



TIP ACTIONS

RTC | JUNE 2025



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DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

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) **PA25-055: Route 1 Improvements - North (Section RC2) (MPMS #93445), Bucks County – Increase CON Phase**
- b) **NJ24-108: Resurfacing, Federal (DB #99327A), Statewide – Decrease ERC Phase**
- c) **NJ24-109: ITS Safety Program (DB #23314), Statewide – Increase ERC Phase**
- d) **NJ24-110: Safety Programs, (DB #19370), Statewide – Increase ERC Phase**
- e) **NJ24-111: Bridge Preventive Maintenance (DB #13323), Statewide- Increase EC Phase**
- f) **NJ24-112: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase**

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.

ACTION ITEM

Date Prepared: May 30, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET **DELAWARE VALLEY REGIONAL PLANNING COMMISSION** **REGIONAL TECHNICAL COMMITTEE MEETING** **JUNE 10, 2025**

Agenda Item:

5a. PA25-055: Route 1 Improvements – North (Section RC2) (MPMS #93445), 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 Pennndel 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

Action: PA25-055

Bucks

MPMS# 93445 **Route 1 Improvements - North (Section RC2)**

AQ Code 2035M **LIMITS:** Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Latitude: 40.140082 **MUNICIPALITIES** Middletown Township; Bensalem Township; Langhorne 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. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, 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 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.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

Design Parent is MPMS #13549. Route 1 Improvements Southern section RC1 is MPMS #93444. Route 1 Frontage section RC3 is MPMS #93446.

Summary of Action:

Action to amend the FY2025 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.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	NHPP	5,920											
UTL	581	1,480											
CON	STU*	1,719											
CON	SXF	539											
CON	STU*		2,000										
CON	NHPP*		1,281										

DVRPC FY2025-2028 TIP for PA
Pennsylvania - Highway and Transit Program

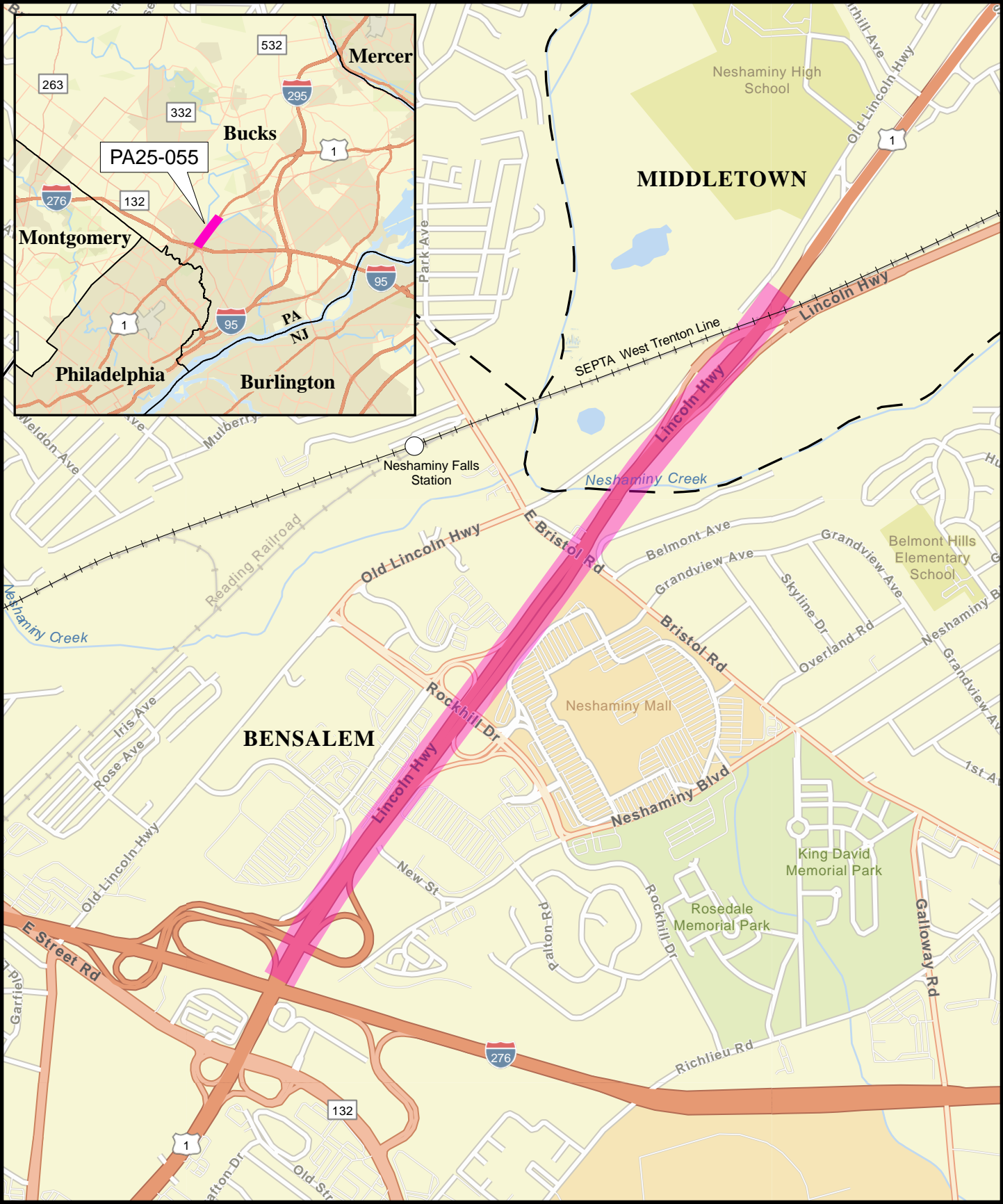
Action: PA25-055

Bucks													
	9,658	3,281	0	0	0	0	0	0	0	0	0	0	
Total FY2025-2028	12,939			Total FY2029-2032				0	Total FY2033-2036				0

After Proposed Action

TIP Program Years (\$ 000)														
Phase	Fund	<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 FY2025-2028		24,788		Total FY2029-2032				0	Total FY2033-2036			0

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



ACTION ITEM

Date Prepared: May 29, 2025

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

June 10, 2025

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

Action: NJ24-108

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, Eric Various

Summary of Action:

Formal action amend the FFY2024 S/TIP for New Jersey by decreasing the FFY25 ERC Phase of the Resurfacing, Federal program (DB #99327A) by \$40 M NHPP from \$45 M NHPP to \$5 M NHPP. See NJDOT Statewide FCC #41.

Mapped: N

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024-2027				123.354	Out-Year Cost		210.000		

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	2.000	5.000	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	5.000	45.000	30.000	35.000	35.000	35.000	35.000	35.000	35.000
		Total FY2024 - 2027			83.354	Total FY2028 - 2033		210.000			

ACTION ITEM

Date Prepared: May 29, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

June 10, 2025

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

Action: NJ24-109

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 Action: Formal action to 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. See NJDOT Statewide FCC #41. Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				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	HSIP	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	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
		<u>Total FY2024-2027</u> 12.000				<u>Out-Year Cost</u> 18.000					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024 - 2027			32.180	Total FY2028 - 2033		18.000			



ACTION ITEM

Date Prepared: May 29, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

June 10, 2025

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

Various

DB# 19370

Safety 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 install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety 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.

Prog Mgr: Swords, Andrew

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 Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024-2027				Out-Year Cost					
		99.857				166.127					

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024 - 2027 115.393				Total FY2028 - 2033 166.127					

Project Name	Sum of Modified HSIP Amount in Millions
Rt 1&9 (Tonnelles 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

ACTION ITEM

Date Prepared: May 30, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE MEETING****June 10, 2025****Agenda Item:****5e. NJ24-111: Bridge Preventive Maintenance (DB #13323), Statewide – Increase EC Phase****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.

List of FFY25 Statewide Bridge Preventative Maintenance Projects

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

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

Action: NJ24-111

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: Solazzo, Douglas

Summary of Action:

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.

Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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		Out-Year Cost		420.000	

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024 - 2027383.117				Total FY2028 - 2033		420.000			

ACTION ITEM

Date Prepared: May 29, 2025

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

June 10, 2025

Agenda Item:**5f. NJ24-112: Mobility and Systems Engineering Program (DB #13306), Statewide – Increase EC Phase****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

Action: NJ24-112

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, Wasif

Summary of Action: Formal action to 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. See NJDOT Statewide FCC #41. Mapped: Y

Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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			109.596	Out-Year Cost		54.000			

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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 FY2024 - 2027			138.796	Total 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)

* Positive number denotes a surplus/Negative denotes a deficit

BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	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	1,724,000	46,897,714	0	60,550,976	LINE ITEM
			Adjust	BOF	185	0	(234,000)	(78,000)	0	(179,000)	(60,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(551,000)	
			After	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	1,724,000	46,897,714	0	59,999,976	
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,819,667	1,717,788	0	1,003,000	517,000	0	0	760,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	12,572,600	2,151,000	0	22,781,055	LINE ITEM	
			Adjust	STU	581	(400,000)	0	0	(328,765)	0	0	625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(103,765)		
			After	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	12,572,600	2,151,000	0	22,677,290		
RIDGE PIKE O/ NORFOLK SOUTHERN(C) MONTGOMERY SR,----,MG3	92839	CON	Before	STU	183	1,250,000	0	0	625,000	0	0	625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	ADDING FUNDS FOR WORK ORDERS DURING CONSTRUCTION.	
			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	654,765		
			After	STU	183	1,650,000	234,000	78,000	953,765	179,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,154,765		
S T U LINE ITEM BUCKS	79980	CON	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	12,572,600	2,151,000	0	22,677,290	LINE ITEM	
			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	(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	12,572,600	2,151,000	0	21,977,290		
RIDGE PK:BELVOIR- CHEMICAL(PARENT)(C) MONTGOMERY SR,----,MG2	48175	CON	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	1,500,000	ADDING FUNDS FOR WORK ORDERS DURING CONSTRUCTION.	
			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	1,250,000		
			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	2,750,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	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	1,724,000	46,897,714	0	59,999,976	LINE ITEM
			Adjust	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	(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	1,724,000	46,897,714	0	57,149,976	
BRIDGE GROUP V(C) BUCKS SR,4059,HBV	110660	CON	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	FUNDS PREVIOUSLY ENCUMBERED, ADDING FUNDS TO ACCOUNT FOR MULTIPLE WORK ORDERS DURING CONSTRUCTION.	
			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	1,900,000		
			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	1,900,000		
FRANKFORD AVE O/ FRANKFORD CR PHILADELPHIA SR,2007,FAR	81292	FD	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	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR A SUPPLEMENT DUE TO UNFORESEEN ADDITIONAL EFFORTS RELATED TO UTILITY COORDINATION.	
			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	60,000		
			After		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	60,000		
WILLITS RD O/ WOODEN BRIDGE RUN PHILADELPHIA SR,1011,PWB	69909	PE	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	PREVIOUSLY ENCUMBERED, ADDING FUNDS FOR ADDITIONAL WORK ON ENVIRONMENTAL CLEARANCE, STRUCTURE DESIGN, PRELIMINARY RIGHT- OF-WAY AND PRELIMINARY UTILITY COORDINATION.	
			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	300,000		
			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	300,000		
W BRIDGE ST O/ AMTRAK CHESTER SR,7410,BRG	14134	UTL	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	ADDING FUNDS FOR AMTRAK DESIGN REVIEW.	
			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	40,000		
			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	40,000		
HOLLAND RD @ BUCK RD O/ MILL CR BUCKS SR,0532,PH1	102272	FD	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	PREVIOUSLY ENCUMBERED, ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.	
			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	200,000		
			After		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	200,000		

* Positive number denotes a surplus/Negative denotes a deficit

TOTAL ADJUST IS DUE
TO THE USE OF
LOCAL FUNDS.

MA IDs:

Chart: 055

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

MA IDs:

Chart: 056

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

TIP MODIFICATIONS FOR MAY 2025
Chart #56

Administrative Action			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		4,988,104	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	101,370,104	LINE ITEM	
			Adjust	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	(136,000)			
			After	TAU		4,852,104	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	101,234,104		
NESHAMINY GREENWAY TRAIL(C) BUCKS	110773	CON	Before	TAU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.	
Adjust			TAU	TC	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	136,000				
After			TAU	TC	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			
SR,----,CCP																																			
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	597,781	1,914,000	0	585,000	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	LINE ITEM	
			Adjust	NHPP	581	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	0	0	(1,050,000)				
			After	NHPP	581	597,781	864,000	0	585,000	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	13,698,781				
S T P LINE ITEM BUCKS	79927	CON	Before	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	LINE ITEM	
			Adjust	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	(750,000)			
			After	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	2,660,554			
ROCKHILL DR & NESHAMINY BLVD INT IMP	116061	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE TO THE TIP.	
Adjust				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	850,000				
After				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			
BUCKS																																			
SR,2044,RC3																																			
ROCKHILL DR & NESHAMINY BLVD INT IMP	116061	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE TO THE TIP.
Adjust			STP	TC	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			
After			STP	TC	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	0	750,000		
BUCKS																																			
SR,2044,RC3																																			
BONDSDVILLE RD RETAINING WALL	120062	PE	Before	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	650,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST	
Adjust			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	0	0	0			
After			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		
CHESTER																																			
SR,4015,CBC																																			
BONDSDVILLE RD RETAINING WALL	120062	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS TO COVER THE COST OF GEOTECHNICAL BORINGS UNDER THE GEOTECHNICAL OPEN END AGREEMENT.
Adjust				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			
After				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	0	200,000		
CHESTER																																			
SR,4015,CBC																																			

Chart: 056

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

[illegible]

Chart: 056

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 #57

Chart: 057

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		797,714	0	0	63,000	0	0	10,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		1,000,000	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	0	0		
			After	HSIP		1,797,714	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714		
CASTOR AVE: OXFORD CIRCLE- COTTMAN AVE	111194	CON	Before	HSIP		6,048,000	0	0	921,000	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	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.		
PHILADELPHIA			Adjust	HSIP		(1,000,000)	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	0	0		
SR,1005,SP2			After	HSIP		5,048,000	0	0	921,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,969,000		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		1,797,714	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	226,343,714	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		(1,477,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,477,000)			
			After	HSIP		320,714	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,866,714		
FRANKFORD AVE CORRIDOR SAFETY IMP	115434	FD	Before	HSIP		313,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.			
PHILADELPHIA			Adjust	HSIP		402,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402,000				
SR,2007,SIP			After	HSIP		715,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	715,000				
5TH ST SAFETY: SPRING GARDEN ST - ERIE AVE	115445	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING UTL PHASE TO THE PROJECT.	
PHILADELPHIA			Adjust	HSIP		75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000				
SR,.....,SIP			After	HSIP		75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000				
5TH ST SAFETY: SPRING GARDEN ST - ERIE AVE	115445	FD	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED ADDING FUNDS FOR BUMP-OUTS AT 5TH & GLENNWOOD. INTERCONNECT PLAN, AND ADDITIONAL COORDINATION WITH PROJECTS THAT HAVE OVERLAPPING LIMITS.	
PHILADELPHIA			Adjust	HSIP		530,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	530,000				
SR,.....,SIP			After	HSIP		530,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	530,000				
US 202 & YORK RD ROUNDA-ABOUT	115419	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE TO THE PROJECT.	
BUCKS			Adjust	HSIP		470,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470,000				
SR,0202,SIP			After	HSIP		470,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470,000				
Before FFY Totals						8,956,428	0	0	1,047,000	0	0	20,450,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	459,969,428		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						8,956,428	0	0	1,047,000	0	0	20,450,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	459,969,428		

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 #58

Chart: 058

* Positive number denotes a surplus/Negative denotes a deficit																																		
Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	719,667	737,788	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	8,571,600	1,151,000	0	18,785,290	LINE ITEM	
			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	(300,000)		
			After	STU	581	419,667	737,788	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	8,571,600	1,151,000	0	18,485,290		
NORTH VALLEY RD CAISSON INSTALLATION	82015	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BREAKOUT PROJECT FROM MPMS 47979, NORTH VALLEY RD OF AMTRAK.	
CHESTER			Adjust	STU	TC	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	300,000		
SR,1005,CAI			After	STU	TC	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
Before FFY Totals						719,667	737,788	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	8,571,600	1,151,000	0	18,785,290			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
After FFY Totals						719,667	737,788	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	8,571,600	1,151,000	0	18,785,290				

MA IDs:

Chart: 059

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

TIP MODIFICATIONS FOR JUNE 2025
Chart #59

AMENDMENT			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM	MONTGOMERY	117997	CON	Before	BRIP																											LINE ITEM		
				Adjust	BRIP																													
				After	BRIP																													
US 322 O/ CSX & BETHEL RD	DELAWARE	104343	CON	Before	BRIP	TC																										ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
				Adjust	BRIP	TC																												
				After	BRIP	TC																												
US 322 O/ CSX & BETHEL RD	DELAWARE	104343	CON	Before	STU	TC																										NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
				Adjust	STU	TC																												
				After	STU	TC																												
Before FFY Totals						4,456,853	0	0	6,905,000	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	6,898,000	0	0	31,157,856	0	0	75,950,709	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						4,456,853	0	0	6,905,000	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	6,898,000	0	0	31,157,856	0	0	75,950,709	

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

[illegible]

NOTES

Adjudgment Interstate 5 D5				Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh	Federal	State	Loc/Oh					
Interstate Contingency	75891	CON	Before	NHPP			7,938,350			5,452,124			20,821,888			400,000																Interstate Line Item used as funding source to maintain fiscal constraint.			
/			Adjust	NHPP												35,000,000			35,000,000																
Central Office			After	NHPP			7,938,350			5,452,124			20,821,888			35,400,000			35,000,000																
I-95/US 322 Interchange Improvements			Before	NHPP												35,000,000			35,000,000													Cashflow to better align with 7/11/2030 let date.			
95/322			Adjust	NHPP												(35,000,000)			(35,000,000)																
Delaware	15477	CON	After	NHPP															35,000,000																
Before Totals							\$15,876,700	\$0	\$0	\$10,904,248	\$0	\$0	\$14,643,776	\$0	\$0	\$36,800,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$100,000,000	\$0	\$0	\$345,096,422	\$0	\$0	\$0				
Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals							\$15,876,700	\$0	\$0	\$10,904,248	\$0	\$0	\$14,643,776	\$0	\$0	\$36,800,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$100,000,000	\$0	\$0	\$345,096,422	\$0	\$0	\$0				
																																Actions do not affect air quality conformity.			

NOTES

NOTES						Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks		
Admendment # Interstate & DS								Federal	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					
Project Title	MPMS	Phase	Amts	Fed	State																																
Interstate Contingency				NHPP		\$2,938,350					5,452,124				20,821,888																15,000,000			75,549,211	Line item used as funding source to maintain fiscal constraint.		
	75691	CON	Before	NHPP	Adjust			33,000,000									(15,000,000)																				
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			
I-80 Sec 17M Breakout #1 (Est 303)			Before	NHPP		33,000,000				40,000,000					20,000,000		25,000,000			15,000,000																	
80/BO1			Adjust	NHPP		(33,000,000)											15,000,000			33,000,000																	
Morriste	118999	CON	After	NHPP						40,000,000					40,000,000		15,000,000			18,000,000																	
			Before Totals			\$56,815,050	\$0	\$0	\$0	\$56,356,372	\$0	\$0	\$0	\$102,465,864	\$0	\$0	\$36,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0
			Adjustment Totals			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,465,864	\$0	\$0	\$36,200,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$0	\$0	
			After Totals			\$56,815,050	\$0	\$0	\$0	\$56,356,372	\$0	\$0	\$0	\$102,465,864	\$0	\$0	\$85,000,000	\$0	\$0	\$85,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$115,000,000	\$0	\$0	\$420,647,633	\$0	\$0
																																			Actions do not affect air quality conformity.		

NOTES

[illegible]

NOTES

Admendment (MAD 100%) Interstate 5 & 4				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH				
Interstate Contingency	75891	CON	Before		\$0	\$0	\$0	\$0	5,452,124			\$5,821,888			16,215,000			11,185,000															
			Adjust		25,000,000							(25,000,000)																					
Central Office		CON	After		65,938,350				5,452,124			20,821,888			16,215,000			11,185,000															
B/SB Preservation Pavement Replacement			Before		25,000,000				20,000,000						25,000,000			5,000,000															
			Adjust		(25,000,000)							(25,000,000)																					
81/230 Lackawanna	92435	CON	After						20,000,000			30,000,000			25,000,000			18,250,000															
			Before Totals		\$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	\$0	
			Adjustment Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			After Totals		\$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	\$0	

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[illegible]

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (NA ID: 109788) Interstate & D3				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
Interstate Contingency / Central Office I-80 from SR 487 to SR 11 80136 Columbia	75891	CON	Before	NHPP		7,938,350			5,452,124			20,821,888			400,000																Line item used as funding source to maintain fiscal constraint.			
			Adjust	NHPP																														
			After	NHPP		7,938,350			5,452,124			20,821,888			400,000												50,000,000			(50,000,000)				
	93697	CON	Before	NHPP																												Cashflow to better align with 11/2032 let date.		
			Adjust	NHPP																														
			After	NHPP																														
	Before 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	\$0	\$0	\$0	\$0			
	Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	After 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	\$0	\$0	\$0	\$0	\$0		

NOTES

Amendment (NA ID: 109790) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth				
Interstate Contingency / Central Office I-95/US 322 Interchange Improvements 95/322 Delaware	75891	CON	Before	NHPP		7,938,350			5,452,124			20,821,888			400,000																Interstate Line item used as funding source to maintain fiscal constraint.		
			Adjust	NHPP												35,000,000																	
			After	NHPP		7,938,350			5,452,124			20,821,888			35,400,000																		
			Before	NHPP												35,000,000																	
	15477	CON	After	NHPP											(35,000,000)																Cashflow to better align with 7/11/2030 let date.		
			Adjust	NHPP																													
			After	NHPP																													
			Before Totals			\$15,876,700	\$0	\$0	\$10,904,248	\$0	\$0	\$41,643,776	\$0	\$0	\$35,800,000	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$35,000,000		\$0	\$0
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.		
After Totals						\$15,876,700	\$0	\$0	\$10,904,248	\$0	\$0	\$41,643,776	\$0	\$0	\$35,800,000	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$0	\$0	\$18,000,000	\$0	\$0	\$100,000,000	\$0	\$0				

NOTES

Amendment (NA ID: 109791) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth				
Interstate Contingency / Central Office I-80 Sec 17M Breakout #1 (Exit 303) 80/BO1 Monroe	75891	CON	Before	NHPP		7,938,350			5,452,124			20,821,888			35,400,000			35,000,000													Line item used as funding source to maintain fiscal constraint.		
			Adjust	NHPP		33,000,000									(15,000,000)																		
			After	NHPP		40,938,350			5,452,124			20,821,888			20,400,000																		
		118999	CON	Before	NHPP		33,000,000			40,000,000			40,000,000			25,000,000			15,000,000														
				Adjust	NHPP		(33,000,000)									15,000,000			18,000,000														
				After	NHPP				40,000,000			40,000,000			40,000,000					33,000,000													
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	\$15,000,000	\$0	\$0	\$420,647,633	\$0	\$0	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$66,815,050	\$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	\$15,000,000	\$0	\$0	\$420,647,633	\$0	\$0	

NOTES

Amendment (NA ID: 109791) Interstate & D6				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
Interstate Contingency / Central Office I-76 Flex Lane WB US 1-Belmont Ave 76/FL3 Montgomery	75891	CON	Before	NHPP		40,938,350			5,452,124			20,821,888			20,400,000			17,000,000														Line item used as funding source to maintain fiscal constraint.		
			Adjust	NHPP											(4,185,000)																			
			After	NHPP		40,938,350			5,452,124			45,821,888			16,215,000			11,185,000																
			Before	NHPP												25,000,000																		
			Adjust	NHPP												(25,000,000)																		
			After	NHPP															4,185,000															
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		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After 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		

NOTES

Amendment (NA ID: 109791) Interstate & D4				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth					
Interstate Contingency / Central Office	75891	CON	Before	NHPP		40,938,350			5,452,124			45,821,888			16,215,000			11,185,000														Line item used as funding source to maintain fiscal constraint.		
			Adjust	NHPP		25,000,000						(25,000,000)																						
B/SB Preservation Pavement Replacement 81/230 Lackawanna	92435	CON	After	NHPP		65,938,350			5,452,124			20,821,888			16,215,000			11,185,000													75,549,211			
			Before	NHPP		25,000,000			20,000,000			5,000,000			25,000,000			18,250,000																
			Adjust	NHPP		(25,000,000)						(25,000,000)																					75,549,211	
			After	NHPP					20,000,000			30,000,000			25,000,000			18,250,000															Cashflow to better with 9/25/2025 let date.	
Before Totals						\$163,691,750	\$0	\$0	\$87,260,820	\$0	\$0	\$199,109,440	\$0	\$0	\$162,815,000	\$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 quality conformity.	
After Totals						\$163,691,750	\$0	\$0	\$87,260,820	\$0	\$0	\$199,109,440	\$0	\$0	\$162,815,000	\$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		

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140078) D6-0 DVRPC & Statewide TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		60,305,620			83,637,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust		411		(1,546,949)											
			After		411		58,758,671			83,637,886			87,948,000			89,867,000		
Valley Road Bridge R10 /MTF Bucks	81881	CON	Before															Increase CON phase as per MTF agreement. Includes inspection. Municipal/Capital funds additional to the TIP.
			Adjust		411		1,546,949	464,767										
			After		411		1,546,949	464,767										
Before Totals						\$0	\$60,305,620	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$464,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$60,305,620	\$464,767	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$0	\$0	\$89,867,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140105) Statewide & DVRPC TIPS				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
TIFIA Redistribution / Central Office	122525	CON	Before	STP		10,410,542												TIFIA Redistribution LI source of funds to maintain fiscal constraint.	
			Before	STU		12,689,101													
			Before	TAU		1,741,028													
			Adjust	STP		(5,389,000)													
			Adjust	STU		(11,538,300)													
			Adjust	TAU		(1,096,000)													
			After	STP		5,021,542													
			After	STU		1,150,801													
Overbrook Edu Center Slow Zone(C) 3018/OEC Philadelphia	117966	CON	Before	TAU		985,000												Increase to cover low-bid.	
			Adjust	TAU		367,060													
			After	TAU		1,352,060													
Walkable Chadds Ford(C) 1/WCF Delaware	111487	CON	Before	TAU														Increase to cover low-bid.	
			Adjust	TAU		728,940													
			After	TAU		728,940													
Rsvlt Blvd o/Wayne Junc (C) 1/WAV Philadelphia	83736	CON	Before	STP														Increase to cover AUC.	
			Adjust	STP		2,000,000													
			After	STP		2,000,000													
Route 1 Improvement-North (C) 1/RC2 Bucks	93445	CON	Before	STP														Increase for AC conversion.	
			Before	STU		1,719,000			2,000,000										
			Adjust	STP		3,389,000													
			Adjust	STU		7,159,690													
			After	STP		3,389,000													
			After	STU		8,878,690			2,000,000										
Citywide 3R 110(C) /110 Philadelphia	112500	CON	Before	STU		1,000,000			2,000,000			2,000,000			3,940,000			Increase to for AC conversion.	
			Adjust	STU		4,378,610													
			After	STU		5,378,610			2,000,000			2,000,000			3,940,000				
Before Totals						\$28,544,671	\$0	\$0	\$4,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$3,940,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$28,544,671	\$0	\$0	\$4,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$3,940,000	\$0	\$0		

NOTES

Amendment (MA ID: 140168) D6-0 DVRPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve /	118322	CON	Before Adjust PRTCT			5,525,000 (5,525,000)						56,825,900			62,639,000			PROTECT Reserve line item used as source of funds to maintain fiscal constraint.
Central Office			Before Adjust PRTCT									56,825,900			62,639,000			
East High Street over Spragels Run 4031/MSR Montgomery	16651	PE	Before Adjust PRTCT			280,000 280,000												Let Date: None given
East High Street over Spragels Run 4031/MSR Montgomery	16651	CON	Before Adjust PRTCT			2,600,000 2,600,000												Let Date: None given
Districtwide MS4-SWM Improvements Group 2 /SWM Chester	81915	PE	Before Adjust PRTCT			185,000 185,000												Let Date: None given
Districtwide MS4-SWM Improvements Group 2 /SWM Chester	81915	CON	Before Adjust PRTCT			1,060,000 1,060,000												Let Date: None given
Districtwide SWM/MS4 Improvements Group 1 /SWM Bucks	57630	PE	Before Adjust PRTCT			150,000 150,000												Let Date: None given
Districtwide SWM/MS4 Improvements Group 1 /SWM Bucks	57630	CON	Before Adjust PRTCT			700,000 700,000												Let Date: None given
Structure Hardening Group 2025 (Scour) 212/SCR Bucks	61936	PE	Before Adjust PRTCT			50,000 50,000												Let Date: None given
Structure Hardening Group 2025 (Scour) 212/SCR Bucks	61936	CON	Before Adjust PRTCT			500,000 500,000												Let Date: None given
Before Totals						\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 140230) D6-0 Statewide TIP					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title		MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
SouthPort Berth Phase 2 - CARGO / Philadelphia		122293	CON	Before															Federal MEGA grant. Local funds additional to the TIP.
				Adjust	MEGA		217,200,000		144,800,000										
				After	MEGA		217,200,000		144,800,000										
Before Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals							\$217,200,000	\$0	\$144,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals							\$217,200,000	\$0	\$144,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

NOTES

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	
Capital Asset Lease	59966	CAL	Before	5337	1514	28,281	11,681	389	Administrative action to add prior year funding
			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	
			Adjust	CRRSAA	1514	0	0	0	
			Adjust	State	1514	0	0	0	
			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	

Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	7,354	0	0	Administrative action to add prior year funding
			Before	5337	1514	16,000	41,113	1,370	
			Before	5339B	1514	0	0	0	
			Before	FLEX	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	7,845	0	0	
			Before	DISFUND	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	5339B	1514	9,800	0	0	
			Adjust	FLEX	1514	0	0	0	
			Adjust	ASAP	1514	0	0	0	
			Adjust	FRA ICR	1514	0	0	0	
			Adjust	SMART	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	0	0	0	
			Adjust	n/a	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	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	n/a	1514	0	0	0	

Bus Purchase Program	90512	PUR	Before	5339	1514	8,562	24,864	829	Administrative action to add prior year funding.
			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	
			Adjust	OTH	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			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	
Bridge Program	95402	ERC	Before	5307	1514	0	0	0	Administrative action to add prior year funding
			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	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			18,697	0	0	
			After	5307	1514	0	0	0	
			After	5337	1514	20,600	7,303	243	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	
Summary of Changes			Before			803,571	427,901	16,956	
			Adjust			67,411	0	0	
			After			871,616	427,901	16,956	

NJDOT Fiscal Constraint Charts

(June 2025)

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

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS

FUNDING SOURCE	FUNDING CATEGORY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL		2.218	0.475	0.400	5.000	8.093

PROJECT MODIFICATIONS

PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	0.000	36.694	0.000	0.000	36.694
		ERC	VAR FEDERAL-F		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 CONSTRAINT BANK AFTER MODIFICATIONS

FUNDING SOURCE	FUNDING 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 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)

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
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.

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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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


OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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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