



TIP ACTIONS

RTC | JULY 2025



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

Connect With Us!     

DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

TIP Actions for July 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) **PA25-057: Bucks County Electric Vehicle Charging Program (MPMS #82028), Bucks County – Add New Project to the TIP**
- b) **NJ24-117: Route 168, Merchant Street to Ferry Avenue, Pavement (DB #10341), Camden County – Increase CON Phase**

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

ACTION ITEM

Date Prepared: June 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 8, 2025

Agenda Item:

**5a. PA25-057: Bucks County Electric Vehicle Charging Program (MPMS #82028),
Bucks County – Add New Project to the TIP**

Background/Analysis/Issues:

Bucks County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Bucks County Electric Vehicle Charging Program (MPMS #82028) into the TIP in the amount of \$2,000,000 (\$210,000 CRP for the FFY26 PE Phase; \$79,000 CRP for the FFY26 FD Phase; \$111,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

This project will construct 16 Electric Vehicle Charging Stations in Bucks County, at the following proposed locations:

- 1) Core Creek Park - 901 Bridgetown Pike, Pavilion 11
- 2) Oxford Valley Park Pool - 435 Hood Boulevard
- 3) Oxford Valley Public Golf Course - 141 N Oxford Valley Road
- 4) Moravian Pottery & Tile Works Museum - 130 E Swamp Road
- 5) Upper Bucks Government Services Center - 281 California Road
- 6) Bensalem Branch Bucks County Free Library – Bensalem 3700 Hulmeville Road
- 7) U.S. Small Business Administration - 409 Hood Boulevard
- 8) Doylestown Branch Bucks County Free Library - 150 S Pine Street
- 9) Langhorne Branch Bucks County Free Library - 301 S Pine Street
- 10) Quakertown Branch Bucks County Free Library - 401 W Mill Street
- 11) Perkasi Branch Bucks County Free Library - 491 Arthur Avenue
- 12) Silver Lake Park Nature Center - 1306 Bath Road
- 13) Churchville Nature Center - 501 Churchville Lane
- 14) Peace Valley Nature Center - 170 N Chapman Road
- 15) Levittown Branch Bucks County Free Library - 7311 New Falls Road
- 16) Tinicum Park - 975 River Road

The locations selected for this project are all publicly owned sites that either receive steady volumes of visitors or are in highly trafficked areas. Placing the stations at these

locations will provide residents with the opportunity to charge their vehicles while utilizing additional amenities provided by the county. Furthermore, Bucks County has signed onto the “Ready for 100” pledge with the stated goal of converting the county’s vehicle fleet to 100% electric by 2030. Installation of these facilities will help the county achieve this goal by providing county electric vehicles with ample places to charge.

Under this proposed amendment, each station would include one charging station that provides two charging ports, one on each side, for users to charge their vehicle. As this project advances the Ready for 100 pledge, it further advances the County’s newly adopted comprehensive plan, *Bucks2040*, which identifies the development of an electric vehicle charging network as a key infrastructure goal for the county.

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$2,000,000 (\$289,000 CRP/\$1,711,000 CRPU)

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make a recommendation at the July 8, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-057, Bucks County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Bucks County Electric Vehicle Charging Program (MPMS #82028) into the TIP in the amount of \$2,000,000 (\$210,000 CRP for the FFY26 PE Phase; \$79,000 CRP for the FFY26 FD Phase; \$111,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

Staff Contact:

Travis Spotts

Attachments:

1. PennDOT FCC #067

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-057

Bucks

MPMS# 82028 Bucks County Electric Vehicle Charging Program

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other

PROJ MANG: J. Banks

This project will construct 16 Electric Vehicle Charging Stations in Bucks County, at the following proposed locations:

- Core Creek Park - 901 Bridgetown Pike, Pavilion 11
- Oxford Park Valley Park Pool - 435 Hood Boulevard
- Oxford Valley Public Golf Course - 141 N Oxford Valley Road
- Moravian Pottery & Tile Works Museum - 130 E Swamp Road
- Upper Bucks Government Services Center - 281 California Road
- Bensalem Bucks County Free Library – Bensalem 3700 Hulmeville Road
- US Small Business Administration - 409 Hood Boulevard
- Doylestown Bucks County Free Library - 150 S Pine Street
- Langhorne Bucks County Free Library - 301 S Pine Street
- Quakertown Bucks County Free Library - 401 W Mill Street
- Perkasie Bucks County Free Library - 491 Arthur Avenue
- Silver Lake Park Nature Center - 1306 Bath Road
- Churchville Nature Center - 501 Churchville Lane
- Peace Valley Nature Center - 170 N Chapman Road
- Levittown Bucks County Free Library - 7311 New Falls Road
- Tinicum Park - 975 River Road

Summary of Action:

Action to amend the FY2025 TIP for Pennsylvania by adding the Bucks County Electric Vehicle Charging Program (MPMS #82028) into the TIP in the amount of \$2,000,000 (\$210,000 CRP for the FFY26 PE Phase; \$79,000 CRP for the FFY26 FD Phase; \$111,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRP		210										
FD	CRPU		111										
FD	CRP		79										
CON	CRPU		1,600										
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,000		Total FY2029-2032				Total FY2033-2036			
						0				0			



The Almshouse Neshaminy Manor Center 1260 Almshouse Road
Doylestown, Pennsylvania 18901 215.345.3400 FAX 215.345.3886
E-mail: planningcommission@buckscounty.org

PLANNING COMMISSION:

Eleanor M. Breslin, *Chair*
Richard Donovan, *Vice Chair*
Thomas J. Jennings, *Secretary*

Harold Hayes
James J. Keenan
James E. Miller Jr.
David R. Nyman
Edward J. Tokmajian
Tom Tosti

Evan J. Stone
Executive Director

June 5, 2025

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West – 8th Floor
Philadelphia, PA 19106-1520

**RE: Bucks County Electric Vehicle Charging Program
Carbon Reduction Funds TIP Amendment Request**

Dear Jesse:

Bucks County is requesting a TIP amendment for action at the July 2025 Regional Technical Committee and DVRPC Board meetings to advance the design and construction of 16 Electric Vehicle Charging Stations in Bucks County. We intend to advance these funds in FY2026. Location and costs are identified as follows:

Bucks County Electric Vehicle Charging Program - Proposed Locations:

- Core Creek Park - 901 Bridgetown Pike, Pavilion 11
- Oxford Park Valley Park Pool - 435 Hood Boulevard
- Oxford Valley Public Golf Course - 141 N Oxford Valley Road
- Moravian Pottery & Tile Works Museum - 130 E Swamp Road
- Upper Bucks Government Services Center - 281 California Road
- Bensalem Bucks County Free Library – Bensalem 3700 Hulmeville Road
- US Small Business Administration - 409 Hood Boulevard
- Doylestown Bucks County Free Library - 150 S Pine Street
- Langhorne Bucks County Free Library - 301 S Pine Street
- Quakertown Bucks County Free Library - 401 W Mill Street
- Perkasie Bucks County Free Library - 491 Arthur Avenue
- Silver Lake Park Nature Center - 1306 Bath Road
- Churchville Nature Center - 501 Churchville Lane
- Peace Valley Nature Center - 170 N Chapman Road
- Levittown Bucks County Free Library - 7311 New Falls Road
- Tinicum Park - 975 River Road



Bucks County Electric Vehicle Charging Program – Proposed Costs:

Preliminary Engineering (FY 2026)	\$210,000.00
Final Design (FY 2026)	\$190,000.00
Construction (FY 2027)	\$1,600,000.00
<hr/>	
TOTAL	\$2,000,000.00

These funds have been allocated to Bucks County through the Carbon Reduction Funding Program. If you should have any questions, please contact me at 215-345-3427 or rgbrahler@buckscounty.org.

Sincerely,



Richard G. Brahler Jr.

Director of Transportation Planning

cc: Richard Murphy, DVRPC (via email)
Sean Greene, DVRPC (via email)
Tim Stevenson, PennDOT 6-0 (via email)
Jonathan Korus, PennDOT Central Office (via email)
Robert J. Harvie Jr., DVRPC Board Member (via email)
Bernard Griggs, Director of Operations, Bucks County (via email)
Angie Nagle, Executive Director, Bucks County Parks (via email)

ACTION ITEM

Date Prepared: June 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 8, 2025

Agenda Item:

5b. NJ24-117: Route 168, Merchant Street to Ferry Avenue, Pavement (DB #10341), Camden County – Increase CON Phase

Background/Analysis/Issues:

NJDOT has requested that DVRPC amend the FFY2024 TIP for New Jersey by increasing the FFY25 Construction (CON) Phase for the Route 168, Merchant Street to Ferry Avenue, Pavement project (DB #10341) by \$13.772 M NHPP from \$13.384 M NHPP to \$27.156 M NHPP.

The cost increase is due to inflation and the increased cost of materials. Additional items were added to the project by Subject Matter Experts (SMEs) during project review and increased utility costs were discovered during final design. The additional items include updating ITS equipment, installation of a variable message sign, additional traffic signal upgrades, and the complete replacement of various utilities within the project area. Due to aging utility infrastructure and many emergency repairs, it was determined that the utilities needed to be replaced. Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint charts provided by NJDOT 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:

\$13.772 M NHPP

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make a recommendation at the July 8, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ24-117, NJDOT's request that DVRPC amend the FFY2024 TIP for New Jersey by increasing the FFY25 CON Phase for the Route 168, Merchant Street to Ferry Avenue, Pavement project (DB #10341) by \$13.772 M NHPP from \$13.384M NHPP to \$27.156 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT DVRPC FFY24-33 FCC #25
2. Project Location Map

DVRPC FY2024 TIP for New Jersey

Action: NJ24-117

Highway/Transit/Statewide Program

Camden

DB# 10341 Route 168, Merchant Street to Ferry Avenue, Pavement

A/Q Code S10 Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.

Prog Mgr: Dave, Hardev Haddon Township; Camden City; Woodlynne Borough

Summary of Action: Formal action to amend the FFY2024 S/TIP for New Jersey by increasing the FFY25 Construction (CON) Phase for the Route 168, Merchant Street to Ferry Avenue, Pavement project (DB #10341) by \$13.772 M NHPP from \$13.384 M NHPP to \$27.156 M NHPP. Mapped: Y

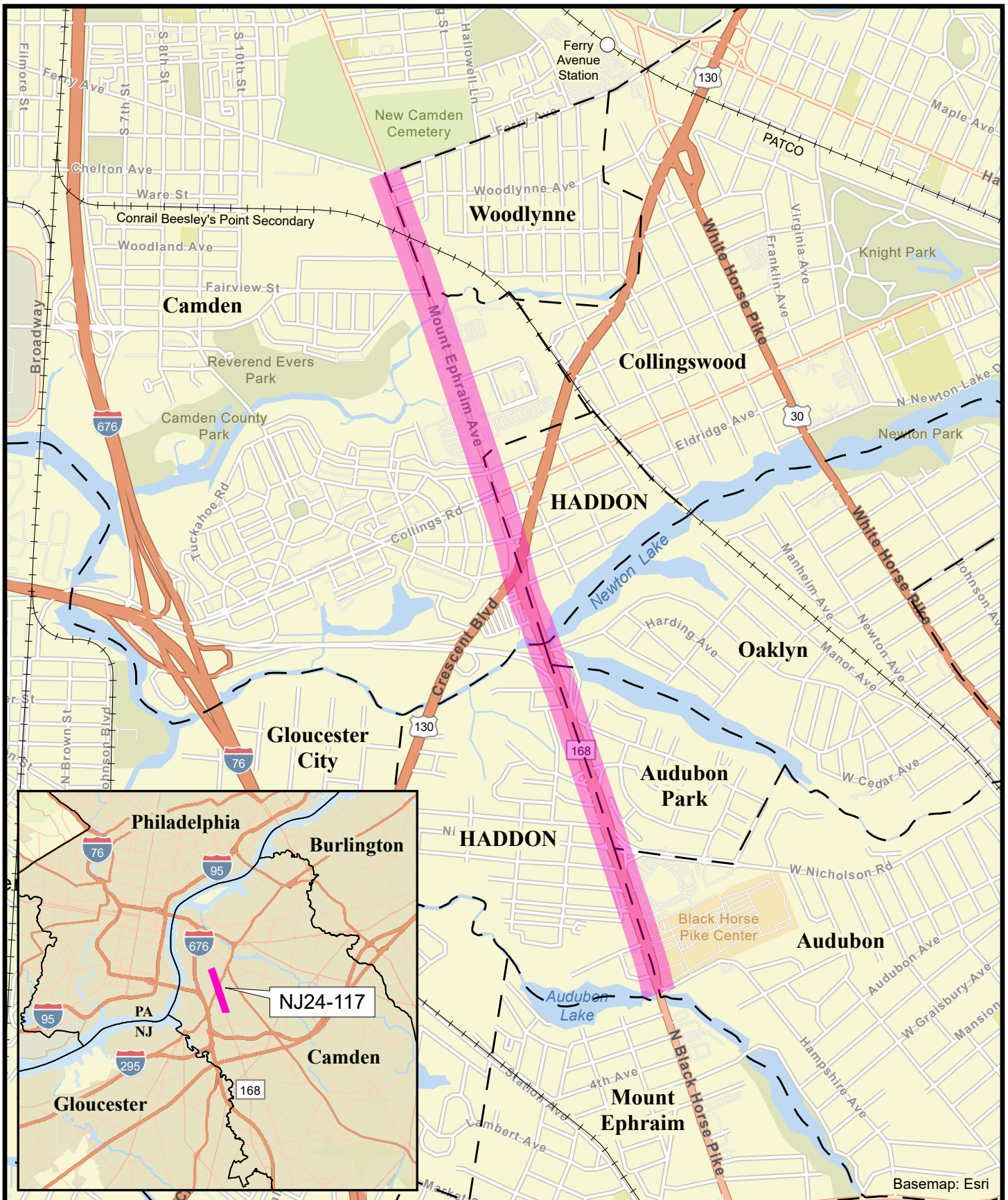
Before Proposed Action

		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>
CON	INFRA		8.000								
CON	NHPP		13.384								
CON	STATE		2.267								
Fiscal Year Total			23.651								
		<u>Total FY2024-2027</u>				<u>Out-Year Cost</u>					
		23.651									

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	INFRA		8.000								
CON	NHPP		27.156								
CON	STATE		2.267								
Fiscal Year Total			37.423								
		Total FY2022 - 2025				Total FY2026 - 2031					
		37.423									

NJ24-117: Route 168, Merchant Street to Ferry Avenue, Pavement



PennDOT Fiscal Constraint Charts

(July 2025)

MA IDs: 140403

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

TIP MODIFICATIONS FOR MAY 2025
Chartt #60

Chart: 060

* Positive number denotes a surplus/Negative denotes a deficit																																		
Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		306,367	0	0	1,080,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	38,248,367	LINE ITEM
			Adjust	CAQ		(300,000)	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,300,000)			
			After	CAQ		6,367	0	0	80,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	36,948,367	
ROOSEVELT BLVD CROSSOVER LANES	114173	CON	Before	CAQ	TC	3,000,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,500,000	ADDING FUNDS TO MATCH CURRENT ECMS CON ESTIMATE.		
PHILADELPHIA			Adjust	CAQ	TC	300,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300,000			
SR,0001,XBA			After	CAQ	TC	3,300,000	0	0	2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5,800,000	
Before FFY Totals						3,306,367	0	0	2,580,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	42,748,367	
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						3,306,367	0	0	2,580,000	0	0	3,491,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	42,748,367	

MA IDs: 140542

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

TIP MODIFICATIONS FOR JUNE 2025
Chart #61

Chart: 061

* 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		320,714	0	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	LINE ITEM
DISTRICT LINE ITEM				Adjust	HSIP		(140,000)	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	(140,000)		
				After	HSIP		180,714	0	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	224,726,714	
FRANKFORD AVE CORRIDOR SAFETY IMP		115434	FD	Before	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	0	715,000	REMOVING HSIP FUNDS AND REPROGRAMMING AS HVRU AS PROJECT SCOPE IS ELIGIBLE.		
PHILADELPHIA				Adjust	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	0	(715,000)			
SR,2007,SIP				After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FRANKFORD AVE CORRIDOR SAFETY IMP		115434	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	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
PHILADELPHIA				Adjust	HVRU		855,000	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	855,000			
SR,2007,SIP				After	HVRU		855,000	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	855,000			
Before FFY Totals							1,035,714	0	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	225,581,714	
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals							1,035,714	0	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	225,581,714	

MA IDs: 140597, 140598, 140599, 140601, 140602, 140603, 140605, 140606, 140609

Chart: 062

Chart #62

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

* Positive number denotes a surplus/Negative denotes a deficit

BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	1,744,000	1,305,129	307,500	14,956	1,585,339	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	56,896,976	LINE ITEM	
			Adjust	BOF	185	0	(619,000)	0	0	(650,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,269,000)			
			After	BOF	185	1,744,000	686,129	307,500	14,956	935,339	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	55,627,976		
CONESTOGA RD O/ BR PICKERING CR CHESTER SR,0401,CB4	98042	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	ADDING FUNDS TO START THE ROW PROCESS.	
			Adjust		185	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000			
			After		185	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000			
NEW HANOVER SQ RD BRIDGE MONTGOMERY SR,4030,NHS	16239	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	ADDING FUNDS TO COVER AN OUTSTANDING INVOICE FROM MET- ED.	
			Adjust		185	0	129,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129,000			
			After		185	0	129,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129,000			
DUBLIN PIKE O/ MORGAN CR BUCKS SR,0313,BMC	92641	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	0	PREVIOUSLY ENCUMBERED, ADDING FUNDS TO ACCOUNT FOR A RECENT SUPPLEMENT.	
			Adjust		185	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000			
			After		185	0	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000			
CHEYNEY RD O/ BR CHESTER CR DELAWARE SR,4015,DB1	104879	UTL	Before		185	0	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,000	ADDING FUNDS FOR UTL PHASE TO COVER THE RELOCATION COSTS AND POTENTIAL ISSUES FOUND IN THE FIELD FOR BOTH AERIAL AND UNDERGROUND UTILITIES.		
			Adjust		185	0	350,000	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000			
			After		185	0	398,000	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,048,000			
S T U LINE ITEM BUCKS	79980	CON	Before	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	LINE ITEM	
			Adjust	STU	581	(235,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(235,000)			
			After	STU	581	184,667	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	0	8,571,600	1,151,000	0	18,250,290	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	1,744,000	686,129	307,500	14,956	935,339	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	55,627,976	LINE ITEM	
			Adjust	BOF	185	0	(355,000)	(95,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(450,000)			
			After	BOF	185	1,744,000	331,129	212,500	14,956	935,339	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	55,177,976		
RIDGE PIKE: SCHOOL- BELVOIR MONTGOMERY SR,7046,MG4	110444	FD	Before	STU	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 TO MATCH CURRENT PHASE ESTIMATE		
			Adjust	STU	183	145,000	355,000	95,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	595,000			
			After	STU	183	145,000	355,000	95,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	595,000			
RIDGE PIKE: SCHOOL- BELVOIR MONTGOMERY SR,7046,MG4	110444	ROW	Before	STU	183	0	800,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE			
			Adjust	STU	183	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90,000			
			After	STU	183	90,000	800,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,090,000			
Before FFY Totals						15,555,059	6,607,304	1,984,000	13,372,059	8,364,356	1,718,000	15,190,000	8,602,352	0	17,352,000	4,876,000	0	8,762,000	204,000	0	22,230,000	756,000	0	23,446,000	0	0	18,762,000	0	0	70,515,600	188,741,856	0	427,038,586	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
FFY Adjustment Totals						0	0	0	0	0	0	0	287,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287,000			
After FFY Totals						15,555,059	6,607,304	1,984,000	13,372,059	8,364,356	1,718,000	15,190,000	8,602,352	287,000	17,352,000	4,876,000	0	8,762,000	204,000	0	22,230,000	756,000	0	23,446,000	0	0	18,762,000	0	0	70,515,600	188,741,856	0	427,325,586	

MA IDs: 140628, 140630, 140637, 140652

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

TIP MODIFICATIONS FOR JUNE 2025
Chart #63

Chart: 063

* 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					
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		4,441,104	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	100,823,104	LINE ITEM
			Adjust	TAU		77,796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77,796		
			After	TAU		4,518,900	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	100,900,900	
CITY OF PHILADELPHIA SRTS(F) PHILADELPHIA SR,-----,SRS	107182	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	FUNDS AVAILABLE VIA DEOBIGATION OF \$77,796.07 FPN Z301- T065-229.
			Adjust	TAU	TC	(77,796)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(77,796)		
			After	TAU	TC	(77,796)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(77,796)		
DVRPC CMAQ PROGRAM DELAWARE	48201	CON	Before	CAQ		334,367	0	277,000	80,000	0	0	2,312,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000		0	5,000,000	0	0	10,000,000	0	0	36,374,367	LINE ITEM
			Adjust	CAQ		83,476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83,476		
			After	CAQ		417,843	0	277,000	80,000	0	0	2,312,000	0	0	4,295,000	0	0	0	0	0	6,734,000	0	0	7,342,000	0	0	5,000,000	0	0	10,000,000	0	0	36,457,843	
I-76 VSL & QUEUE WARNING SYSTEM(C) MONTGOMERY SR,0076,PCC	80093	CON	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$83,475.88 FPN Z003- X064-338.	
			Adjust	CAQ		(83,476)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(83,476)			
			After	CAQ		(83,476)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(83,476)			
REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		180,714	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	224,726,714	LINE ITEM
			Adjust	HSIP		87,614	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87,614		
			After	HSIP		268,328	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	224,814,328	
OLD LINCOLN/HULMEVILLE INT IMP(C) BUCKS SR,2037,SIP	110966	CON	Before	HSIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$27,598.34 FPN ZS30- T061-201.	
			Adjust	HSIP	TC	(27,598)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(27,598)		
			After	HSIP	TC	(27,598)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(27,598)		
PENNDDEL BOROUGH INTERSECTION IMP BUCKS SR,2037,SP2	115420	PE	Before	HSIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$10,084.83 FPN ZS30- T061-196.	
			Adjust	HSIP	TC	(10,085)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,085)		
			After	HSIP	TC	(10,085)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,085)		
PA 232 & SWAMP RD(C) BUCKS SR,0232,BU1	57625	ROW	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	FUNDS AVAILABLE VIA DEOBIGATION OF \$23,609.35 FPN MS3E- X061-222.	
			Adjust	HSIP		(23,609)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(23,609)		
			After	HSIP		(23,609)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(23,609)		
VERREE RD CORRIDOR SAFETY IMP(PARENT)(C) PHILADELPHIA SR,1001,SP2	115431	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	FUNDS AVAILABLE VIA DEOBIGATION OF \$10,547.65 FPN YS30- X065-438.	
			Adjust	HSIP		(10,548)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,548)		
			After	HSIP		(10,548)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,548)		
WELSH RD CORRIDOR SAFETY IMP(C) PHILADELPHIA SR,1011,SIP	115433	FD	Before	HSIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$15,773.68 FPN YS30- T065-263.	
			Adjust	HSIP	TC	(15,774)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(15,774)		
			After	HSIP	TC	(15,774)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(15,774)		

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

* Positive number denotes a surplus/Negative denotes a deficit

NHPP RESERVE LINE ITEM	82216	CON	Before	NHPP	581	597,781	864,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0	0	4,282,000	3,762,000	0	13,698,781	LINE ITEM	
			Adjust	NHPP	581	154,937	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154,937		
			After	NHPP	581	752,718	864,000	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		13,853,718
W GIRARD AVE O/ CSX(C)	78764	UTL	Before	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$84,429.09 FPN Z001- X065-399.	
Adjust			NHPP		(84,429)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(84,429)			
After			NHPP		(84,429)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(84,429)		
PHILADELPHIA	78764	CON	Before	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$70,508.00 FPN Y001- X065-419.	
Adjust			NHPP		(70,508)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(70,508)		
After			NHPP		(70,508)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(70,508)		
SR,0030,PGC	78764	CON	Before	NHPP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBIGATION OF \$70,508.00 FPN Y001- X065-419.	
Adjust			NHPP		(70,508)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(70,508)		
After			NHPP		(70,508)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(70,508)		
			Before FFY Totals			8,551,187	1,932,917	489,500	12,895,191	3,882,339	728,000	21,424,000	3,334,338	0	36,919,000	3,649,000	0	32,624,000	51,000	0	39,358,000	189,000	0	43,574,000	0	0	37,624,000	0	0	155,073,600	51,810,714	0	454,109,786	
			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			8,551,187	1,932,917	489,500	12,895,191	3,882,339	728,000	21,424,000	3,334,338	0	36,919,000	3,649,000	0	32,624,000	51,000	0	39,358,000	189,000	0	43,574,000	0	0	37,624,000	0	0	155,073,600	51,810,714	0	454,109,786	

TIP MODIFICATIONS FOR JULY 2025

* Positive number denotes a surplus/Negative denotes a deficit

P:\TIP\TIP Actions & Maintenance\Amend 2025 PA\AmendAttached_July2025\FCC\067 Amend Bucks County EV Charging Program 82028.xls

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140576) 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		
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		364,400			425,415			55,075,900			62,639,000			PROTECT Reserve source of funds to maintain fiscal constraint.	
			Adjust	PRTCT		(250,000)													
			After	PRTCT		114,400			425,415			55,075,900			62,639,000				
US 202 & PA 29 Sinkhole Remediation(C) 202/SNK Montgomery	107175	CON	Before	PRTCT														Increase for sinkhole repair and storm basin work.	
			Adjust	PRTCT		250,000													
			After	PRTCT		250,000													
Before Totals						\$364,400	\$0	\$0	\$425,415	\$0	\$0	\$55,075,900	\$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						\$364,400	\$0	\$0	\$425,415	\$0	\$0	\$55,075,900	\$0	\$0	\$62,639,000	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140675) Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		58,037,241			83,637,886			87,948,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust		411								(608,000)					
			After		411		58,037,241			83,637,886			87,340,000			89,867,000		
Woodlnd Av Trolley Portal Comp St(TOP)R9 /TOP Philadelphia	118496	PE	Before															Add PE phase as per MTF agreement.
			Adjust		411									129,000				
			After		411									129,000				
Woodlnd Av Trolley Portal Comp St(TOP)R9 /TOP Philadelphia	118496	CON	Before											157,000				Increase CON phase as per MTF agreement.
			Adjust		411								608,000	203,400				
			After		411								608,000	360,400				
Before Totals						\$0	\$58,037,241	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$157,000	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332,400	\$0	\$0	\$0	
After Totals						\$0	\$58,037,241	\$0	\$0	\$83,637,886	\$0	\$0	\$87,948,000	\$489,400	\$0	\$89,867,000	\$0	

NOTES

NJDOT Fiscal Constraint Charts

(July 2025)

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

NJ TRANSIT
Fiscal Constraint Charts
(July 2025)

DVRPC FY2024 TIP for New Jersey

Fiscal Constraint Chart

DVRPC Regional Transit (DRPA) Program (in Millions)

NJ TRANSIT Fiscal Constraint Chart #1

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the approp

Project Title/ Program/ County	DB #	Phase	Action	Fund Type	Four Years of the TIP (FY24–27)					Out Years							10-Yr Total	Remarks
					2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total		
Bus Vehicle and Facility Maintenance/Capital Maintenance NJ TRANSIT Various	T09	EC	Before	SECT 5339	16.831	0.700	0.000	0.000	17.531	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.531	Administrative action NJ24-094 will modify the TIP by moving \$16.831 M SECT 5339 prior year unobligated funding from the FY24 EC Phase to the FY25 EC Phase from \$16.831 M to \$0.0 M in FY24 and from \$0.7 M to \$17.531 in FY25.
			Adjust	SECT 5339	-16.831	16.831			0.000						0.000	0.000		
			After	SECT 5339	0.000	17.531	0.000	0.000	17.531	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.531	
Transit Enhancements/Transp Altern Prog (TAP) /Altern Transit Improv (ATI) NJ TRANSIT Various	T210	ERC	Before	SECT 5307	0.186	0.000	0.000	0.881	1.067	0.881	0.881	0.881	0.881	0.881	0.881	5.286	6.353	Administrative action NJ24-094 will modify the TIP by moving \$8.904 M (\$0.186 SECT 5307/\$7.798 M SECT 5339/\$0.92 M STP-TE) prior year unobligated funding from the FY24 ERC Phase to the FY25 ERC Phase from \$8.904 M to \$0.0 M in FY24 and from \$0.0 M to \$8.904 M in FY25.
			Adjust	SECT 5307	-0.186	0.186			0.000							0.000	0.000	
			After	SECT 5307	0.000	0.186	0.000	0.881	1.067	0.881	0.881	0.881	0.881	0.881	0.881	5.286	6.353	
			Before	SECT 5339	7.798	0.000	0.000	0.000	7.798	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.798	
			Adjust	SECT 5339	-7.798	7.798			0.000							0.000	0.000	
			After	SECT 5339	0.000	7.798	0.000	0.000	7.798	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.798	
			Before	STP-TE	0.920	0.000	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.920	
			Adjust	STP-TE	-0.920	0.920			0.000							0.000	0.000	
			After	STP-TE	0.000	0.920	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.920	
Grand Total (Before)					16.831	0.700	0.000	0.000	17.531	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.531	Financial Constraint is Maintained.
Grand Total (Adjust)					-16.831	16.831	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Grand Total (After)					0.000	17.531	0.000	0.000	17.531	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.531	

DVRPC FY2024 TIP for New Jersey Fiscal Constraint Chart DVRPC Regional Transit (DRPA) Program (in Millions) NJ TRANSIT Fiscal Constraint Chart #2																		
* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the approx.																		
					Four Years of the TIP (FY24-27)					Out Years								
Project Title/ Program/County	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	10-Yr Total	Remarks
SJ BRT/Avandale Park Ride NJ TRANSIT Various	T630	ERC	Before	SECT 5339/5307	2.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	Administrative action NJ24-114 will modify the TIP by moving \$2 M SECT 5339/5307 prior year unbudgeted funding from the FY24 ERC Phase to the FY25 EC Phase from \$2 M to \$0.0 M in FY24 and from \$0.0 M to \$2 M in FY25.
			Adjust	SECT 5339/5307	-2.000	2.000			0.000						0.000	0.000		
			After	SECT 5339/5307	0.000	2.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	
Locomotive Overhaul NJ TRANSIT Various	T53E	ERC	Before	SECT 5337	4.176	2.578	2.578	0.000	9.332	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.332	Administrative action NJ24-114 will modify the TIP by moving \$4.176 M SECT 5337 prior year unbudgeted funding from the FY24 EC Phase to the FY25 EC Phase from \$4.176 M to \$0.0 M in FY24 and from \$2.578 M to \$6.754 in FY25.
			Adjust	SECT 5337	-4.176	4.176			0.000						0.000	0.000		
			After	SECT 5337	0.000	6.754	2.578	0.000	9.332	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.332	
Technology Improvements NJ TRANSIT Various	T500	EC	Before	SECT 5307	0.943	0.000	0.000	0.000	0.943	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.943	Administrative action NJ24-114 will modify the TIP by moving \$0.943 M SECT 5307 prior year unbudgeted funding from the FY24 EC Phase to the FY25 EC Phase from \$0.943 M to \$0.0 M in FY24 and from \$0.0 M to \$0.934 M in FY25.
			Adjust	SECT 5307	-0.943	0.943			0.000						0.000	0.000		
			After	SECT 5307	0.000	0.943	0.000	0.000	0.943	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.943	
NEC Improvements NJ TRANSIT Various	T44	ERC	Before	SECT 5307	7.606	3.952	3.952	5.139	20.649	5.139	5.139	5.139	5.139	5.139	5.139	30.834	51.483	Administrative action NJ24-114 will modify the TIP by moving \$7.606 M SECT 5307 prior year unbudgeted funding from the FY24 ERC Phase to the FY25 EC Phase from \$7.606 M to \$0.0 M in FY24 and from \$3.952 M to \$11.558 M in FY25.
			Adjust	SECT 5307	-7.606	7.606			0.000						0.000	0.000		
			After	SECT 5307	0.000	11.558	3.952	5.139	20.649	5.139	5.139	5.139	5.139	5.139	5.139	30.834	51.483	
Preventive Maintenance-Rail NJ TRANSIT Various	T39	CAP	Before	SECT 5307	13.612	5.970	5.970	5.970	31.522	5.970	5.970	5.970	5.970	5.970	5.970	35.820	67.342	Administrative action NJ24-114 will modify the TIP by moving \$9.199 M (\$2.021 M SECT 5307/\$7.178 M SECT 5337) prior year unbudgeted funding from the FY24 CAP Phase to the FY25 CAP Phase from \$27.488 M (\$13.612 M SECT 5307/\$13.876 M SECT 5337) to \$18.289 M (\$11.591 M SECT 5307/\$6.698 M SECT 5337) in FY24 and from \$17.717 M (\$5.97 M SECT 5307/\$11.747 M SECT 5337) to \$26.916 (\$7.991 M SECT 5307/\$18.925 M SECT 5337) in FY25.
			Adjust	SECT 5307	-2.021	2.021			0.000						0.000	0.000		
			After	SECT 5307	11.591	7.991	5.970	5.970	31.522	5.970	5.970	5.970	5.970	5.970	35.820	67.342		
			Before	SECT 5337	13.876	11.747	12.710	15.254	53.587	15.639	16.033	16.434	16.843	17.260	17.686	99.895	153.482	
			Adjust	SECT 5337	-7.178	7.178			0.000						0.000	0.000		
			After	SECT 5337	6.698	18.925	12.710	15.254	53.587	15.639	16.033	16.434	16.843	17.260	17.686	99.895	153.482	
Preventive Maintenance-Bus NJ TRANSIT Various	T135	CAP	Before	SECT 5307	39.451	26.545	40.791	45.153	151.940	63.261	65.309	67.398	69.528	71.701	73.918	411.115	563.055	Administrative action NJ24-114 will modify the TIP by moving \$1.906 M SECT 5307 prior year unbudgeted funding from the FY24 CAP Phase to the FY25 CAP Phase from \$39.451 M to \$37.545 M in FY24 and from \$26.545 M to \$28.451 in FY25.
			Adjust	SECT 5307	-1.906	1.906			0.000						0.000	0.000		
			After	SECT 5307	37.545	28.451	40.791	45.153	151.940	63.261	65.309	67.398	69.528	71.701	73.918	411.115	563.055	
Rail Rolling Stock Procurement NJ TRANSIT Various	T112	CAP	Before	SECT 5307	2.971	0.737	1.442	1.442	6.592	1.442	1.442	1.442	1.442	1.442	1.442	8.652	15.244	Administrative action NJ24-114 will modify the TIP by moving \$10.976 M (\$2.971 SECT 5307/\$8.005 M SECT 5337) prior year unbudgeted funding from the FY24 CAP Phase to the FY25 CAP Phase from \$10.976 M (\$2.971 SECT 5307/\$8.005 M SECT 5337) to \$0.0 M in FY24 and from \$4.465 M to \$15.441 M (\$3.708 M SECT 5307/\$11.733 M SECT 5337) in FY25.
			Adjust	SECT 5307	-2.971	2.971			0.000						0.000	0.000		
			After	SECT 5307	0.000	3.708	1.442	1.442	6.592	1.442	1.442	1.442	1.442	1.442	8.652	15.244		
			Before	SECT 5337	8.005	3.728	3.728	3.728	19.189	3.728	3.728	3.728	3.728	3.728	3.728	22.368	41.557	
			Adjust	SECT 5337	-8.005	8.005			0.000						0.000	0.000		
			After	SECT 5337	0.000	11.733	3.728	3.728	19.189	3.728	3.728	3.728	3.728	3.728	3.728	22.368	41.557	
Bus Acquisition Program NJ TRANSIT Various	T111	CAP	Before	SECT 5339	4.457	4.549	4.644	4.785	18.435	4.929	5.078	5.232	5.390	5.552	5.720	31.901	50.336	Administrative action NJ24-114 will modify the TIP by moving \$4.092 M SECT 5339 prior year unbudgeted funding from the FY24 CAP Phase to the FY25 CAP Phase from \$4.457 M to \$0.365 M in FY24 and from \$4.549 M to \$8.641 M in FY25.
			Adjust	SECT 5339	-4.092	4.092			0.000						0.000	0.000		
			After	SECT 5339	0.365	8.641	4.644	4.785	18.435	4.929	5.078	5.232	5.390	5.552	5.720	31.901	50.336	
Bus Support Facilities and Equipment NJ TRANSIT Various	T08	ERC	Before	SECT 5307	1.000	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	Administrative action NJ24-114 will modify the TIP by adding \$2.71 M (\$0.25 SECT 5307/\$2.46 M SECT 5337) prior year unbudgeted funding to the FY25 ERC Phase from \$3.46 M (\$1 M SECT 5307/\$2.46 M SECT 5337) to \$0.75 M (\$0.75 M SECT 5307/\$0.0 M SECT 5337) in FY24 and from \$0.0 M to \$2.71 (\$0.25 M SECT 5307/\$2.46 M SECT 5337) in FY25.
			Adjust	SECT 5307	-0.250	0.250			0.000						0.000	0.000		
			After	SECT 5307	0.750	0.250	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	
			Before	SECT 5337	2.460	0.000	0.000	0.000	2.460	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.460	
			Adjust	SECT 5337	-2.460	2.460			0.000						0.000	0.000		
			After	SECT 5337	0.000	2.460	0.000	0.000	2.460	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.460	
Grand Total (Before)					2.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	Financial Constraint is Maintained.
Grand Total (Adjust)					-2.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Grand Total (After)					0.000	2.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	

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

DVRPC FY2024 TIP for New Jersey

Fiscal Constraint Chart

DVRPC Regional Transit (DRPA) Program (in Millions)

DRPA/PATCO Fiscal Constraint Chart #5

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

					Prior Years		Four Years of the TIP (FY24–27)						Out Years									
Project Title/ Program/ County	DB #	Phase	Action	Fund Type	2022	2023	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	10-Yr Total	Remarks		
Relocation of Center Tower/SCADA Modernization DRPA Various Counties	DR038	ERC	Before	SECT 5337	0.000	0.000	0.000	5.600	0.000	0.000	5.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.600	Informational action NJ24-115 will modify the TIP by increasing the FFY25 ERC Phase in the amount of \$1,151 M (\$0.351 M SECT 5337/\$0.8 M SECT 5307) from \$5.6 M SECT 5337 to \$5.951 M SECT 5337 and from \$0.0 M SECT 5307 to \$0.8 M SECT 5307 using prior year obligated funding from FFY14 (SECT 5337) and FFY21 (SECT 5307).		
			Adjust	SECT 5337	0.000	0.000	0.000	0.351			0.351							0.000	0.351			
			After	SECT 5337	0.000	0.000	0.000	5.951	0.000	0.000	5.951	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.951			
	DR038	ERC	Before	SECT 5307	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
			Adjust	SECT 5307	0.000	0.000	0.000	0.800			0.800							0.000	0.800			
			After	SECT 5307	0.000	0.000	0.000	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.800			
PATCO Station Platform Rehabilitation DRPA Various Counties	DR1803	ERC	Before	SECT 5307	0.000	0.000	0.000	27.122	2.080	0.000	29.202	1.560	4.000	4.000	4.000	0.000	0.000	13.560	42.762	Informational action NJ24-115 will modify the TIP by increasing the FY25 ERC Phase in the amount of \$2.42 M SECT 5307 from \$27.122 M to \$29.364 M using prior year obligated funding from FFY17, FFY18, and FFY19.		
			Adjust	SECT 5307	0.000	0.000	0.000	2.242			2.242							0.000	2.242			
			After	SECT 5307	0.000	0.000	0.000	29.364	2.080	0.000	31.444	1.560	4.000	4.000	4.000	0.000	0.000	13.560	45.004			
Grand Total (Before)					0.000	0.000	0.000	32.722	2.080	0.000	34.802	1.560	4.000	4.000	4.000	0.000	0.000	13.560	48.362			
Grand Total (Adjust)					0.000	0.000	0.000	3.393	0.000	0.000	3.393	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.393	Financial Constraint is Maintained.	
Grand Total (After)					0.000	0.000	0.000	36.115	2.080	0.000	38.195	1.560	4.000	4.000	4.000	0.000	0.000	13.560	51.755			

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

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #33
DVRPC Local Highway Program (in Millions)

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24-27)					Out Years (FY28-33)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	7.149	3.467	-3.325	-2.476	4.815	0.000	0.000	0.177	4.612	11.006	12.174	27.969	32.784	Administrative action to modify the TIP by decreasing the FY25 ERC Phase by \$1.592 M STBGP-PHILA from \$3.467 M STBGP-PHILA to \$1.875 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.000	-1.592		0.000	-1.592	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			After	STBGP-PHILA	7.149	1.875	-3.325	-2.476	3.223	0.000	0.000	0.177	4.612	11.006	12.174	27.969	31.192	
CR 544 (Evesham Rd), NJ 41 to Schubert Ave Local Camden	D2208	CON	Before	STBGP-PHILA	0.000	3.027	0.000	0.000	3.027	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.027	Administrative action to modify the TIP by increasing FY25 CON Phase by \$1.592 M STBGP-PHILA from \$3.027 M STBGP-PHILA to \$4.619 M.
			Adjust	STBGP-PHILA	0.000	1.592		0.000	1.592	0.000	0.000	0.000			0.000	1.592		
			After	STBGP-PHILA	0.000	4.619	0.000	0.000	4.619	0.000	0.000	0.000	0.000	0.000	0.000	4.619		
Total Before					7.149	6.494	-3.325	-2.476	7.842	0.000	0.000	0.177	4.612	11.006	12.174	15.795	23.637	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					7.149	6.494	-3.325	-2.476	7.842	0.000	0.000	0.177	4.612	11.006	12.174	15.795	23.637	

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

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

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.

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

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.

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

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

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.

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

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

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.

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

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

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.

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

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

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.

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

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

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

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

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

TRANSIT PROJECT FUNDING SOURCES

<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.

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

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

TRANSIT PROJECT FUNDING SOURCES (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.

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

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

TRANSIT PROJECT FUNDING SOURCES

	<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



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

Connect With Us!     

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

ACTION ITEM

Date Prepared: June 18, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

JULY 8, 2025

Agenda Item:

6. Transportation Performance Management (TPM) Transit Asset Management and Transit Safety Targets and Update

Background/Analysis/Issues:

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets in five areas: Roadway Safety, Bridge and Pavement Condition, System Performance, Transit Asset Management, and Transit Safety. The region's three Tier 1 transit operators (SEPTA, NJ TRANSIT, and DRPA/PATCO) have recently updated their targets for Transit Asset Management and Transit Safety. DVRPC staff will present on the performance under each area, as well as a recommendation for regional action on the targets.

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make recommendations at the July 8, 2025 RTC Meeting

Staff – Recommends approval.

Action Proposed:

Recommend that the DVRPC Board agrees to be consistent with the respective

SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management and Transit Safety targets, and to support the transit operators' efforts at achieving those targets.

Staff Contact:

Greg Diebold, Planning Data Analyst

Attachments:

Transportation Performance Management (TPM) Transit Asset Management 2025 Targets and 2024 Performance

Transportation Performance Management (TPM) Transit Safety 2025 Targets and 2024 Performance - *Awaiting updated data. Will be sent in a separate mailing before the RTC meeting.*

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) TRANSIT ASSETS 2025 TARGETS AND 2024 PERFORMANCE

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets.

The Federal Highway Administration has established three performance measure regulations for Roadway Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). The Federal Transit Administration has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets.

DVRPC has included descriptions of projects and their anticipated effects on achieving the established state DOT and transit agency targets in the region's Long-Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs. Additional information on Transportation Performance Management (TPM) is available at <https://dvrpc.org/TPM/>

TRANSIT ASSET MANAGEMENT PERFORMANCE AREA

Transit providers are required to coordinate with MPOs to set performance targets annually to assess the State of Good Repair for four capital asset categories. The providers are then required to develop a Transit Asset Management (TAM) Plan to identify local funding prioritization. Each of the transit providers have submitted their reports to FTA, but the performance data and targets are considered draft and subject to change at FTA's discretion until they are finalized.

Rolling Stock

The performance-based planning regulation requires that transit providers set annual targets for the average age of their revenue generating vehicles (rolling stock) for each of 23 vehicle types. The targets specify the percentage of the transit provider's rolling stock that exceeds (is older than) the Useful Life Benchmark (ULB) measured in years. The ULB is established by the transit provider with Federal Transit Agency (FTA) guidance. Specific targets are set for:

- Percentage of the transit provider's rolling stock that have met or exceeded their ULB.

Equipment

Transit providers are required to set annual targets for the average age of their nonrevenue generating vehicles (equipment) for three vehicle types: automobiles, rubber-tired vehicles, and steel wheeled vehicles. Targets are only set for vehicles that are road-worthy, self-propelled maintenance or construction vehicles. The targets are set for the percentage of equipment, by vehicle category type, that exceed the nonrevenue generating fleet's ULB. Specific targets are set for:

- Percentage of the transit provider's nonrevenue equipment that have met or exceeded their ULB.

Facilities

Transit providers are required to set annual targets for the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. The two groups of facility types are Passenger and Administration Facilities. FTA requires that facility condition data be fully updated every four years, at a minimum. Agencies may choose to assess a quarter of their facilities every year, or more frequently.

Each annual report must include updated facility condition data based on any assessments completed since the last report. Only facilities with direct capital responsibility require condition assessments. Targets are set for:

- Percentage of assets with condition rating below 3.0 on the FTA TERM Scale for Passenger Facilities.
- Percentage of assets with condition rating below 3.0 on the FTA TERM Scale for Administration Facilities.

Infrastructure

Transit providers are required to set annual targets for the percentage of fixed guideway track segments that have performance restrictions. A performance restriction is defined as a segment of guideway track miles where the maximum permissible speed of transit vehicles is below the guideway's full-service speed. Restrictions can be caused by issues with rail fixed guideway, track, power, or signal systems. Performance restrictions should be measured at 9:00 AM local time on the first Wednesday of each month. Specific targets are set for:

- Percentage of the transit provider's fixed guideway track miles that have performance restrictions. The annual performance measure for Infrastructure is an average of each month's performance restriction measure.

The following tables show the respective transit agencies' 2025 targets as well as 2024 targets and actual 2024 performance. DVRPC staff recommends continuing to support the respective transit agency 2025 targets.

TABLE 1: NJ TRANSIT ASSET MANAGEMENT PERFORMANCE AND TARGETS

Performance Measure	2024 Target (%)	2024 Performance (%)	Previous Target Met?	2025 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Articulated Bus	0	0	Yes	0
Automobile	37.01	36.80	Yes	100
Over-the-Road Bus	6.89	0.47	Yes	6.87
Bus	88.39	85.20	Yes	93.15
Cutaway Car	64.95	35.71	Yes	35.71
Light Rail Vehicle	0	0	Yes	0
Minivan	0	0	Yes	100
Commuter Rail Locomotive	18.32	18.13	Yes	19.77
Commuter Rail Passenger Coach	11.15	10.99	Yes	11.15
Commuter Rail Self-Propelled Passenger	100	100	Yes	100
% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Automobiles	45.10	24.32	Yes	25.00
Trucks & Other Rubber Tire	57.71	45.86	Yes	51.48
Steel Wheel Vehicles	39.68	39.68	Yes	39.68
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	0.80	0.26	Yes	0.26
Administrative/Maintenance Facilities	0.95	0	Yes	0

% of Track Segments with Performance Restrictions				
Commuter Rail	1.75	1.74	Yes	1.75
Light Rail	2.38	0.95	Yes	0
Hybrid Rail	0.18	0.18	Yes	0

TABLE 2: DRPA/PATCO ASSET MANAGEMENT PERFORMANCE AND TARGETS

Performance Measure	2024 Target (%)	2024 Performance (%)	Previous Target Met?	2025 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark	0	0	Yes	0
% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark	34	9	Yes	16
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	0	0	Yes	0
Administrative/Maintenance Facilities	0	0	Yes	0
% of Track Segments with Performance Restrictions	0.46	0.07	Yes	0.37

TABLE 3: SEPTA ASSET MANAGEMENT PERFORMANCE AND TARGETS

Performance Measure	2024 Target (%)	2024 Performance (%)	Previous Target Met?	2025 Target (%)
% of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Articulated Bus	0	0	Yes	0
Bus	10	8	Yes	10
Heavy Rail Passenger Car	0	0	Yes	0
Light Rail Vehicle	0	0	Yes	0
Commuter Rail Locomotive	0	0	Yes	0
Commuter Rail Passenger Coach	0	0	Yes	0
Commuter Rail Self-Propelled Passenger	66	66	Yes	66
Cutaway Car	3	0	Yes	0
Trolley Bus	0	0	Yes	0
Vintage Trolley/Streetcar	100	100	Yes	100

% of Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
Automobiles	25	8.6	Yes	25
Trucks & Other Rubber Tire Vehicles	50	32.4	Yes	50
Steel Wheel Vehicles	55	48.8	Yes	55
% Average Condition of Facilities (< 3 on the TERM Scale)				
Passenger/Parking Facilities	10	9.0	Yes	10
Administrative/Maintenance Facilities	5	3.6	Yes	5
% of Track Segments with Performance Restrictions				
Commuter Rail	10	2.9	Yes	10
Heavy Rail	5	5.2	No	5
Streetcar Rail	3	0.7	Yes	3

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) - TRANSIT SAFETY

2025 TARGETS AND 2024 PERFORMANCE

Federal legislation requires state departments of transportation, transit operators, and metropolitan planning organizations (MPOs) to establish and use a performance-based approach for transportation decision-making to achieve national transportation goals. This includes tracking performance measures, setting data-driven targets, and selecting projects to help meet those targets.

The Federal Highway Administration has established three performance measure regulations for Roadway Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). The Federal Transit Administration has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets.

DVRPC has included descriptions of projects and their anticipated effects on achieving the established state DOT and transit agency targets in the region's Long-Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs. Additional information on Transportation Performance Management (TPM) is available at <https://dvrpc.org/TPM/>

Through the Public Transportation Agency Safety Plan (PTASP) rule, FTA requires transit agencies to implement a Safety Management System to manage safety risk, which can help agencies maintain or improve their safety performance. Transit agencies are required to develop Transit Agency Safety Plans (TASP) that establish performance targets based on the five measures included in FTA's National Transit Public Safety Plan (NTPSP). The four measures are Fatalities, Injuries, Safety Events, System Reliability, and Worker Assaults. Transit agencies are required to report their targets and performance to the state DOT and the agency's MPO in order to prioritize funding to improve transit safety performance. The PTASP Rule became effective on July 19, 2019. The first transit agency safety plans were originally due in July 2020; however, due to the COVID-19 Pandemic, FTA extended the report deadline to December 31, 2020.

In April 2024, the National Safety Plan PTASP final rule was updated, identifying new measures that agencies subject to the PTASP regulation are required to report on. This includes new reporting requirements for transit worker safety and collisions. This is the first year that agencies are reporting and setting targets on these new requirements, thus 2024 targets are not available for all measures. Overall, there have been several changes to how transit agencies report performance to the FTA, including new targets, metrics, and reporting breakdowns by mode/category. Each transit agency also has slight differences in how they chose to report safety targets. Overall, the 2025 transit safety targets mark a major shift in target measures and reporting standards, providing major challenges for comparing 2024 and 2025 performance and targets. In future years, these comparisons will be made easier at the transit agency level and regional level.

Below is a description of the five safety measures and all sub-measures that agencies are required to report on. Targets are based on the average performance of the previous three years' performance data.

For more information on the updated performance requirements, please refer to the: [National Public Transportation Safety Plan Update](#) and [National Transit Database \(NTD\) Policy Manual](#).

Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates. The FTA's NTD definition of fatalities excludes deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile. Specific targets are set for:

- Total fatalities, by mode, across the transit agency's system.
- The rate of fatalities, by mode, per vehicle revenue mile operated by the transit agency.
 - Total fatalities
 - Transit worker fatalities (new)

Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as "any harm to persons as a result of an event that requires immediate medical attention away from the scene." Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total injuries, by mode, across the transit agency's system.
- The rate of injuries, by mode, per vehicle revenue mile operated by the transit agency.
 - Total injuries
 - Transit worker injuries

Safety Events

Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency's system. Safety events include collisions, derailments, fires, hazardous material spills, Acts of God (nature), system security events, and personal security events. A full summary of event types and thresholds that transit agencies are required to report on to the NTD are hyperlinked here: [non-rail reference guide](#) ; [rail reference guide](#). Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for:

- Total safety events, by mode, across the transit agency's system.
- The rate of safety events, by mode, per vehicle revenue mile operated by the transit agency.
- The rate of collisions, by mode, per vehicle revenue mile operated by the transit agency (new).
 - Total collisions (new)
 - Pedestrian collisions (new)
 - Vehicular collisions (new)

System Reliability

Transit providers are required to set annual targets for the agency's system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and

passengers depending on the location of the service interruption and if passengers are required to de-board in unsafe locations. Specific targets are set for:

- The miles traveled between major mechanical failures calculated for each mode that the transit agency operates.

Assaults on Transit Workers (new)

This new measure requires agencies to set safety performance targets for the total number of assaults on transit workers and the rate of assault on transit workers per vehicle revenue mile. Reporting requirements account for physical and non-physical assaults on any transit worker, including operators, police, or station agents, in any work setting. Specific targets are set for:

- The rate of assaults, by mode, per vehicle revenue mile operated by the transit agency.

Specific action being sought is agreeing to be consistent with the respective SEPTA, DRPA/PATCO, and NJ TRANSIT targets for Transit Safety, and supporting the transit operators' efforts at achieving those targets.

TABLE 1: TRANSIT SAFETY FATALITIES TARGETS AND PERFORMANCE

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
FATALITIES Number/Rate per Vehicle Revenue Mile (VRM) <i>New = New measure for 2025 NPR = Not Previously Reported DNR = Did Not Report</i> <i>*per 100,000 VRM **per 1 Million VRM</i>				
SEPTA				
<u>Total Fatalities</u>				
All modes	13 /.01626*	16/.03*	No	.02*
Heavy Rail	NPR	NPR	NPR	.07*
Light Rail	NPR	NPR	NPR	.04*
Bus	NPR	NPR	NPR	.01*
DR/PT	NPR	NPR	NPR	.00*
<u>Transit Worker Fatalities</u>				
All modes	New	New	New	0/.00*
Heavy Rail	New	New	New	0/.00*
Light Rail	New	New	New	0/.00*
Bus	New	New	New	1/.30*
DR/PT	New	New	New	0/.00*
DRPA/PATCO				
<u>Total Fatalities</u>	0 /.00*	2 /.04*	No	0 /.00*
<u>Transit Worker Fatalities</u>	New	New	New	0 /.00*

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
NJ TRANSIT				
<u>Total Fatalities</u>				
Light Rail (River Line)	2/1.74**	DNR	DNR	1/1.47**
Bus	5/.064**	DNR	DNR	4/.05**
<u>Transit Worker Fatalities</u>				
Light Rail (River Line)	New	New	New	0/.00**
Bus	New	New	New	0/.00**

TABLE 2: TRANSIT SAFETY INJURIES TARGETS AND PERFORMANCE

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
INJURIES Number/Rate <i>per Vehicle Revenue Mile (VRM) or Employee Work Hours</i> <i>New = New measure for 2025 NPR = Not Previously Reported DNR = Did Not Report</i> <i>*per 100,000 VRM **per 1 Million VRM</i>				
SEPTA				
<u>Total Injuries</u>				
All modes	488/.7*	561/.9*	No	526/.8*
Heavy Rail	91/.6*	74/.5*	Yes	84/.5*
Light Rail	37/1.5*	59/2.1*	No	47/1.8*
Bus	347/.8*	406/1.0*	No	376/.9*
DR/PT	13/.2*	22/.6*	No	19/.4*
<u>Transit Worker Injuries</u>				
All modes	94/.1*	112/.2*	No	105/.2*
Heavy Rail	New	New	New	6/.0*
Light Rail	New	New	New	10/.4*
Bus	New	New	New	84/.2*
DR/PT	New	New	New	5/.1*
DRPA/PATCO				
<u>Total Injuries</u>	41/.74*	26/.58*	Yes	21 /.46*

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
<u>Transit Worker Injuries</u>	<i>New</i>	<i>New</i>	<i>New</i>	--/.11*
NJ TRANSIT				
<u>Total Injuries</u>				
Light Rail (River Line)	<i>NPR</i>	<i>NPR</i>	<i>DNR</i>	2/2.16**
Bus	<i>NPR</i>	<i>NPR</i>	<i>DNR</i>	401/5.30**
<u>Transit Worker Injuries</u>				
Light Rail (River Line)	<i>NPR</i>	<i>NPR</i>	<i>DNR</i>	1/1.10**
Bus	<i>NPR</i>	<i>NPR</i>	<i>DNR</i>	--/.87**

TABLE 3: TRANSIT SAFETY SAFETY EVENTS TARGETS AND PERFORMANCE

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
SAFETY EVENTS Number/Rate per Vehicle Revenue Mile (VRM) <i>New = New measure for 2025 DNR = Did Not Report</i> <i>*per 100,000 VRM</i>				
SEPTA				
<u>Major NTD Safety Events</u>				
All modes	479/.7*	501/.8*	No	489/.7*
Heavy Rail	116/.7*	98/.6*	Yes	107/.7*
Light Rail	72/2.9*	80/2.8*	No	73/2.8*
Bus	277/.6*	293/.7*	No	288/.7*
DR/PT	14/.2*	30/.8*	No	22/.5*
<u>Total Collisions</u>				
All modes	<i>New</i>	<i>New</i>	<i>New</i>	351/.3*
Heavy Rail	<i>New</i>	<i>New</i>	<i>New</i>	23/.1*
Light Rail	<i>New</i>	<i>New</i>	<i>New</i>	60/2.3*
Bus	<i>New</i>	<i>New</i>	<i>New</i>	247/.6*
DR/PT	<i>New</i>	<i>New</i>	<i>New</i>	21/.5*

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
SAFETY EVENTS Number/Rate <i>per Vehicle Revenue Mile (VRM)</i> <i>New = New measure for 2025 DNR = Did Not Report</i> <i>*per 100,000 VRM</i>				
<u>Pedestrian Collisions</u> All modes Heavy Rail Light Rail Bus DR/PT	New New New New New	New New New New New	New New New New New	44/.0* 15/.1* 5/.2* 22/.1* 2/.0*
<u>Vehicular Collisions</u> All modes Heavy Rail Light Rail Bus DR/PT	New New New New New	New New New New New	New New New New New	276/.3* 0/.0* 42/1.6* 215/.5* 18/.4*
DRPA/PATCO <u>Major NTD Safety Events</u> <u>Total Collisions</u> <u>Pedestrian Collisions</u> <u>Vehicular Collisions</u>	50 / .91* New New New	24 / .54* New New New	Yes New New New	29 / .63* 0 / .00* 0 / .00* 0 / .00*
NJ TRANSIT <u>Major NTD Safety Events</u> Light Rail (River Line) Bus <u>Total Collisions</u> Light Rail (River Line) Bus <u>Pedestrian Collisions</u> Light Rail (River Line) Bus <u>Vehicular Collisions</u> Light Rail (River Line) Bus	NPR NPR 10 / 7.83** 261 / 3.57** New New New New	NPR NPR DNR DNR New New New New	NPR NPR DNR DNR New New New New	19/20.1** 509/6.73** 10/10.68** 292/3.87** 1/1.1** –/.15** 9/10.1** –/3.29**

TABLE 4: TRANSIT SAFETY SYSTEM RELIABILITY TARGETS AND PERFORMANCE

SYSTEM RELIABILITY <i>Mean Distance in Miles between Major Service Failures</i> <i>DNR = Did Not Report</i>				
SEPTA				
Heavy Rail (MFL)	105,394	48,092	No	95,411
Heavy Rail (BSL)	152,918	183,769	Yes	163,287
Heavy Rail (NHSL)	35,424	27,980	No	34,431
Light Rail (City Trolley)	16,359	7,066	No	13,091
Light Rail (MSHL)	16,625	15,701	No	14,919
Commuter Rail	43,032	40,191	No	40,861
DRPA/PATCO	23,936	36,737	Yes	31,377
NJ TRANSIT				
Light Rail (River Line)	19,084	<i>DNR</i>	<i>DNR</i>	4,823
Bus	6,096	<i>DNR</i>	<i>DNR</i>	5,874

TABLE 5: TRANSIT SAFETY ASSAULTS ON TRANSIT WORKERS TARGETS AND PERFORMANCE

	2024 Target <small>Based on 2021–2023 Performance</small>	2024 Actual	Previous Target Met?	2025 Target <small>Based on 2022–2024 Performance</small>
Assaults on Transit Workers <i>Number/Rate per Vehicle Revenue Mile (VRM)</i> <i>New = New measure for 2025 *per 100,000 VRM **per 1 Million VRM</i>				
SEPTA				
All modes	<i>New</i>	<i>New</i>	<i>New</i>	250/.4*
Heavy Rail	<i>New</i>	<i>New</i>	<i>New</i>	22/.1*
Light Rail	<i>New</i>	<i>New</i>	<i>New</i>	14/.5*
Bus	<i>New</i>	<i>New</i>	<i>New</i>	209/.5*
DR/PT	<i>New</i>	<i>New</i>	<i>New</i>	5/.1*
DRPA/PATCO	<i>New</i>	<i>New</i>	<i>New</i>	25/.55*

NJ TRANSIT				
Light Rail (River Line)	<i>New</i>	<i>New</i>	<i>New</i>	0/.00**
Bus	<i>New</i>	<i>New</i>	<i>New</i>	6/.07**

ACTION ITEM

Date Prepared: June 24, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
JULY 8, 2025

Agenda Item:

7. Updated Memorandum of Understanding Between DVRPC and NJTPA

Background/Analysis/Issues:

Federal regulations state that when part of an urban area served by one Metropolitan Planning Organization (MPO) extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. This updated Memorandum of Understanding (MOU) reflects the new 2020 Urban Area boundaries and outlines planning responsibilities between DVRPC and the North Jersey Transportation Planning Authority (NJTPA).

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make a recommendation at the July 8, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve the Memorandum of Understanding (MOU) between DVRPC and the North Jersey Transportation Planning Authority.

Staff Contact:

Michael Boyer, Director of Regional Planning

Attachments:

MOU between DVRPC and NJTPA

MEMORANDUM OF UNDERSTANDING

MPO Boundaries and Coordination of Transportation Planning and Programming

between

the Delaware Valley Regional Planning Commission (DVRPC)

and

the North Jersey Transportation Planning Authority (NJTPA)

Metropolitan Planning Organizations (MPO)

Background and Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Area (MPA) boundaries and transportation planning and programming responsibilities as they relate to a portion of the Trenton, NJ Urban Area (UA) that extends into Monmouth and Middlesex Counties, NJ; and a portion of the New York--Jersey City--Newark, NY--NJ UA that extends into Mercer County, NJ.

- The NJTPA planning area consists of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren Counties in New Jersey.
- The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania.
- The adjusted Year 2020 Census-defined UA for Trenton, NJ extends into Middlesex and Monmouth Counties, NJ. The adjusted Year 2020 Census-defined UA for New York--Jersey City--Newark, NY--NJ UA extends into Mercer County, NJ. These 2020 census-defined urban areas are delineated on the Map entitled "*DVRPC and NJTPA Adjusted 2020 Census Shared Urban Areas*", attached hereto and made a part of this MOU. As required by Federal regulation pertaining to MPO boundaries, where part of an urban area served by one MPO extends into an adjacent Metropolitan Planning

Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs; and

- By virtue of the UA populations, the DVRPC and NJTPA counties are MPOs designated as Transportation Management Areas (TMAs), with a population exceeding 200,000. TMA status includes additional planning requirements and Surface Transportation Block Grant Program and Carbon Reduction Program funding that are based on the UA population.
- The shared DVRPC and NJTPA MPO boundary is now and has been coincident with the common boundaries between Bucks, Mercer, and Burlington Counties, representing the DVRPC region; and Hunterdon, Somerset, Middlesex, Monmouth, and Ocean Counties representing the NJTPA region (and is proposed to remain so).

General Responsibilities

- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a cooperative and coordinated fashion, and in compliance with federal planning regulations, including quadrennial certification reviews by US DOT.
- Staff from both MPOs will communicate regularly, share information, and meet as needed to achieve the appropriate level of cooperation and coordination.

Specific Responsibilities

- The MPO boundary between DVRPC and NJTPA will remain at the common boundary between Bucks, Mercer, and Burlington Counties (DVRPC), and Hunterdon, Somerset, Middlesex, Monmouth, and Ocean Counties (NJTPA).
- NJTPA will assume primary planning and programming responsibility for the portion of the Trenton, NJ UA that extends into Middlesex and Monmouth Counties, NJ. DVRPC will assume primary planning and programming responsibility for the portion of the New York--Jersey City--Newark, NY--NJ UA that extends into Mercer County, NJ. Such

coordinated planning and programming include the following activities.

1. Unified Planning Work Program (UPWP) development and accomplishment
 2. Update of the Long-Range Transportation Plan
 3. Biennial update of the Transportation Improvement Program
 4. Traffic and Highway Performance Monitoring System (HPMS) data collection
 5. Travel demand modeling
 6. Air quality modeling and conformity reviews
 7. Special and corridor studies
 8. Congestion Management Process (CMP) planning and implementation
 9. Performance-based planning and programming, including Transportation Performance Management target development and monitoring
 10. Highway functional classification updates
- Long-Range Transportation Plans and Transportation Improvement Programs will continue to be developed by the respective MPOs.
 - To help ensure continuity of federal funds and help support project delivery, both DVRPC and NJTPA agree to abide by the methodologies and processes used to allocate federal funds, which are not affected by this MOU.
 - Surface Transportation Block Grant Program and Carbon Reduction Program UA funds will continue to be allocated separately to each MPO. DVRPC and NJTPA mutually agree to meet as needed to discuss funding for potential projects in overlapping areas and to negotiate Transportation Improvement Program programming decisions of UA funds attributable to these areas, pursuant to federal law and regulations, as amended.

Future Review

This agreement will be reviewed when updated population data, urban areas, and MPO designation areas are available following the 2030 decennial census.

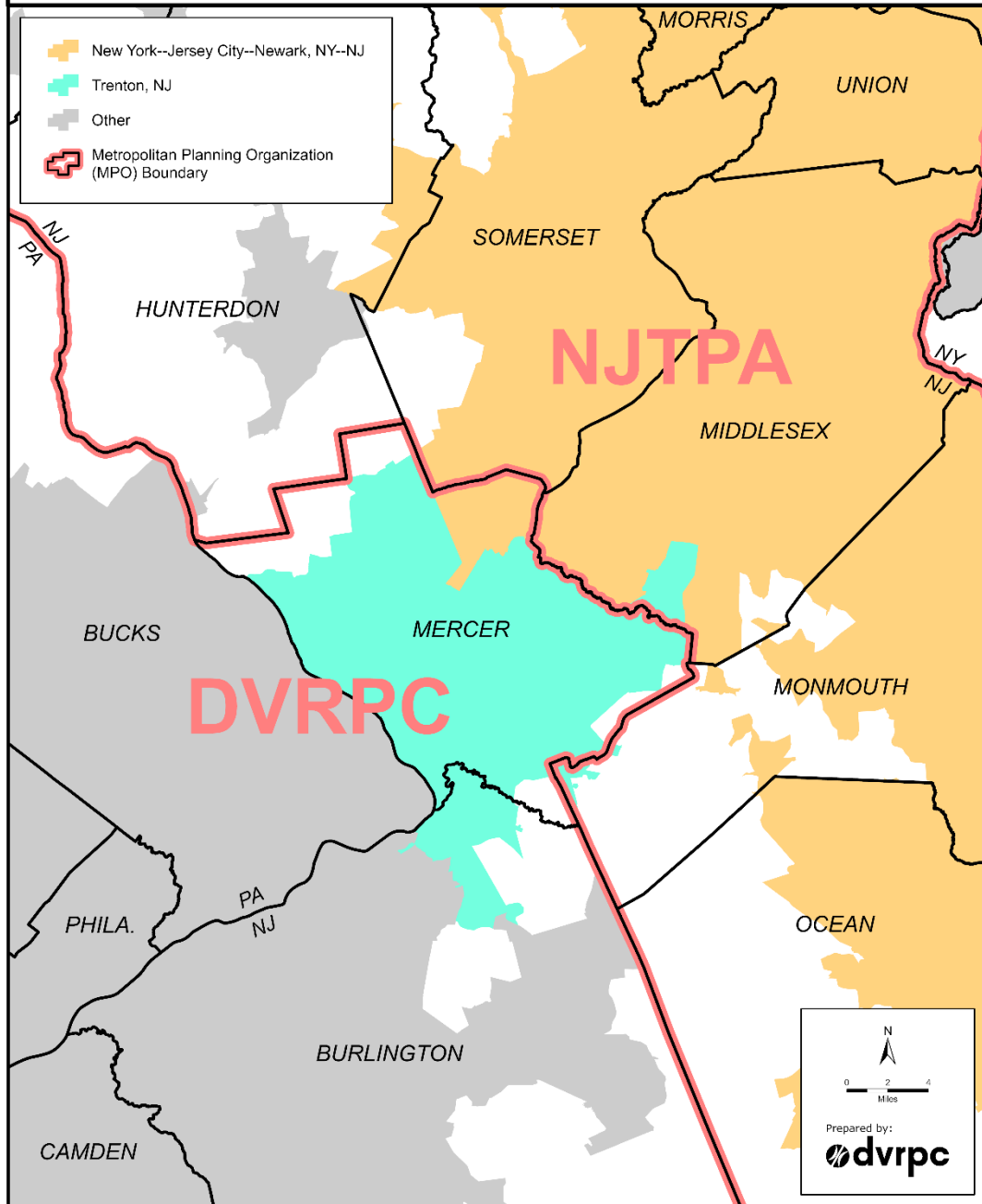
Adopted by DVRPC this _____ day of _____, 2025

Chair, DVRPC Board

Adopted by NJTPA this _____ day of _____, 2025

Chair, NJTPA Board

DVRPC and NJTPA Adjusted 2020 Census Shared Urban Areas



ACTION ITEM

Date Prepared: June 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE MEETING****July 8, 2025****Agenda Item:****8. Appointment of DVRPC Representatives to the NJ Transit South Jersey Passenger Advisory Committee****Background/Analysis/Issues:**

In early April, the New Jersey Office of the Governor, Authorities Unit, reached out to DVRPC in regards to appointing two individuals to the South Jersey Passenger Advisory Committee (PAC). This committee is codified in state law at N.J.S.A. 27:25-4.2. The statute provides that the South Jersey PAC will “provide advice, input, and guidance to the New Jersey Transit Corporation and its board of directors on issues affecting the corporation and customers of the corporation, particularly those issues that affect services provided in the southern part of the State.” (A North Jersey Passenger Advisory Committee also exists.)

The Advisory Committee consists of 15 voting members who serve a term of four years, without compensation. Members must reside in one of the southern New Jersey counties and either be a regular bus, rail, or light rail rider or have substantial public transportation experience.

DVRPC executive leadership reached out to the Commission’s New Jersey Board members and alternates to propose a strategy for appointments - identify and appoint one DVRPC staff member and one resident of the four-county region. To secure the resident appointment, DVRPC staff reached out to a number of possible candidates and assessed their ability to represent transit riders in South Jersey.

For the Board’s consideration, DVRPC staff present two candidates:

- Keith Hartington, DVRPC’s Manager of the Office of Transportation Studies. Keith is a transportation engineer and has worked at DVRPC since 2000. He

began using NJ Transit to commute via bus in 2013. Keith resides in Gloucester County.

- Bill Matulewicz, member of DVRPC's Public Participation Task Force (PPTF). Bill is an environmental consultant and a resident of Delanco in Burlington County. He has previously commuted on a daily basis via light rail and high speedline, and regularly takes transit to travel throughout the state and into Philadelphia. Bill has been a longtime representative from the PPTF to DVRPC's Regional Technical Committee. He also serves on his local planning board and has firsthand experience of living with a disability.

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make a recommendation at the July 8, 2025 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends the DVRPC Board appoint Keith Hartington and Bill Matulewicz to serve on New Jersey Transit's South Jersey Passenger Advisory Committee.

Staff Contact:

Alison Hastings, PP/AICP, Director of Operations, Communications and Engagement

ACTION ITEM

Date Prepared: June 25, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

July 8, 2025

Agenda Item:

9. Updated DVRPC Mission Statement

Background/Analysis/Issues:

DVRPC's Executive Leadership would like to update the Commission's mission statement in support of a new Long-Range Plan that identifies a vision for the region. The Commission's mission statement was last updated in 2018.

In early 2025, DVRPC's Communications Team reviewed other Metropolitan Planning Organizations' mission statements. Based on that research, DVRPC's Executive Director drafted a new mission statement. It was shared with staff for initial review in May, with DVRPC's Regional Technical Committee at its June 10, 2025 meeting, and with the DVRPC Board at its June 26, 2025 meeting.

The revised statement is presented here for the RTC's consideration:

"As the Metropolitan Planning Organization for Greater Philadelphia, DVRPC builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action."

Relatedly, the Long-Range Plan and its shared vision for the region are scheduled for adoption in September 2025.

Date Action Required:

July 8, 2025

Recommendations:

RTC – Will make a recommendation at the July 8, 2025 RTC meeting.

Staff – Recommends approval.

Action Proposed:

The RTC recommends the DVRPC Board adopt a new mission statement for the Commission that reads: “As the Metropolitan Planning Organization for Greater Philadelphia, DVRPC builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.”

Staff Contact:

Ariella Maron, Executive Director, DVRPC