1,000,000	0	3,001,000	750,000	0	3,001,000	750,000	0	3,000,000	750,000	0	3,816,000	2,250,000	0	0	0	0	32,321,000	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.
BUCKS	12923	CON Adjust	STU 581	()	0	0	(4,001,000)	<mark>(1,000,000)</mark>	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,001,000	1,000,000	0	0	-
SR,2025,002		After	STU 581	()	0	0	0	0	0	4,001,000	1,000,000	0	4,001,00	1,000,000	0	3,001,000	750,000	0	3,001,000	750,000	0	3,000,000	750,000	0	3,816,000	2,250,000	0	4,001,000	1,000,000	0	32,321,000	
BRISTOL RD EXT: US 202 - PARK AVE		Before	STP 581	()	0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	5,184,000	0	0	0	0	0	5,184,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
BUCKS	12923	CON 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,2025,002		After	STP 581	()	0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	5,184,000	0	0	0	0	0	5,184,000	
STU LINE ITEM		Before	STU 581	719,667	7 737	7,788	0	4,675,235	1,197,000	0	625,000	245,000	0		2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,162,290	LINE ITEM
BUCKS	79980	CON Adjust	STU 581	()	0	0	(1,377,000)	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,377,000)	
		After	STU 581	719,667	7 737	7,788	0	3,298,235	1,197,000	0	625,000	245,000	0		2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	18,785,290	
CITYWIDE 3R 111(C)		Before	STU LOC	5,460,000)	0 1,36	5,000	2,069,000	0	517,000	2,069,000	0	517,000	678,00	0 0	169,000	5,069,000	0	1,267,000	4,917,000	0	1,229,000	4,069,000	0	1,017,000	16,221,000	0	4,055,000	0	0	0	50,688,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION
PHILADELPHIA	112525	CON Adjust	STU LOC	()	0	0	1,377,000	0	344,000	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,721,000	
SR,,111		After	STU LOC	5,460,000)	0 1,365	5,000	3,446,000	0	861,000	2,069,000	0	517,000	678,00	0	169,000	5,069,000	0	1,267,000	4,917,000	0	1,229,000	4,069,000	0	1,017,000	16,221,000	0	4,055,000	0	0	0	52,409,000	
			Before FFY Totals	s 20,224,58	7 3,389	9,576 1,36	5,000	30,189,470	2,394,000	1,901,000	23,637,000	1,490,000	1,253,000	18,350,00	0 5,480,000	655,000	25,225,000	750,000	1,753,000	24,228,000	750,000	2,479,000	19,439,000	750,000	1,017,000	33,983,000	2,250,000	4,055,000	95,761,912	7,064,000	0	329,833,545	
		FFY A	djustment Totals	s ()	0	0	0	0	344,000	0	0	384,000		0 0	14,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	742,000	TOTAL ADJUST IS DUI TO THE USE OF
			After FFY Totals	s 20,224,58	7 3,389	9,576 1,36	5,000	30,189,470	2,394,000	2,245,000	23,637,000	1,490,000	1,637,000	18,350,00	5,480,000	669,000	25,225,000	750,000	1,753,000	24,228,000	750,000	2,479,000	19,439,000	750,000	1,017,000	33,983,000	2,250,000	4,055,000	95,761,912	7,064,000	0	330,575,545	LOCAL FUNDS.

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

TIP MODIFICATIONS FOR MAY 2025 Chart #57

Aunimisu	auve Acu	1011			a i jpe		111 1 2020			1112020	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC
REGIONAL SAFETY INITI			Before	HSIP		797,714	0	0	63,000	0	
DISTRICT LINE ITEM	57927	CON	Adjust	HSIP		1,000,000	0	0	0	0	
			After	HSIP		1,797,714	0	0	63,000	0	
CASTOR AVE: OXFORD CIRCLE- COTTMAN AVE			Before	HSIP		6,048,000	0	0	921,000	0	
PHILADELPHIA	111194	CON	Adjust	HSIP		(1,000,000)	0	0	0	0	
SR,1005,SP2			After	HSIP		5,048,000	0	0	921,000	0	
REGIONAL SAFETY INITI			Before	HSIP		1,797,714	0	0	63,000	0	
DISTRICT LINE ITEM	57927	CON	Adjust	HSIP		(1,477,000)	0	0	0	0	
			After	HSIP		320,714	0	0	63,000	0	1
FRANKFORD AVE CORRIDOR SAFETY			Before	HSIP		313,000	0	0	0	0	

Administra		Negative denotes a deficit n Fund Type		FFY 2025			FFY 2	2026			FFY 2027			FY 2028	2ND	4 YRS FFY	2029	2ND 4	YRS FFY	2030	2ND 4	YRS FFY 20	031	2ND 4 Y	RS FFY 20	032		BRD 4 YRS		TOTAL	Bamarka
Project Title	MPMS	Phs Amts. Fed. Sta.	. Fed. (\$)	State (\$)	LOC	Fed. (\$)	State	ə (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Remarks
REGIONAL SAFETY INITI		Before HSIP	797,	714	0 0	0 63,0	000	0	0 10	0,725,000	0	0	23,862,000	0	0 23,862,000		0	23,862,000		0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714	LINE ITEM
	57927	CON			0 0			0			-	0	23,002,000	0	0 20,002,000			20,002,000			20,002,000	Ŭ		20,002,000		0	33,440,000	0		220,043,714	
DISTRICT LINE ITEM		Adjust HSIP	1,000,0		0 0	_	0	0		(1,000,000)		0	0	0	0 0	(0	0	(0 0	0	0	0	0	0	0	0	0	0	0	4
		After HSIP	1,797,	(14	0 0	0 63,0	000	0	0 9	9,725,000	0	0	23,862,000	0	0 23,862,000		0	23,862,000	(0 0	23,862,000	U	0	23,862,000	U	0	95,448,000	0	0	226,343,714	CASH FLOWING
CASTOR AVE: OXFORD CIRCLE- COTTMAN AVE		Before HSIP	6,048,0	000	0 0	921,0	000	0	0	0	0	0	0	0	0 0		0	0	0	0 0	0	0	0	0	0	0	0	0	0	6,969,000	BASED ON CURRE
PHILADELPHIA	111194	CON Adjust HSIP	(1,000,	000)	0 0	D	0	0	0 1	1,000,000	0	0	0	0	0 0	(0	0	(0 0	0	0	0	0	0	0	0	0	0	0	-
SR,1005,SP2		After HSIP	5,048,0	000	0 0	921,0	000	0	0 1	1,000,000	0	0	0	0	0 0		0	0	C	0 0	0	0	0	0	o	0	0	0	0	6,969,000	
REGIONAL SAFETY INITI		Before HSIP	1,797,7	714	0 0	63,0	000	0	0 9	9,725,000	0	0	23,862,000	0	0 23,862,000		0	23,862,000	(0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714	LINE ITEM
DISTRICT LINE ITEM	57927	CON Adjust HSIP	(1,477,	000)	0 0	D	0	0	0	0	0	0	0	0	0 0	(0	0	(0 0	0	0	0	0	0	0	0	0	0	(1,477,000))
		After HSIP	320,	714	0 0	63,0	000	0	0 9	9,725,000	0	0	23,862,000	0	0 23,862,000	(0	23,862,000	(0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,866,714	1
FRANKFORD AVE CORRIDOR SAFETY IMP		Before HSIP	313,0	000	0 0	D	0	0	0	0	0	0	0	0	0 0		0	0	0	0 0	0	0	0	0	0	0	0	0	0	313,000	ADDING FUNDS T MATCH CURRENT PHASE ESTIMATE
PHILADELPHIA	115434	FD Adjust HSIP	402,	000	0 0	D	0	0	0	0	0	0	0	0	0 0		0	0	(0 0	0	0	0	0	0	0	0	0	0	402,000	1
SR,2007,SIP		After HSIP	715,0	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	715,000	
5TH ST SAFETY: SPRING GARDEN ST - ERIE AVE		Before		0	0 0	D	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 UTL PHA TO THE PROJECT
PHILADELPHIA	115445	UTL Adjust HSIP	75,	000	0 0	D	0	0	0	0	0	0	0	0	0 0		0	0	(0 0	0	0	0	0	0	0	0	0	0	75,000	,
SR,,SIP		After HSIP	75,0	000	0 0)	0	0	0	0	0	0	0	0	0 0	(0	0	C	0 0	0	0	0	0	0	0	0	0	0	75,000	
5TH ST SAFETY: SPRING GARDEN ST - ERIE AVE		Before HSIP		0	0 0	D	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 ADD FUNDS FOR BUMPOUTS AT 5 GLENNWOOD,
PHILADELPHIA	115445	FD Adjust HSIP	530,	000	0 0	D	0	0	0	0	0	0	0	0	0 0	(0	0	(0 0	0	0	0	0	0	0	0	0	0	530,000	AND ADDITIONAL COORDINATION
SR,,SIP		After HSIP	530,0	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	530,000	PROJECTS THAT OVERLAPPING LI
US 202 & YORK RD ROUNDABOUT		Before		0	0 0	D	0	0	0	0	0	0	0	0	0 0	(0	0	(D 0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE T THE PROJECT.
					_																										4
BUCKS	115419	FD Adjust HSIP	470,0	000	0 0	D	0	0	0	0	0	0	0	0	0 0	(0	0	0	0 0	0	0	0	0	0	0	0	0	0	470,000	4
SR,0202,SIP		After HSIP	470,0	000	0 0)	0	0	0	0	0	0	0	0	0 0		0	0	C	0 0	0	0	0	0	0	0	0	0	0	470,000	
		Before FFY Tota	als 8,956,	428	0 0	0 1,047,	,000	0	0	20,450,000	0	0	47,724,000	0	0 47,724,000	(0	47,724,000	(0 0	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	459,969,428	1
		FFY Adjustment Tota		0	0 0)	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
		After FFY Tota	als 8,956,	428	0 0	0 1,047,	,000	0	0	20,450,000	0	0	47,724,000	0	0 47,724,000		0	47,724,000	(o o	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	459,969,428	1

MA IDs:

Chart: 057

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

TIP MODIFICATIONS FOR MAY 2025 Chart #58

Chart: 058

Administra	ative Act	tion		Fund Ty	pe		FFY 2025				FFY 2026			FFY 2027			FFY 2028		2ND ·	4 YRS FFY 2	029	2ND 4	YRS FFY 2	2030	2ND 4	YRS FFY	2031	2ND 4	YRS FF	Y 2032	3	RD 4 YRS		TOTAL	Rem
oject 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		
			Before	STU	581	719,667	737,7	88	0	3,298,235	1,197,000	0	625,000	245,000	0		0 2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	18,785,290	LINE ITEM
вискя	79980	CON	Adjust	STU	581	(300,000)		0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(300,000))
			After	STU	581	419,667	737,7	88	0	3,298,235	1,197,000	0	625,000	245,000	0		0 2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	18,485,290	
VALLEY RD NSSON ALLATION			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	BREAKOU FROM MPI NORTH VA AMTRAK.
ESTER	82015	CON	Adjust	STU	тс	300,000		0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000	
005,CAI			After	STU	тс	300,000		0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000	
			Be	fore FFY 1	otals	719,667	737,7	88	0	3,298,235	1,197,000	0	625,000	245,000	0		0 2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	18,785,290	
			FFY Adj	ustment 1	otals	0		0	0	0	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	fter FFY 1	otals	719.667	737,7	88	0	3,298,235	1,197,000	0	625,000	245,000	0		0 2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8.571.600	1,151,000	0	18,785,290	

MA IDs:

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

TIP MODIFICATIONS FOR JUNE 2025 Chart #59

Chart: 059

* Positive number	NDMENT	nuun vogative		d Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028	2ND	4 YRS FFY 2029	2N	D4YRS FF	Y 2030	2ND 4	4 YRS FF	Y 2031	2ND 4	YRS FF	Y 2032	3	RD 4 YRS		TOTAL	
Project Title		Phs	Amts. Fed.		Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)		Fed. (\$)				State (\$)		Fed. (\$)			Fed. (\$)	State (\$)	LOC	TOTAL	Remarks
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM			Before BRIP		487,853		D) 107,00)	0	0 394,000	0	0	676,000	0	0 2,849,000	0	0 1,274,	000	0	o o) () C	0	0	0	17,643,856	0	0	23,431,709	LINE ITEM
MONTGOMERY	117997	CON	Adjust BRIP		0		D I) ()	0	0 0	0	0	0	0	0 0	0	0 (259	144)	0	0 0	0 0	0	0	0	0	(17,643,856)	0	0	(17,903,000)	
			After BRIP		487,853	1	0 (107,00)	0	0 394,000	0	0	676,000	0	0 2,849,000	0	0 1,014,	356	0	0 0	0 0) C	0 0	0	0	0	0	0	5,528,709	
US 322 O/ CSX & BETHEL RD			Before BRIP	тс	0		0) ()	0	0 4,772,000	0	0	8,144,000	0	0 5,268,000	0	0 1,776,	000	0	0 1,380,000	0 0) C	6,898,000	0	0	13,514,000	0	0		ADDING FUNDS 1 MATCH CURREN PHASE ESTIMATE
DELAWARE	104343	CON	Adjust BRIP	TC	0		D I) ()	0	0 0	0	0	0	0	0 0	0	0 259	144	0	D 0	0 0) C	0	0	0	17,643,856	0	0	17,903,000	
SR,0322,CSX			After BRIP	тс	0		0 0)	0	0 4,772,000	0	0	8,144,000	0	0 5,268,000	0	0 2,035,	144	0	0 1,380,000) C	6,898,000	0	0	31,157,856	0	0	59,655,000	
JS 322 O/ CSX & BETHEL RD			Before STU	тс	3,969,000		0	6,798,00)	0	0 0	0	0	0	0	0 0	0	0	0	0	0 0	0 0) C	0 0	0	0	0	0	0		NO CHANGE, INCLUDED TO S OVERALL PHAS COST.
DELAWARE	104343	CON	Adjust STU	TC	0		0))	0	0 0	0	0	0	0	0 0	0	0	0	0	0 0	0	C	0	0	0	0	0	0	0	
SR,0322,CSX			After STU	TC	3,969,000		0 0	6,798,00)	0	0 0	0	0	o	0	0 0	0	0	0	0	o a		0 0	0	0	0	0	0	0	10,767,000	
			Before Ff	Y Totals	4,456,853		0	6,905,00)	0	0 5,166,000	0	0	8,820,000	0	0 8,117,000	0	0 3,050	000	0	1,380,000) () (6,898,000	0	0	31,157,856	0	0	75,950,709	
			FFY Adjustme	nt 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 FF	Y Totals	4,456,853		D O	6,905,00)	0	0 5,166,000	0	0	8,820,000	0	0 8,117,000	0	0 3,050	000	0	0 1,380,000	0 0	0 0	6,898,000	0	0	31,157,856	0	0	75,950,709	

MA IDs:

Administrative Action (M Interstate & D3)	Fund Type		FFY 2025		1	FFY 2026		FFY 2027			FFY 2028		FF	Y 2029		F	FY 2030		FI	Y 2031		F	FY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase Amts	Fed Stat	e 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	1	Before	NHPP	7,938,350	1		5,452,124		20,821,88	8		400,000	[1										160,549,211			Line Item used as funding
/	75891	CON Adjust	NHPP																					50,000,000			(50,000,000)			source to maintain fiscal
Central Office		After	NHPP	7,938,350			5,452,124		20,821,88	8		400,000												50,000,000			110,549,211			constraint.
I-80 from SR 487 to SR 11		Before	NHPP													1								50,000,000			74,000,000			
80/136	93697	CON Adjust	NHPP																					(50,000,000)			50,000,000			Cashflow to better align wit 1/1/2032 let date.
Columbia		After	NHPP																								124.000.000			1/1/2032 let date.
Before	Totals	1 1		\$7.938.350	\$0) \$0	\$5.452.124	\$0	\$0 \$20.821.88	8 \$0	\$0	\$400.000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50.000.000	\$0	\$0	\$234,549,211	\$0	\$0	
Adjustm	ent Totals	1		\$0	\$0	\$0	\$0	\$0	\$0 \$	0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After	Totals			\$7,938,350	\$0	\$0	\$5,452,124	\$0	\$0 \$20,821,88	8 \$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$0	\$234,549,211	\$0	\$0	quality contornity.
Admendment (MAID: Interstate & D6			Fund Type		FFY 2025		-	FFY 2026		FFY 2027			FFY 2028		FF	Y 2029		F	FY 2030		FI	Y 2031		F	FY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase Amts	Fed Stat	e 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	1	Before	NHPP	7,938,350			5,452,124	1 1	20,821,88	8		400,000	[[[50,000,000			110,549,211			Interstate Line Item used a
1	75891	CON Adjust	NHPP									35,000,000			35,000,000									(35,000,000)			(35,000,000)			funding source to maintain
Central Office		After	NHPP	7,938,350			5,452,124		20,821,88	8		35,400,000			35,000,000									15,000,000			75,549,211			fiscal constraint.
I-95/US 322 Interchange Improvements		Before										35,000,000			35,000,000			35,000,000			18,000,000									Cashflow to better align w
95/322	15477											(35,000,000)			(35,000,000)									35,000,000			35,000,000		4	7/11/2030 let date.
Delaware		After	NHPP				\$10.904.248	4-	\$0 \$41.643.77		A 1	A	A.	4-				35,000,000			18,000,000	4.5		35,000,000	\$0		35,000,000			
										6 \$0	\$0	\$35,800,000	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$0		\$18,000,000	\$0	\$0	\$100,000,000	\$0	\$0	\$345,098,422	\$0	\$0	Actions do not affect air
	Totals			\$15,876,700			\$10,904,248	30			\$0	¢0.	\$0	\$0.		\$0					\$0.		¢0	60	\$0.	\$0.	\$0.	80	¢0.	
Adjustm		1		\$15,876,700 \$0 \$15,876,700	\$0	\$0	\$0	\$0	\$0 \$41,643,77 \$0 \$41,643,77	0 \$0	\$0	\$0 \$35,800,000	\$0 \$0	\$0 \$0	\$0 \$35,000,000	\$0 \$0	\$0 \$0	\$0 \$35,000,000	\$0 \$0		\$0 \$18,000,000	\$0 \$0	\$0 \$0	\$0 \$100.000.000	\$0 \$0	\$0 \$0	\$0 \$345 098 422	\$0 \$0	\$0	quality conformity.
Adjustm	ent Totals Totals NO1			\$0 \$15,876,700	\$0 \$0	\$0	\$0 \$10,904,248	\$0 \$0	\$0 \$	0 \$0 6 \$0	ΨV	\$35,800,000	\$0 \$0	\$0 \$0		φU	\$0 \$0		\$0		\$18,000,000	\$0 \$0	\$0 \$0	\$100,000,000	ŞU.	\$0 \$0	\$345,098,422	\$0	\$0	
Adjustm After Admendment (MAID: Interstate & D5	nt Totals Totals <u>NO1</u> 39790)	TES	Fund Type	\$0 \$15,876,700	\$0 \$0 FFY 2025	0 \$0 0 \$0	\$0 \$10,904,248	\$0 \$0 FFY 2026	\$0 \$41,643,77	0 \$0 6 \$0 FFY 2027	\$0 \$0	\$35,800,000	\$0 \$0	40	FF	30 Y 2029		F	\$0 \$0	\$0	\$18,000,000 FI	\$0 \$0	**	\$100,000,000 F	FY 2032		\$345,098,422 FF	\$0 Y 2033-2036	\$0 \$0	
Adjustm After Admendment (MAID:	nt Totals Totals <u>NO1</u> 39790)		Fed Stat	\$0 \$15,876,700	\$0 \$0 FFY 2025 State	\$0	\$0 \$10,904,248	\$0 \$0	\$0 \$41,643,77	0 \$0 6 \$0 FFY 2027 State	ΨV	\$35,800,000	\$0 \$0	\$0 \$0 Loc/Oth		30 Y 2029	\$0 \$0 Loc/Oth	F	\$0		\$18,000,000	\$0 \$0	\$0 \$0 Loc/Oth	\$100,000,000	FY 2032	\$0 \$0 Loc/Oth	\$345,098,422 FF	\$0 Y 2033-2036	\$0	quality conformity.

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	4
Interstate Contingency			Before	NHPP		7,938,350			5,452,124			20,821,888			35,400,000			35,000,000									15,000,000			75,549,211			Line Item used as funding
/	75891	CON	Adjust	NHPP		33,000,000									(15,000,000)			(18,000,000)															source to maintain fiscal
Central Office			After	NHPP		40,938,350			5,452,124			20,821,888			20,400,000			17,000,000									15,000,000			75,549,211			constraint.
I-80 Sec 17M Breakout #1 (Exit 303)			Before	NHPP		33,000,000			40,000,000			40,000,000			25,000,000			15,000,000										1					Cashflow to better align with
80/BO1	118999	CON	Adjust	NHPP		(33,000,000)									15,000,000			18,000,000															12/11/2025 let date.
Monroe			After	NHPP					40,000,000			40,000,000			40,000,000			33,000,000														4	12) T I/ 2020 Ict dute.
Befor	e Totals					\$56,815,050	\$0	\$0	\$56,356,372	\$0	\$0	\$102,465,664	\$0	\$0	\$96,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0	Actions do not affect air
Adjustm	nent Totals	3				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		quality conformity.
After	r Totals					\$56,815,050	\$0	\$0	\$56,356,372	\$0	\$0	\$102,465,664	\$0	\$0	\$96,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0	,,

	NOT	TES																													
Admendment (MAID:1: Interstate & D6	9791)		Fund Type	FI	FY 2025		1	FFY 2026		FI	Y 2027		I	FY 2028		F	FY 2029		FF	Y 2030		F	FFY 2031		F	FFY 2032		FF	Y 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		Before	NHPP	40,938,350			5,452,124			20,821,888			20,400,000			17,000,000									15,000,000			75,549,211			Line Item used as funding
/	75891	CON Adjust	NHPP							25,000,000			(4,185,000)			(5,815,000)									(15,000,000)						source to maintain fiscal
Central Office		After	NHPP	40,938,350			5,452,124			45,821,888			16,215,000			11,185,000												75,549,211			constraint.
I-76 Flex Lane WB: US 1-Belmont Ave		Before								25,000,000			25,000,000			25,000,000			25,000,000	1		30,000,000									Cashflow to better align
76/FL3	116839	CON Adjust	NHPP							(25,000,000)			4,185,000			5,815,000									15,000,000						9/16/2027 let date.
Montgomery		After	NHPP										29,185,000			30,815,000			25,000,000			30,000,000			15,000,000						STOLDET IST GARD.
Before	Fotals			\$97,753,400	\$0	\$0	\$61,808,496	\$0	\$0	\$148,287,552	\$0	\$0	\$141,600,000	\$0	\$0	\$127,000,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$496,196,844	\$0	\$0	Actions do not affect air
Adjustme	nt 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		quality conformity.
After 1	otals			\$97,753,400	\$0	\$0	\$61,808,496	\$0	\$0	\$148,287,552	\$0	\$0	\$141,600,000	\$0	\$0	\$127,000,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$496,196,844	\$0	\$0	4

	NO	TES																													
Admendment (MAID: Interstate & D4			Fund Type		FFY 2025			FFY 2026		1	FFY 2027		1	FY 2028		F	FY 2029		F	FY 2030			FFY 2031			FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase Amt	s 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		Before	e NHPP	40,938,350			5,452,124			45,821,888			16,215,000			11,185,000												75,549,211			Line Item used as funding
1	75891	CON Adjus	1 NHPP	25,000,000						(25,000,000)																			1		source to maintain fiscal
Central Office		After	NHPP	65,938,350			5,452,124			20,821,888			16,215,000			11,185,000												75,549,211			constraint.
B/SB Preservation Pavement Replacemen		Before	e NHPP	25,000,000			20,000,000			5,000,000			25,000,000			18,250,000															
81/230	92435	CON Adjus	1 NHPP	(25,000,000)						25,000,000																			1		Cashflow to better with 9/25/2025 let date.
Lackawanna		After	NHPP				20,000,000			30,000,000			25,000,000			18,250,000															SPECIFIC CONC.
Before				\$163,691,750	\$0	\$0	\$87,260,620	\$0	\$0	\$199,109,440	\$0	\$0	\$182,815,000	\$0	\$0	\$156,435,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$571,746,055	\$0	\$0	Actions do not affect air
Adjustme	nt 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		quality conformity.
After	otals			\$163,691,750	\$0	\$0	\$87,260,620	\$0	\$0	\$199,109,440	\$0	\$0	\$182,815,000	\$0	\$0	\$156,435,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$571,746,055	\$0	\$0	quality contornity.

		DTES																															
Amendment (MAID: Interstate & D				Fund T	ype		FFY 2025			FFY 2026			FFY 2027		-	FY 2028		FI	Y 2029			FY 2030		_	FFY 2031		1	FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase	e Amts	Fed	State	Federal	State	Loc/Oth	h 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	
Internets Continues			Before	NHPP	581	65,938,350			5,452,124			20,821,888			16,215,000			11,185,000												75,549,211			
Interstate Contingency			Before	BRIP	185		4,794,75	58	2,931,000	1,611,000			10,079,830			5,049,024			765,170			999,349			1,462,385			133,385		12,000,000	65,538,730		
	75891	CON	Adjust	NHPP	581	14,560,000	1								(14,560,000)															(22,838,267)			Line Item used as funding
/	75691	CON	Adjust	BRIP	185	22,838,267	3,840,00	00								(1,456,000)															(2,384,000)		source to maintain fiscal constraint.
			After	NHPP	581	80,498,350	1		5,452,124			20,821,888			1,655,000			11,185,000												52,710,944	(
Central Office			After	BRIP	185	22,838,267	8,634,75	58	2,931,000	1,611,000			10,079,830			3,593,024			765,170			999,349			1,462,385			133,385		12,000,000	63,154,730		
Girard Point Bridge Rehab - Phases 1 &	2		Before	NHPP		14,560,000	1		34,560,000			27,560,000			4,560,000			30,375,000									1						
			Before	SNHPP																								35,000,000			140,000,000		
			Before	BRIP	185	22,838,267	7 3,840,00	00	1,972,189						32,189,546			4,185,000													(1	
95/GP1			Adjust	NHPP		(14,560,000))								14,560,000														4	22,838,267		4	Cashflow to better align
	81225	CON	Adjust	SNHPP																									((()		with11/6/2025 let date.
			Adjust	BRIP	185	(22,838,267)) (3,840,00	00)								1,456,000													4		2,384,000	4	
			After	NHPP					34,560,000			27,560,000			19,120,000			30,375,000											4	22,838,267	(4	
				SNHPP																								35,000,000	4		140,000,000	4	
Philadelphia			After	BRIP	185		1		1,972,189					1	32,189,546	1,456,000		4,185,000													2,384,000		
Befor	e Totals					\$267,028,367	\$8,634,75	58 \$0	\$132,175,933	\$1,611,000	\$0	\$247,491,328	\$10,079,830	\$0	\$235,779,546	\$5,049,024	\$0	\$202,180,000	\$765,170	\$0	\$60,000,000	\$999,349	\$0	\$48,000,000	\$1,462,385	\$0	\$130,000,000	\$35,133,385	\$0	\$659,295,266	\$205,538,730	\$0	Actions do not offect air
Adjustm		s				\$0		\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$U	Actions do not affect air quality conformity.
After	Totals					\$267,028,367	\$8,634,75	58 \$0	\$132,175,933	\$1,611,000	\$0	\$247,491,328	\$10,079,830	\$0	\$235,779,546	\$5,049,024	\$0	\$202,180,000	\$765,170	\$0	\$60,000,000	\$999,349	\$0	\$48,000,000	\$1,462,385	\$0	\$130,000,000	\$133,385	\$0	\$659,295,266	\$65,538,730	\$0	

Interstate & D	(MA ID: 139788)		Fu	ind Type	F	FY 2025		FFY 2026			FFY 2027		F	FY 2028	F	FY 2029		F	FFY 2030			FY 2031		F	FY 2032		FI	Y 2033-2036		Remarks
Project Title	MPMS	Phase A	mts Fe	d State	Federal	State Loc/Ot	h 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	1 1		efore NH		7,938,350		5,452,124		1	20,821,888	1	[400,000	ſ					1					1		[160,549,211	[1	Line Item used as funding
/	75891	CON AC	djust NH	PP																				50,000,000			(50,000,000)			source to maintain fiscal
Central Office		Af	ter NH	PP	7,938,350		5,452,124			20,821,888			400,000											50,000,000			110,549,211			constraint.
I-80 from SR 487 to SR 11		Be	efore NH	PP																				50,000,000		1	74,000,000			
80/136	93697	CON AC	ijust NH	PP																				(50,000,000)			50,000,000			Cashflow to better align with 1/1/2032 let date.
Columbia		At	ter NHI	PP																							124,000,000			1/ 1/2032 let date.
Befo	re Totals				\$7,938,350	\$0 \$0	\$5,452,124	\$0	\$0	\$20,821,888	\$0	\$0	\$400,000	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$0	\$234,549,211	\$0	\$0	Actions do not affect air
	ment 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	quality conformity.
Afte	er Totals				\$7,938,350	\$0 \$0	\$5,452,124	\$0	\$0	\$20,821,888	\$0	\$0	\$400,000	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$0	\$234,549,211	\$0	\$0	q,-
Admondmont au in			-				-																							1
Admendment (MAID Interstate & D	D6	phase 4		ind Type		FY 2025		FFY 2026	1		FFY 2027	1 (0)		FY 2028		FY 2029	1 (0)*		FFY 2030	1 (0)1		FY 2031	1 (0#		FY 2032	1 1045		FY 2033-2036	1 (0#	Remarks
Interstate & D Project Title	D6	Phase A	umts Fe	d State	Federal	FY 2025 State Loc/Ot	h Federal	State	Loc/Oth	Federal	FFY 2027 State	Loc/Oth	Federal	FY 2028 State Loc			Loc/Oth		FFY 2030 State	Loc/Oth	Federal		Loc/Oth	Federal	FY 2032 State	Loc/Oth	Federal		Loc/Oth	
Interstate & D	D6 MPMS	Be	mts Fe	ed State				State	Loc/Oth			Loc/Oth	Federal 400,000		Oth Federal		Loc/Oth			Loc/Oth			Loc/Oth	Federal 50,000,000		Loc/Oth	Federal 110,549,211			Interstate Line Item used as
Interstate & D Project Title Interstate Contingency /	D6 MPMS	CON AC	ants Fe efore NHi djust NHi	ed State PP PP PP	Federal 7,938,350		h Federal 5,452,124	State	Loc/Oth	Federal 20,821,888		Loc/Oth	Federal 400,000 35,000,000		0th Federal 35,000,000		Loc/Oth			Loc/Oth			Loc/Oth	Federal 50,000,000 (35,000,000)		Loc/Oth	Federal 110,549,211 (35,000,000)			
Interstate & D Project Title Interstate Contingency / Central Office	75891	CON Ad	amts Fe elore NHI djust NHI ter NHI	ed State PP PP PP PP	Federal		h Federal	State	Loc/Oth	Federal		Loc/Oth	Federal 400,000 35,000,000 35,400,000		Oth Federal 35,000,000 35,000,000		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Oth	Federal 50,000,000		Loc/Oth	Federal 110,549,211			Interstate Line Item used as funding source to maintain
Interstate & D Project Title Interstate Contingency / Central Office I-95/US 322 Interchange Improvements	75891	CON AC	ter NHI efore NHI ter NHI efore NHI	ed State PP PP PP PP PP PP	Federal 7,938,350		h Federal 5,452,124	State	Loc/Oth	Federal 20,821,888		Loc/Oth	Federal 400,000 35,000,000		0th Federal 35,000,000		Loc/Oth			Loc/Oth			Loc/Oth	Federal 50,000,000 (35,000,000) 15,000,000		Loc/Oth	Federal 110,549,211 (35,000,000) 75,549,211			Interstate Line Item used as funding source to maintain fiscal constraint. Cashflow to better align with
Interstate & D Project Title Interstate Contingency / Central Office	75891	CON AC Af CON AC	amts Fe elore NHI djust NHI ter NHI	ed State PP	Federal 7,938,350		h Federal 5,452,124	State	Loc/Oth	Federal 20,821,888		Loc/Oth	Federal 400,000 35,000,000 35,400,000 35,000,000		Oth Federal 35,000,000 35,000,000		Loc/Oth	Federal		Loc/Oth	Federal		Loc/Oth	Federal 50,000,000 (35,000,000)		Loc/Oth	Federal 110,549,211 (35,000,000)			Interstate Line Item used as funding source to maintain fiscal constraint.
Interstate & D Project Title Project Title Interstate Contingency / Central Office I+95/US 322 Interchange Improvement: 95/322 Delaware	75891	CON AC Af CON AC	ter NHI efore NHI ter NHI efore NHI efore NHI fjust NHI	ed State PP	Federal 7,938,350		h Federal 5,452,124	State		Federal 20,821,888		Loc/Oth	Federal 400,000 35,000,000 35,400,000 35,000,000		Oth Federal 35,000,000 35,000,000			Federal 35,000,000			Federal			Federal 50,000,000 (35,000,000) 15,000,000 35,000,000			Federal 110,549,211 (35,000,000) 75,549,211 35,000,000			Interstate Line Item used as funding source to maintain fiscal constraint. Cashflow to better align with 7/11/2030 let date.
Interstate & D Project Title Interstate Contingency / Central Office 1-95/US 322 Interchange Improvement: 95/322 Delaware Befor Adjustn Befor Adjustn	NPMS 75891 15477 re Totals ment Totals	CON AC Af CON AC	ter NHI efore NHI ter NHI efore NHI efore NHI fjust NHI	d State PP	Federal 7,938,350 7,938,350 \$15,876,700 \$0	State Loc/Ot	h Federal 5,452,124 5,452,124 5,452,124 0 \$10,904,248 0 \$10,904,248	State	\$0 \$0	Federal 20,821,888 20,821,888 \$41,643,776 \$0	State	\$0 \$0	Federal 400,000 35,000,000 35,400,000 (35,000,000 (35,000,000) \$35,800,000 \$0	State Loc \$0 \$0	Federal 35,000,000 35,000,000 35,000,000 (35,000,000) (35,000,000) \$0 \$35,000,000 \$0 \$35,000,000 \$0	State	\$0 \$0	Federal 35,000,000 35,000,000 \$35,000,000 \$0	State	\$0 \$0	Federal 18,000,000 18,000,000 \$18,000,000 \$0	State \$0 \$0	\$0 \$0	Federal 50,000,000 (35,000,000) 15,000,000 35,000,000 \$100,000,000 \$0	State \$0 \$0	\$0 \$0	Federal 110,549,211 (35,000,000) 75,549,211 35,000,000 35,000,000 \$345,098,422 \$0	State	\$0 \$0	Interstate Line Item used as funding source to maintain fiscal constraint. Cashflow to better align with 7/11/2030 let date. Actions do not affect air
Interstate & D Project Title Interstate Contingency / Central Office 1-95/US 322 Interchange Improvement: 95/322 Delaware Befor Adjustn Befor Adjustn	06 MPMS 75891 Is 15477 re Totals	CON AC Af CON AC	ter NHI efore NHI ter NHI efore NHI efore NHI fjust NHI	d State PP	Federal 7,938,350 7,938,350	State Loc/Ot	h Federal 5,452,124 5,452,124 5,452,124 0 \$10,904,248 0 \$10,904,248	State	\$0 \$0	Federal 20,821,888 20,821,888 \$41,643,776	State 	\$0	Federal 400,000 35,000,000 35,400,000 35,000,000 (35,000,000) \$35,800,000	State Loc	Federal 35,000,000 35,000,000 35,000,000 35,000,000 (35,000,000) (35,000,000)	State	\$0 \$0	Federal 35,000,000 35,000,000	State State	\$0 \$0	Federal 18,000,000 18,000,000		\$0 \$0	Federal 50,000,000 (35,000,000) 15,000,000 35,000,000 35,000,000 \$100,000,000	State	\$0 \$0	Federal 110,549,211 (35,000,000) 75,549,211 35,000,000 35,000,000 \$345,098,422	State State	\$0 \$0	Interstate Line Item used as funding source to maintain fiscal constraint. Cashflow to better align with 7/11/2030 let date. Actions do not affect air

Admendment (MAID:13 Interstate & D5	9790)		Fund Type		FFY 2025			FFY 2026			FFY 2027		F	FY 2028		F	Y 2029		F	FY 2030			FFY 2031		I	FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS Pha	se Amts	Fed Stat	e 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		Before	NHPP	7,938,350	0		5,452,124			20,821,888			35,400,000			35,000,000									15,000,000			75,549,211			Line Item used as funding
1	75891 CO	N Adjust	NHPP	33,000,000)								(15,000,000)			(18,000,000)															source to maintain fiscal
Central Office		After	NHPP	40,938,350)		5,452,124			20,821,888			20,400,000			17,000,000									15,000,000			75,549,211			constraint.
I-80 Sec 17M Breakout #1 (Exit 303)		Before	NHPP	33,000,000)		40,000,000			40,000,000			25,000,000			15,000,000															Contractor to the state of the state
80/BO1	118999 CO	N Adjust	NHPP	(33,000,00)))								15,000,000			18,000,000															Cashflow to better align with 12/11/2025 let date.
Monroe		After	NHPP				40,000,000			40,000,000			40,000,000			33,000,000															1271 N2020 Kit date.
Before	Totals			\$56,815,050) (\$0 \$0	\$56,356,372	\$0	\$0	\$102,465,664	\$0	\$0	\$96,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0	Actions do not affect air
Adjustme	nt Totals	_		\$0) (1	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	quality conformity.
After 1	otals			\$56,815,050) (\$0 \$0	\$56,356,372	\$0	\$0	\$102,465,664	\$0	\$0	\$96,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0	4

	NO	TES																													
Admendment (MAID:13 Interstate & D6	19791)		Fund Type	F	FY 2025		1	FFY 2026		F	FY 2027		I	FFY 2028		F	FY 2029		F	FY 2030		-	FFY 2031		F	FFY 2032		FF	Y 2033-2036		Remarks
Project Title	MPMS	Phase Amt	s Fed Stat	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		Before	NHPP	40,938,350			5,452,124			20,821,888			20,400,000			17,000,000									15,000,000			75,549,211			Line Item used as funding
1	75891	CON Adjus	NHPP							25,000,000			(4,185,000)			(5,815,000)									(15,000,000)						source to maintain fiscal
Central Office		After	NHPP	40,938,350			5,452,124			45,821,888			16,215,000			11,185,000												75,549,211			constraint.
I-76 Flex Lane WB: US 1-Belmont Ave			NHPP							25,000,000			25,000,000			25,000,000			25,000,000			30,000,000									Cashflow to better align
76/FL3	116839	CON Adjus	1 NHPP							(25,000,000)			4,185,000			5,815,000									15,000,000						9/16/2027 let date.
Montgomery		After	NHPP										29,185,000			30,815,000			25,000,000			30,000,000			15,000,000					1	STOLOLT ICT GUIC.
Before	Totals			\$97,753,400	\$0	\$0	\$61,808,496	\$0	\$0	\$148,287,552	\$0	\$0	\$141,600,000	\$0	\$0	\$127,000,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$496,196,844	\$0	\$0	Actions do not affect air
Adjustme		3		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	quality conformity.
After T	otals			\$97,753,400	\$0	\$0	\$61,808,496	\$0	\$0	\$148,287,552	\$0	\$0	\$141,600,000	\$0	\$0	\$127,000,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$496,196,844	\$0	\$0	

	NOT	TES																													
Admendment (MAID: 1: Interstate & D4	19794)		Fund Type	F	FY 2025		F	FFY 2026		F	FY 2027		1	FY 2028		F	FY 2029		F	FY 2030			FFY 2031			FFY 2032		FF	Y 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		Before	NHPP	40,938,350			5,452,124			45,821,888			16,215,000			11,185,000												75,549,211			Line Item used as funding
/	75891	CON Adjust	NHPP	25,000,000						(25,000,000)																					source to maintain fiscal
Central Office		After	NHPP	65,938,350			5,452,124			20,821,888			16,215,000			11,185,000												75,549,211			constraint.
B/SB Preservation Pavement Replacement		Before	NHPP	25,000,000			20,000,000			5,000,000			25,000,000			18,250,000															
81/230	92435	CON Adjust	NHPP	(25,000,000)						25,000,000																					Cashflow to better with 9/25/2025 let date.
Lackawanna		After	NHPP				20,000,000			30,000,000			25,000,000			18,250,000															
Before	Fotals			\$163,691,750	\$0	\$0	\$87,260,620	\$0	\$0	\$199,109,440	\$0	\$0	\$182,815,000	\$0	\$0	\$156,435,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$571,746,055	\$0	\$0	Actions do not affect air
Adjustme				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		quality conformity.
After 1	otals			\$163,691,750	\$0	\$0	\$87,260,620	\$0	\$0	\$199,109,440	\$0	\$0	\$182,815,000	\$0	\$0	\$156,435,000	\$0	\$0	\$60,000,000	\$0	\$0	\$48,000,000	\$0	\$0	\$130,000,000	\$0	\$0	\$571,746,055	\$0	\$0	4

		TES																															
Amendment (MAID:1: Interstate & D6				Fund 1	Туре		FFY 2025			FFY 2026			FFY 2027		1	FY 2028		F	FY 2029		1	FFY 2030		1	FFY 2031		-	FFY 2032		FF	Y 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			Before	NHPP	581	65,938,350)		5,452,124			20,821,888			16,215,000			11,185,000												75,549,211	()		
interstate contingency			Before	BRIP	185		4,794,75	58	2,931,000	1,611,000			10,079,830			5,049,024			765,170			999,349			1,462,385			133,385		12,000,000	65,538,730		
,	75901	CON	Adjust	NHPP	581	14,560,000)								(14,560,000)															(22,838,267)	1		Line Item used as funding source to maintain fiscal
1	73051	CON	Adjust	BRIP	185	22,838,267	3,840,00	00								(1,456,000)															(2,384,000)		constraint.
			After	NHPP	581	80,498,350)		5,452,124			20,821,888			1,655,000			11,185,000												52,710,944	()		
Central Office			After	BRIP	185	22,838,267	8,634,75	58	2,931,000	1,611,000			10,079,830			3,593,024			765,170			999,349			1,462,385			133,385		12,000,000	63,154,730		
Girard Point Bridge Rehab - Phases 1 & 2			Before	NHPP		14,560,000)		34,560,000			27,560,000			4,560,000			30,375,000															
			Before	SNHPP																								35,000,000			140,000,000		
			Before	BRIP	185	22,838,26	3,840,00	00	1,972,189						32,189,546			4,185,000													()	1	
95/GP1			Adjust	NHPP		(14,560,000))								14,560,000															22,838,267		4	Cashflow to better align
	81225	CON	Adjust																														with11/6/2025 let date.
			Adjust	BRIP	185	(22,838,267	7) (3,840,00	00)								1,456,000															2,384,000	4	
			After	NHPP			_		34,560,000			27,560,000			19,120,000			30,375,000												22,838,267	·		
				SNHPP																								35,000,000			140,000,000		
Philadelphia			After	BRIP	185				1,972,189		_				32,189,546	1,456,000		4,185,000													2,384,000		
Before						\$267,028,367	\$8,634,75	58 \$0	\$132,175,933	\$1,611,000	\$0	\$247,491,328	\$10,079,830	\$0	\$235,779,546	\$5,049,024	\$0	\$202,180,000	\$765,170	\$0	\$60,000,000	\$999,349	\$0	\$48,000,000	\$1,462,385	\$0	\$130,000,000	\$35,133,385	\$0	\$659,295,266	\$205,538,730		Actions do not affect air
Adjustme		s				\$0) 3	su \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$U (quality conformity.
After	lotals					\$267,028,367	\$8,634,75	58 \$0	\$132,175,933	\$1,611,000	\$0	\$247,491,328	\$10,079,830	\$0	\$235,779,546	\$5,049,024	\$0	\$202,180,000	\$765,170	\$0	\$60,000,000	\$999,349	\$0	\$48,000,000	\$1,462,385	\$0	\$130,000,000	\$133,385	\$0	\$659,295,266	\$65,538,730	\$0	

Administrative Ac D6-0 DVRPC &			8)	Fun	d Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve			Before		411		60,305,620			83,637,886			87,948,000			89,867,000		Multimodal Reserve line item used as
/	102893	CON	Adjust		411		(1,546,949)											source of funds to maintain fiscal
Central Office			After		411		58,758,671			83,637,886			87,948,000			89,867,000		constraint.
Valley Road Bridge R10			Before															Increase CON phase as per MTF
/MTF	81881	CON	Adjust		411		1,546,949	464,767										agreement. Includes inspection. Municipal/Capital funds additional to the
Bucks			After		411		1,546,949	464,767										TIP.
E	Before To	otals				\$0	\$60,305,620	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not offect oir quality
Adj	ustment	Totals				\$0	\$0	\$464,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
	After Tot	tals				\$0	\$60,305,620	\$464,767	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	comornity.

Administrative Action Statewide & DVR		0105)		Fund	і Туре		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	
			Before	STP		10,410,542												
TIFIA Redistribution			Before	STU		12,689,101												
			Before	TAU		1,741,028												
			Adjust	STP		(5,389,000)												
/	122525	CON	Adjust	STU		(11,538,300)												TIFIA Redistribution LI source of funds to maintain fiscal constraint.
			Adjust	TAU		(1,096,000)												to maintain iiscai constraint.
			After	STP		5,021,542												
Central Office			After	STU		1,150,801												
			After	TAU		645,028												
Overbrook Edu Center Slow Zone(C)			Before	TAU		985,000												
3018/OEC	117966	CON	Adjust	TAU		367,060												Increase to cover low-bid.
Philadelphia			After	TAU		1,352,060												
Walkable Chadds Ford(C)			Before	TAU														
1/WCF	111487	CON	Adjust	TAU		728,940												Increase to cover low-bid.
Delaware			After	TAU		728,940												
Rsvlt Blvd o/Wayne Junc (C)			Before	STP														
1/WAV	83736	CON	Adjust	STP		2,000,000												Increase to cover AUC.
Philadelphia			After	STP		2,000,000												
			Before	STP														
Route 1 Improvement-North (C)			Before	STU		1,719,000			2,000,000									
			Adjust	STP		3,389,000												
1/RC2	93445	CON	Adjust	STU		7,159,690												Increase for AC conversion.
			After	STP		3,389,000												
Bucks			After	STU		8,878,690			2,000,000									
Citywide 3R 110(C)			Before	STU		1,000,000			2,000,000			2,000,000			3,940,000		1	
/110	112500	CON	Adjust	STU		4,378,610												Increase to for AC conversion.
Philadelphia			After	STU		5,378,610			2,000,000			2,000,000			3,940,000			1
	efore Tota	als			1	\$28,544,671	\$0	\$0	\$4,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$3,940,000	\$0	\$0	
Adju	stment T	otals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Δ	fter Tota	ls	-	-		\$28,544,671	\$0	\$0	\$4,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$3,940,000	\$0	\$0	comentary.

Amendment (MA ID: 14016 D6-0 DVRPC TIP					Туре		Y 2025			Y 2026			Y 2027			Y 2028		Remarks
Project Title	MPMS	Phase		Fed	State		State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve				PRTCT		5,525,000						56,825,900			62,639,000			PROTECT Reserve line item used as source of
/	118322	CON		PRTCT		(5,525,000)												funds to maintain fiscal constraint.
Central Office			After	PRTCT								56,825,900			62,639,000			Tanas to maintain fiscar constraint.
East High Street over Sprogels Run			Before															
4031/MSR	16651	PE	Adjust	PRTCT		280,000												Let Date: None given
Montgomery			After	PRTCT		280,000												
East High Street over Sprogels Run			Before															
4031/MSR	16651	CON	Adjust	PRTCT		2,600,000												Let Date: None given
Montgomery			After	PRTCT		2,600,000												
Districtwide MS4-SWM Improvements Group 2			Before															
/SWM	81915	PE	Adjust	PRTCT		185,000												Let Date: None given
Chester			After	PRTCT		185,000												
Districtwide MS4-SWM Improvements Group 2			Before															
/SWM	81915	CON	Adjust	PRTCT		1,060,000												Let Date: None given
Chester			After	PRTCT		1,060,000												
Districtwide SWM/MS4 Improvements Group 1			Before															
/SWM	57630	PE	Adjust	PRTCT		150,000												Let Date: None given
Bucks			After	PRTCT		150,000												
Districtwide SWM/MS4 Improvements Group 1			Before															
/SWM	57630	CON	Adjust	PRTCT		700,000												Let Date: None given
Bucks			After	PRTCT		700,000												
Structure Hardening Group 2025 (Scour)			Before															
212/SCR	61936	PE	Adjust	PRTCT		50,000												Let Date: None given
Bucks			After	PRTCT		50,000												
Structure Hardening Group 2025 (Scour)			Before															
212/SCR	61936	CON	Adjust	PRTCT		500,000												Let Date: None given
Bucks			After	PRTCT		500,000												
Before Tot	als					\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	
Adjustment 1	otals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Tota	ls					\$5.525.000	\$0	\$0	\$0	\$0	\$0	\$56.825.900	\$0	\$0	\$62,639,000	\$0	\$0	1

Amendment (MA ID: D6-0 Statewide				Fund	Туре	F	FY 202	5	I	FY 202	:6	F	FY 202	7	I	FY 202	28	Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
SouthPort Berth Phase 2 - CARGO			Before															
/	122293	CON	Adjust	MEGA		217,200,000		144,800,000										Federal MEGA grant. Local funds additional to the TIP.
Philadelphia			After	MEGA		217,200,000		144,800,000										
Befor	e Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality
Adjustm	nent Tota	ls				\$217,200,000	\$0	\$144,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
After	r Totals					\$217,200,000	\$0	\$144,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	comornity.

SEPTA Fiscal Constraint Charts (June 2025)

DVRPC FFY 2025-2028 TIP for Pennsylvania

Fiscal Constraint Chart

SEPTA TIP Actions for June 2025

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

Project Title	MPMS	Phase		Fund Type			FFY 2025		Comments
			Amts	Fed	State	Fed	State	Local	
			Before	5337	1514	28,281	11,681	389	
			Before	5307	1514	0	0	0	
			Before	CRRSAA	1514	0	0	0	
			Before	State	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	30,000	0	0	
			Adjust	5307	1514	0	0	0	
Capital Assat Lassa	FOOCC	CAL	Adjust	CRRSAA	1514	0	0	0	Administrative action to add prior year
Capital Asset Lease	59966	CAL	Adjust	State	1514	0	0	0	funding
			Adjust	n/a	1514	0	0	0	
					Total Adjust	30,000	0	0	
			After	5337	1514	58,281	11,681	389	
			After	5307	1514	0	0	0	
			After	CRRSAA	1514	0	0	0]
			After	State	1514	0	0	0]
			After	n/a	1514	0	0	0	

Here Before530715147,35400Before5337151416,00041,1131,370Before53381514000Before53381514000BeforeRAP1514000BeforeRAP1514000BeforeRAP1514000BeforeSMART1514000BeforeOISFUND15147,84500BeforeOISFUND1514000BeforeIDISFUND1514000Adjust53071514000Adjust53371514000AdjustFELEX1514000AdjustFELEX1514000AdjustFELEX1514000AdjustFELEX1514000AdjustNAP1514000AdjustOITH1514000AdjustOITH1514000AdjustOITH1514000AdjustOITH1514000AdjustOITH1514000Atrer533715141000Atrer53371514000<	·		1			1				1
Before 53398 1514 0 0 0 Before FLEX 1514 0 0 0 Before FRAICR 1514 0 0 0 Before FRAICR 1514 0 0 0 Before OIF 1514 0 0 0 Before SMART 1514 0 0 0 Before OIF 1514 0 0 0 Before OIF 1514 0 0 0 Before OISFUND 1514 0 0 0 Adjust 5339 1514 0 0 0 Adjust FRAICR 1514 0 0 0										
Transit & Regional Rait T7183 FRA FLX 1514 0 0 0 Before ASAP 1514 56,050 0 0 Before FRA ICR 1514 0 0 0 Before SMART 1514 0 0 0 Before OTH 1514 0 0 0 Before OTH 1514 0 0 0 Before OTH 1514 0 0 0 Before Transit & Transit & Site 0 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust S338 1514 9,800 0 0 Adjust SMART 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust OTH 1514										
Transit & Regional Rail Station Program T7183 Refore FA ASAP 1514 56,050 0 0 Before FRA ICR 1514 0 0 0 Before SMART 1514 0 0 0 Before OIH 1514 0 0 0 Before OIH 1514 0 0 0 Before OIH 1514 0 0 0 Before N/A 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust FEX 1514 0 0 0 Adjust FRA ICR 1514 0 0 0 Adjust FRA ICR 1514 0 0 0 0 Adjust IFAL 1514 0 0 0 0 Adjust IFAL 1514 0 0 0 Adjust										
Before FRA ICR 1514 0 0 Before SMART 1514 0 0 0 Before OTH 1514 7.845 0 0 Before OTH 1514 0 0 0 Before OTH 1514 0 0 0 Before N/A 1514 0 0 0 Before N/A 1514 0 0 0 Adjust 5307 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust FISA2 1514 0 0 0 Adjust FRAICR 1514 0 0 0 Adjust FRAICR 1514 0 0 0 0 Adjust DFND 1514 0 0 0 0 <td< td=""><td></td><td></td><td></td><td>Before</td><td></td><td></td><td>0</td><td>0</td><td>0</td><td></td></td<>				Before			0	0	0	
Before SMART 1514 0 0 0 Before OTH 1514 7.845 0 0 Before OIFUND 1514 0 0 0 Before OISFUND 1514 0 0 0 Before 1703 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5339 1514 9.800 0 0 Adjust 7538 1514 0 0 0 Adjust FRAICR 1514 0 0 0 Adjust OTH 1514 0 0 0 Adjust DSHVD 1514 0 0 0 Adjust DST 1514 0 0 0 Adjust DST 1514 0 0 0				Before	ASAP	1514	56,050	0	0	
BeforeOTH15147,84500BeforeDISFUND1514000Beforen'a1514000Adjust53071514000Adjust53371514000Adjust533915149,80000Adjust5339B15149,80000AdjustFRA ICR1514000AdjustSASP1514000AdjustSMAT1514000AdjustSMAT1514000AdjustSMAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT1514000AdjustNAT151410001131,370Atter533				Before	FRA ICR	1514	0	0	0	
Transit & Regional Rail 77183 Ref DISFUND 1514 0 0 0 Adjust 5307 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5339 1514 0 0 0 Adjust 5339 1514 0 0 0 Adjust 5339 1514 0 0 0 Adjust FRAICR 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust OIFH 1514 0 0 0 Adjust SMART 1514 0 0 0 Atfer 5307 1514 16.00 40 0 Atfer 53398 1514 9.800				Before	SMART	1514	0	0	0	
Before n/a 1514 0 0 Adjust 5307 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5339 1514 0 0 0 Adjust SASP 1514 0 0 0 Adjust FRA ICR 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust OTH 1514 0 0 0 Adjust OTH 1514 0 0 0 Adjust N/A 1514 0 0 0 Adjust N/A 1514 0 0 0 Adjust N/A 1514 0 0 0 Adjust N/A<				Before	OTH	1514	7,845	0	0	
Adjust 5307 1514 0 0 0 Adjust 5337 1514 0 0 0 Adjust 5339 1514 9,800 0 0 Adjust 5339B 1514 0 0 0 Adjust FEX 1514 0 0 0 Adjust FEX 1514 0 0 0 Adjust SAP 1514 0 0 0 Adjust SAP 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust OTH 1514 0 0 0 Adjust n/a 1514 0 0 0 Adjust <td></td> <td></td> <td></td> <td>Before</td> <td>DISFUND</td> <td>1514</td> <td>0</td> <td>0</td> <td>0</td> <td></td>				Before	DISFUND	1514	0	0	0	
Adjust 5337 1514 0 0 0 Adjust 5339B 1514 9,800 0 0 Adjust 5339B 1514 9,800 0 0 Adjust FLEX 1514 0 0 0 Adjust FLEX 1514 0 0 0 Adjust FRA ICR 1514 0 0 0 Adjust SMART 1514 0 0 0 Adjust DSFUND 1514 0 0 0 Adjust DSFUND 1514 0 0 0 Adjust DY 1514 0 0 0 Atfer 5337 1514 16,000 41,113 1,370 <				Before	n/a	1514	0	0	0	
Adjust5339B15149,80000AdjustFLEX1514000AdjustFLEX1514000AdjustFRA ICR1514000AdjustFRA ICR1514000AdjustSMART1514000AdjustOTH1514000AdjustDISFUND1514000AdjustDISFUND1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a151416,00041,1131,370After5339B15149,80000AfterSMART1514000AfterFRA/ICR1514000AfterFRA/ICR1514000AfterOTH151463400AfterOTH1514000AfterOTH1514000Afte				Adjust	5307	1514	0	0	0	
Adjust FLEX 1514 0 0 0 Adjust ASAP 1514 0 0 0 0 Adjust FRA ICR 1514 0 0 0 0 Adjust FRA ICR 1514 0 0 0 0 Adjust SMART 1514 0 0 0 0 Adjust SMART 1514 0 0 0 0 Adjust OTH 1514 0 0 0 0 Adjust N/A 1514 0 0 0 0 Adjust n/a 1514 0 0 0 0 Adjust n/a 1514 0 0 0 0 Atter 5307 1514 7,354 0 0 0 After 5337 1514 9,800 0 0 0 After FRA ICR 1514 0				Adjust	5337	1514	0	0	0	
AdjustASAP1514000AdjustFRA ICR1514000AdjustFRA ICR1514000AdjustSMART1514000AdjustSMART1514000AdjustDISFUND1514000AdjustDISFUND1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a1514000AdjustN/a15141,30000AdjustS33915149,80000AfterFRA ICR1514000AfterFRA ICR1514000AfterSMART151463400AfterOIF1544000AfterOIF1544000AfterFRA ICR1514000AfterOIF1544000AfterOI				Adjust	5339B	1514	9,800	0	0	
Transit & Regional Rail 77183 FRC Adjust FRA ICR 1514 0 0 0 Administrative action to add prior year Station Program Adjust SMART 1514 0 0 0 0 Adjust SMART 1514 0 0 0 0 0 Adjust OTH 1514 0 0 0 0 0 Adjust DISFUND 1514 0 0 0 0 0 Adjust n/a 1514 0				Adjust	FLEX	1514	0	0	0	
Station Program 7/183 FRA C 1514 0 <td></td> <td></td> <td></td> <td>Adjust</td> <td>ASAP</td> <td>1514</td> <td>0</td> <td>0</td> <td>0</td> <td></td>				Adjust	ASAP	1514	0	0	0	
Adjušt SMARI 1514 0 0 0 Adjust OTH 1514 0 0 0 Adjust DISFUND 1514 0 0 0 Adjust n/a 1514 7,354 0 0 After 5337 1514 16,000 41,113 1,370 After 5339B 1514 9,800 0 0 After FLEX 1514 0 0 0 After FRAICR 1514 0 0 0 After FRAICR 1514 0 0 0 After FRAICR 1514 0 0 0 After OTH 1514 634 0 0 After	-	77183	ERC	Adjust	FRA ICR	1514	0	0	0	
AdjustDISFUND1514000Adjustn/a1514000Adjustn/a1514000Total Adjust9,800000After530715147,35400After5337151416,00041,1131,370After5339B15149,80000After5339B1514000AfterFLEX1514000AfterFLEX1514000AfterSMART151463400AfterOTH15147,84500AfterDISFUND1514000	Station Program			Adjust	SMART	1514	0	0	0	landing
Adjustn/a1514000Total Adjust9,80000After530715147,35400After5337151416,00041,1131,370After5339B15149,80000AfterFLEX1514000AfterFLEX1514000AfterFRA ICR151456,05000AfterFRA ICR1514000AfterOTH151463400AfterOTH15147,84500				Adjust	OTH	1514	0	0	0	
Total Adjust 9,800 0 0 After 5307 1514 7,354 0 0 After 5337 1514 16,000 41,113 1,370 After 5339B 1514 9,800 0 0 After 5339B 1514 9,800 0 0 After FLEX 1514 0 0 0 After FLEX 1514 0 0 0 After FRAICR 1514 0 0 0 After SMART 1514 0 0 0 After OTH 1514 634 0 0 After OTH 1514 7,845 0 0 After DISFUND 1514 0 0 0				Adjust	DISFUND	1514	0	0	0	
After530715147,35400After5337151416,00041,1131,370After5339B15149,80000AfterFLEX1514000AfterASAP151456,05000AfterFRA ICR1514000AfterSMART151463400AfterOTH15147,84500AfterDISFUND1514000				Adjust	n/a	1514	0	0	0	
After5337151416,00041,1131,370After5339B15149,80000AfterFLEX1514000AfterASAP151456,05000AfterFRA ICR1514000AfterSMART151463400AfterOTH15147,84500AfterDISFUND1514000						Total Adjust	9,800	0	0	
After5339B15149,80000AfterFLEX1514000AfterASAP151456,05000AfterFRA ICR1514000AfterSMART151463400AfterOTH15147,84500AfterDISFUND1514000				After	5307	1514	7,354	0	0	
After FLEX 1514 0 0 0 After ASAP 1514 56,050 0 0 After FRA ICR 1514 0 0 0 After SMART 1514 634 0 0 After OTH 1514 7,845 0 0 After DISFUND 1514 0 0 0				After	5337	1514	16,000	41,113	1,370	
After ASAP 1514 56,050 0 0 After FRA ICR 1514 0 0 0 After SMART 1514 634 0 0 After OTH 1514 7,845 0 0 After DISFUND 1514 0 0 0				After	5339B	1514	9,800	0	0	
After FRA ICR 1514 0 0 0 After SMART 1514 634 0 0 After OTH 1514 7,845 0 0 After DISFUND 1514 0 0 0				After	FLEX	1514	0	0	0	
After SMART 1514 634 0 0 After OTH 1514 7,845 0 0 After DISFUND 1514 0 0 0				After	ASAP	1514	56,050	0	0	
After OTH 1514 7,845 O O After DISFUND 1514 O O O				After	FRA ICR	1514	0	0	0	1
After DISFUND 1514 0 0 0				After	SMART	1514	634	0	0	
				After	OTH	1514	7,845	0	0	
				After	DISFUND	1514	0	0	0	1
After n/a 1514 0 0 0				After	n/a	1514	0	0	0	

		1					1		
			Before	5339	1514	8,562	24,864	829	
			Before	5307	1514	0	0	0	
			Before	OTH	1514	0	0	0	
			Before	5339C	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5339	1514	8,914	0	0	
			Adjust	5307	1514	0	0	0	
Bus Purchase Program	90512	PUR	Adjust	OTH	1514	0	0	0	Administrative action to add prior year
bus Fuicilase Flogialii	90512	FUN	Adjust	5339C	1514	0	0	0	funding.
			Adjust	n/a	1514	0	0	0	
					Total Adjust	8,914	0	0	
			After	5339	1514	17,476	24,864	829	
			After	5307	1514	0	0	0	
			After	OTH	1514	0	0	0	
			After	5339C	1514	0	0	0	
			After	n/a	1514	0	0	0	
			Before	5307	1514	0	0	0	
			Before	5337	1514	1,903	7,303	243	
			Before	OTH	1514				
			Before	n/a	1514				
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	18,697	0	0	
Bridge Program	95402	ERC	Adjust	OTH	1514	0	0	0	Administrative action to add prior year funding
			Adjust	n/a	1514	0	0	0	landing
					Total Adjust	18,697	0	0	
			After	5307	1514	0	0	0	1
			After	5337	1514	20,600	7,303	243	1
			After	OTH	1514	0	0	0	1
			After	n/a	1514	0	0	0]
				Before		803,571	427,901	16,956	
Summary	of Changes			Adjust		67,411	0	0	1
				After		871,616	427,901	16,956	1
				AILEI		0/1,010	427,901	10,900	

NJDOT Fiscal Constraint Charts (June 2025)

Statewide FY24-33 -41

FISCAL CONSTRAINT CHART

05/22/2025

		F	ISCAL CONSTRA	AINT BANK	BEFORE MO	DIFICATION	6		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	0.475	0.400	5.000	8.093
			PR	OJECT MOI	DIFICATIONS	;			
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Bridge Deck/Superstructure			BEFORE		0.000	44.000	0.000	0.000	44.000
Replacement Program	03304	ERC	NHPP	Various	0.000	(26.000)	0.000	0.000	(26.000)
			AFTER		0.000	18.000	0.000	0.000	18.000
Bridge Preventive			BEFORE		0.000	10.000	0.000	0.000	10.000
Maintenance	13323	EC	STBGP-FLEX	Various	0.000	58.500	0.000	0.000	58.500
			AFTER		0.000	68.500	0.000	0.000	68.500
Guiderail Upgrade			BEFORE		0.000	24.000	0.000	0.000	24.000
Guiderali Opgrade	X201	ERC	NHPP	Various	0.000	(16.000)	0.000	0.000	(16.000)
			AFTER		0.000	8.000	0.000	0.000	8.000
Troffic Monitoring Systems			BEFORE		0.000	12.000	0.000	0.000	12.000
Traffic Monitoring Systems	X66	PLS	NHPP	Various	0.000	9.612	0.000	0.000	9.612
		I	AFTER		0.000	21.612	0.000	0.000	21.612
Makilita and Oceatance			BEFORE		0.000	49.991	0.000	0.000	49.991
Mobility and Systems Engineering Program	13306	EC	NHPP	Various	0.000	29.200	0.000	0.000	29.200
		I	AFTER		0.000	79.191	0.000	0.000	79.191
			BEFORE		0.000	3.000	0.000	0.000	3.000
ITS Safety Program	23314	ERC	HSIP	Various	0.000	20.180	0.000	0.000	20.180
		I	AFTER		0.000	23.180	0.000	0.000	23.180
			BEFORE		0.000	10.000	0.000	0.000	10.000
Highway Safety Improvement Program	09388	PLS	HSIP	Various	0.000	8.759	0.000	0.000	8.759
Planning			AFTER		0.000	18.759	0.000	0.000	18.759
			BEFORE		0.000	45.000	0.000	0.000	45.000
Resurfacing, Federal	99327A	ERC	NHPP	Various	0.000	(40.000)	0.000	0.000	(40.000)
			AFTER		0.000	5.000	0.000	0.000	5.000
Deides Meinternes Frederic			BEFORE		0.000	15.000	0.000	0.000	15.000
Bridge Maintenance Fender Replacement	17357	ERC	NHPP	Various	0.000	(15.000)	0.000	0.000	(15.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
			BEFORE		0.000	11.529	0.000	0.000	11.529
Safety Programs	19370	ERC	HSIP-VRUS	Various	0.000	(7.429)	0.000	0.000	(7.429)
			AFTER	1	0.000	4.100	0.000	0.000	4.100
			BEFORE		0.000	6.930	0.000	0.000	6.930
Safety Programs	19370	ERC	HSIP	Various	0.000	22.965	0.000	0.000	22.965
	-		AFTER	1	0.000	29.895	0.000	0.000	29.895

		F	ISCAL CONSTRA		BEFORE MO	DIFICATIONS	6		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	0.475	0.400	5.000	8.093
			PRO	OJECT MOI	DIFICATIONS	;			
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Releases From Prior Year			BEFORE		0.000	36.694	0.000	0.000	36.694
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(36.694)	0.000	0.000	(36.694)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total					0.000	8.093	0.000	0.000	8.093
			FISCAL CONSTRA	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
the net result for the first fisca constrained TIP/STIP period mu									

but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	6		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(26.823)	19.732	143.928	136.837
			PR	OJECT MOI	DIFICATIONS	;			
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Pavement Preservation			BEFORE		0.000	10.000	0.000	0.000	10.000
	X51	ERC	STBGP-FLEX	Various	0.000	(7.820)	0.000	0.000	(7.820)
			AFTER		0.000	2.180	0.000	0.000	2.180
Resources to be used for			BEFORE		0.000	0.000	0.000	0.000	0.000
Statewide FY24-33 -39	N/A	ERC	STBGP-FLEX	Various	0.000	7.820	0.000	0.000	7.820
			AFTER		0.000	7.820	0.000	0.000	7.820
Total					0.000	0.000	0.000	0.000	0.000
		l	FISCAL CONSTR	AINT BANK		DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(26.823)	19.732	143.928	136.837

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)

Fl	JNDING CATEGORY		FFY 24 14.745	FFY 25 (34.745)	FFY 26	FFY 27	FFY 24-27		
			14.745	(34 745)					
				(04.140)	0.000	22.930	2.930		
_	PR	PROJECT MODIFICATIONS							
# PHA	SE FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27		
	BEFORE		0.000	5.000	0.000	0.000	5.000		
1 ER	C STBGP-FLEX	Various	0.000	(5.000)	0.000	0.000	(5.000)		
	AFTER		0.000	0.000	0.000	0.000	0.000		
	BEFORE		0.000	0.000	0.000	0.000	0.000		
A ER	RC STBGP-FLEX	Various	0.000	5.000	0.000	0.000	5.000		
	AFTER		0.000	5.000	0.000	0.000	5.000		
			0.000	0.000	0.000	0.000	0.000		
	FISCAL CONSTR	AINT BANK		DIFICATIONS					
FUNDING SOURCE FUNDING CATEGORY				FFY 25	FFY 26	FFY 27	FFY 24-27		
			14.745	(34.745)	0.000	22.930	2.930		
	/A ER	51 ERC STBGP-FLEX AFTER AFTER AERC STBGP-FLEX AFTER FISCAL CONSTR FUNDING CATEGORY must be that the Fiscal Constraint	51 ERC STBGP-FLEX Various AFTER BEFORE (A ERC STBGP-FLEX Various AFTER FISCAL CONSTRAINT BANK FUNDING CATEGORY must be that the Fiscal Constraint Bank has a set of the set of	51 ERC STBGP-FLEX Various 0.000 AFTER 0.000 AFTER 0.000 AFTER 0.000 AFTER 0.000 0.000 CONTRAINT BANK AFTER MODE FISCAL CONSTRAINT BANK AFTER MODE FUNDING CATEGORY FFY 24 14.745 Trunust be that the Fiscal Constraint Bank has a zero or positive	ERC STBGP-FLEX Various 0.000 (5.000) AFTER 0.000 0.000 0.000 BEFORE 0.000 0.000 0.000 /A ERC STBGP-FLEX Various 0.000 5.000 /A ERC STBGP-FLEX Various 0.000 5.000 /A AFTER 0.000 5.000 0.000 5.000 /A FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FUNDING CATEGORY FFY 24 FFY 25 14.745 (34.745) 14.745 (34.745) The second constraint Bank has a zero or positive balance and to	ERC STBGP-FLEX Various 0.000 (5.000) 0.000 AFTER 0.000 0.000 0.000 0.000 0.000 AFTER 0.000 0.000 0.000 0.000 0.000 /A ERC STBGP-FLEX Various 0.000 5.000 0.000 /A ERC STBGP-FLEX Various 0.000 5.000 0.000 /A AFTER Various 0.000 5.000 0.000 0.000 /A FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FFY 26 FFY 26 //A Fiscal Constraint Bank has a zero or positive balance and that the net result f 0.000 0.000	ERC STBGP-FLEX Various 0.000 (5.000) 0.000 0.000 AFTER 0.000 0.000 0.000 0.000 0.000 0.000 AFTER 0.000 0.000 0.000 0.000 0.000 0.000 /A ERC STBGP-FLEX Various 0.000 5.000 0.000 0.000 /A AFTER Various 0.000 5.000 0.000 0.000 /A AFTER Various 0.000 5.000 0.000 0.000 /A FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FISCAL CONSTRAINT BANK AFTER MODIFICATIONS FFY 26 FFY 27		

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

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE		FUNDING CATEGORY				FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	2.387	0.400	5.000	10.005
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Pavement Preservation			BEFORE		0.000	10.000	0.000	0.000	10.000
	X51	ERC	NHPP	Various	0.000	(10.000)	0.000	0.000	(10.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
Pavement Preservation			BEFORE		0.000	0.000	0.000	0.000	0.000
	X51	ERC	STBGP-FLEX	Various	0.000	22.820	0.000	0.000	22.820
			AFTER		0.000	22.820	0.000	0.000	22.820
Resources From DVRPC			BEFORE	Various	0.000	7.820	0.000	0.000	7.820
	N/A	ERC	STBGP-FLEX		0.000	(7.820)	0.000	0.000	(7.820)
			AFTER		0.000	0.000	0.000	0.000	0.000
Resources From SJTPO			BEFORE		0.000	5.000	0.000	0.000	5.000
	N/A	ERC	STBGP-FLEX	Various	0.000	(5.000)	0.000	0.000	(5.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK		DIFICATIONS			
FUNDING SOURCE FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	2.387	0.400	5.000	10.005

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

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE		FUNDING CATEGORY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(26.823)	19.732	143.928	136.837
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
ADA South, Contract 4			BEFORE		0.000	8.150	0.000	0.000	8.150
	15423	CON	STBGP-FLEX	Camden	0.000	2.695	0.000	0.000	2.695
			AFTER		0.000	10.845	0.000	0.000	10.845
Route 1B, Bridge over			BEFORE		0.000	0.500	0.000	0.000	0.500
Shabakunk Creek	16336	ROW	N BFP Me	Mercer	0.000	0.500	0.000	0.000	0.500
			AFTER		0.000	1.000	0.000	0.000	1.000
Total					0.000	3.195	0.000	0.000	3.195
			FISCAL CONSTR	AINT BANK	AFTER MO	DIFICATIONS		-	
FUNDING SOURCE FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					0.000	(29.518)	19.732	143.928	134.142
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,									

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

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	2.687	0.400	5.000	10.305
	PROJECT MODIFICATIONS								
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Traffic Monitoring Systems			BEFORE		0.000	0.000	0.000	0.000	0.000
	X66	PLS	STBGP-FLEX	Various	0.000	0.300	0.000	0.000	0.300
			AFTER		0.000	0.300	0.000	0.000	0.300
Total					0.000	0.300	0.000	0.000	0.300
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	2.387	0.400	5.000	10.005
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)									

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

Updated as of August 23, 2022

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

Index of Transportation Acronyms, Codes, and Terminology

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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- F Denotes Federal Funding
- **S** Denotes State Funding
- L Denotes Local Funding

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PROJECT	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

	Acronym	Definition	Description
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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Η	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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H	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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Η	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.						

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

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

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

TRANSIT PROJECT FUNDING SOURCES

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

- F Denotes Federal Funding
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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

F – Denotes Federal Funding

S – Denotes State Funding

L – Denotes Local Funding

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

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

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



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

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

June 10, 2025

Agenda Item:

3. Request to Open Public Comment Period for Draft Update: Connections 2050 Plan for Greater Philadelphia, Draft FFY2026 Transportation Improvement Program (TIP) for New Jersey, and Draft Transportation Conformity Determination Finding of the Draft Update: Connections 2050 Plan for Greater Philadelphia, Draft FFY2026 TIP for New Jersey and FFY2025 TIP for Pennsylvania

Background/Analysis/Issues:

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

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

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

- Draft Update: Connections 2050 Plan for Greater Philadelphia,
- Draft FFY2026 TIP for New Jersey, and
- Draft Transportation Conformity Determination Finding of the Draft *Update: Connections 2050 Plan for Greater Philadelphia,* Draft FFY2026 TIP for New Jersey, and the FFY2025 TIP for Pennsylvania.

The 30-day public comment period will include proper public notification; publication of the Draft *Update: Connections 2050 Plan*, Draft FFY2026 TIP for New Jersey, and Draft Conformity Finding documents, including posting them on the Internet; making copies available at certain public libraries; and holding public meetings.

Cost and Source of Funds:

N/A

Date Action Required:

June 10, 2025

Recommendations:

RTC – Will make a recommendation at the June 10, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft *Update: Connections 2050 Plan*, Draft FFY2026 TIP for New Jersey, and Draft Transportation Conformity Determination Finding of the Draft *Update: Connections 2050 Plan*, Draft FFY2026 TIP for New Jersey, and FFY2025 TIP for Pennsylvania; to issue proper public notifications; to publish the draft documents on the Internet; to make copies available at certain public libraries; and to hold public meetings.

Staff Contact:

Ethan Fogg