



TIP ACTIONS

RTC | NOVEMBER 2025



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DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

TIP Actions for November 2025

The following projects require formal TIP modifications or amendments this month for the FFY2026 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) **NJ26-002: PATCO Station Platform Rehabilitation (DB #DR1803), DRPA/PATCO – Increase CON Phase**
- b) **PA25-069: Cobbs Creek Parkway: Market - Woodland (MPMS #120762), City of Philadelphia – Advance and Increase CON Phase**
- c) **PA25-070: Eakins Oval Transformation RAISE (BUILD) 25 (MPMS #16287), City of Philadelphia – Add New Project to the TIP**
- d) **PA25-071: US 13 and Tyburn Road ITS Deployment (MPMS #81166), Bucks County – Add New Project to the TIP**
- e) **PA25-072: Various SEPTA Programs (Various MPMS #'s), SEPTA – Defer Projects and Realign Program Funding**

PLEASE NOTE THAT THERE ARE ALSO PENNDOT AND SEPTA 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: October 31, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
November 12, 2025

Agenda Item:

**5a. NJ26-002: PATCO Station Platform Rehabilitation (DB #DR1803),
DRPA/PATCO – Increase CON Phase**

Background/Analysis/Issues:

DRPA/PATCO has requested that DVRPC amend the FFY2026 TIP for New Jersey by increasing the FFY26 Engineering/Right-of-Way/Construction (ERC) Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$16.60125 M (\$13.211 M SECT 5307/\$3.39025 M DRPA) using prior year unobligated funding, from \$0.4375 M (\$0.35 M SECT 5307/\$0.0875 M DRPA) to \$17.03875 M (\$13.561 M SECT 5307/\$3.47775 M DRPA). Funding is being added in order to obligate the funds and place them into a grant, before the prior year funding expires, as funding has not been obligated in previous years.

Planned work includes the planning, design, and reconstruction of PATCO Station Platforms. Planned work also includes rehabilitation as well as replacement of concrete platforms and supporting structures, including concrete and steel repairs. This program will preserve the platforms at the Ferry Avenue, Collingswood, Westmont, Haddonfield, Ashland, and Lindenwold Stations. The Woodcrest Platform Project, which is currently under construction, is also part of this program. The rehabilitation of PATCO stations is determined based on biennial inspections and state of good repair needs.

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 DVRPC 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:

\$16.60125 M (\$13.211 M SECT 5307/\$3.39025 M DRPA)

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ26-002, NJDOT's request that DVRPC amend the FFY2026 TIP for New Jersey by increasing the FFY26 ERC Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$16.60125 M (\$13.211 M SECT 5307/\$3.39025 M DRPA) using prior year unobligated funding, from \$0.4375 M (\$0.35 M SECT 5307/\$0.0875 M DRPA) to \$17.03875 M (\$13.561 M SECT 5307/\$3.47775 M DRPA).

Staff Contact:

Ethan Fogg

Attachments:

1. Project Location Map

DVRPC FY2026 TIP for New Jersey

Action: NJ26-002

Highway/Transit/Statewide Program

Camden

DB# DR1803 PATCO Station Platform Rehabilitation

A/Q Code M8 Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

Prog Mgr: DRPA/PATCO Cherry Hill Township

Summary of Action: Action to amend the FFY2026 TIP for New Jersey by increasing the FFY26 ERC Phase of the PATCO Station Platform Rehabilitation project (DB #DR1803) by \$16.60125 M (\$13.211 M SECT 5307/\$3.39025 M DRPA) using prior year unobligated funding, from \$0.4375 M (\$0.35 M SECT 5307/\$0.0875 M DRPA) to \$17.03875 M (\$13.561 M SECT 5307/\$3.47775 M DRPA). Mapped: Y

Before Proposed Action

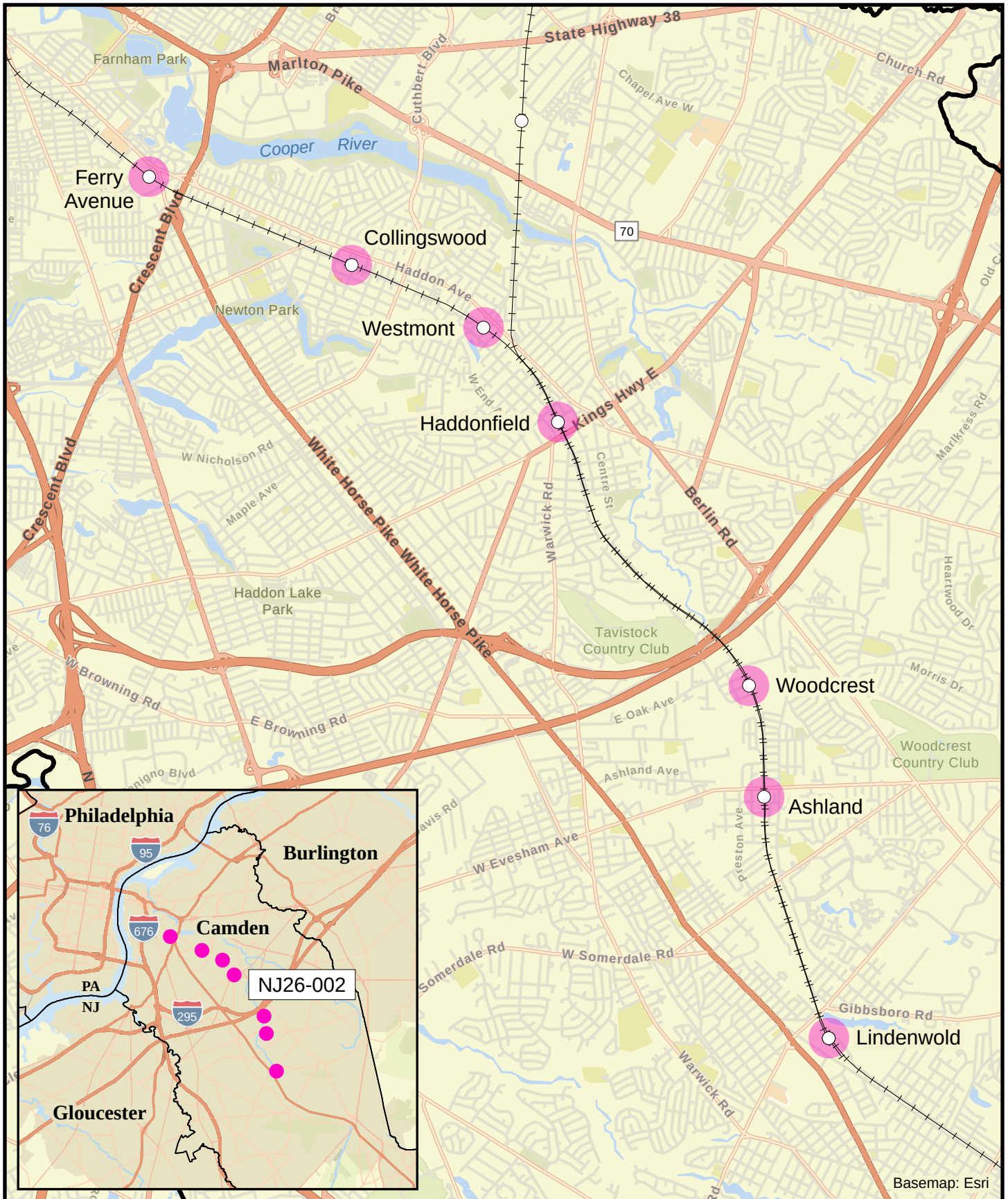
		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
ERC	DRPA	0.088	0.088	0.125	0.250	0.375	0.375	1.125	1.125	1.125	1.125
ERC	SECT 5307	0.350	0.350	0.500	1.000	1.500	1.500	4.500	4.500	4.500	4.500
Fiscal Year Total		0.438	0.438	0.625	1.250	1.875	1.875	5.625	5.625	5.625	5.625
		Total FY2026-2029				2.750	Out-Year Cost		26.250		

After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	DRPA	3.478	0.088	0.125	0.250	0.375	0.375	1.125	1.125	1.125	1.125
ERC	SECT 5307	13.561	0.350	0.500	1.000	1.500	1.500	4.500	4.500	4.500	4.500
Fiscal Year Total		17.039	0.438	0.625	1.250	1.875	1.875	5.625	5.625	5.625	5.625
		Total FY2024 - 2027			19.351	Total FY2028 - 2033		26.250			



NJ26-002: PATCO Station Platform Rehabilitation



ACTION ITEM

Date Prepared: October 30, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2025

Agenda Item:

5b. PA25-069: Cobbs Creek Parkway: Market - Woodland (MPMS #120762), City of Philadelphia – Advance and Increase CON Phase

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing and advancing the Construction (CON) Phase of the Cobbs Creek Parkway: Market - Woodland (MPMS #120762) project by removing \$9,300,000 State 581 funding from FFY32, adding \$12,500,000 (\$12,500,000 NHPP/\$0 Toll Credit) to FFY26, and adding a \$250,000 State 581 funded UTL phase in FFY26, for a total project cost increase of \$3,450,000. The CON Phase is being advanced so the project can let for construction in Spring 2026.

This project will construct safety improvements on Cobbs Creek Parkway as the first phase of a 6.9-mile corridor. Improvements include pedestrian crossings, full signal upgrades, a modified road diet, and curb bump-outs in various locations between Market Street and Church Street. The project involves coordination with various City of Philadelphia departments including the Philadelphia Water Department and Rebuild, as well as SEPTA. Design activities have been completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

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:

\$12,750,000 (\$12,500,000 NHPP/\$0 Toll Credit/\$250,000 State 581)

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-069, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing and advancing the CON Phase of the Cobbs Creek Parkway: Market - Woodland (MPMS #120762) project by removing \$9,300,000 State 581 funding from FFY32, adding \$12,500,000 (\$12,500,000 NHPP/\$0 Toll Credit) to FFY26, and adding a \$250,000 State 581 funded UTL phase in FFY26, for a total project cost increase of \$3,450,000.

Staff Contact:

Ethan Fogg, Capital Program Coordinator

Attachments:

1. Project Location Map
2. PennDOT FCCs #90, 93

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-069

Philadelphia

MPMS# 120762 Cobbs Creek Parkway: Market - Woodland

AQ Code S6 LIMITS: Cobbs Creek Parkway: Market Street to Woodland Avenue

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Other

PROJ MANG: TSS/L. Fullard

This project will construct safety improvements on Cobbs Creek Parkway for the first phase of the 6.9 mile corridor. Improvements include pedestrian crossings, full signal upgrades, a modified road diet, and curb bump outs in various locations between Market Street and Church Street. The project area involves coordination with various City of Philadelphia departments including Philadelphia Water Department, Rebuild, and SEPTA.

Design activities will be completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by increasing and advancing the CON Phase of the Cobbs Creek Parkway: Market - Woodland (MPMS #120762) project by removing \$9,300,000 State 581 funding from FFY32, adding \$12,500,000 (\$12,500,000 NHPP/\$0 Toll Credit) to FFY26, and adding a \$250,000 State 581 funded UTL phase in FFY26, for a total project cost increase of \$3,450,000.

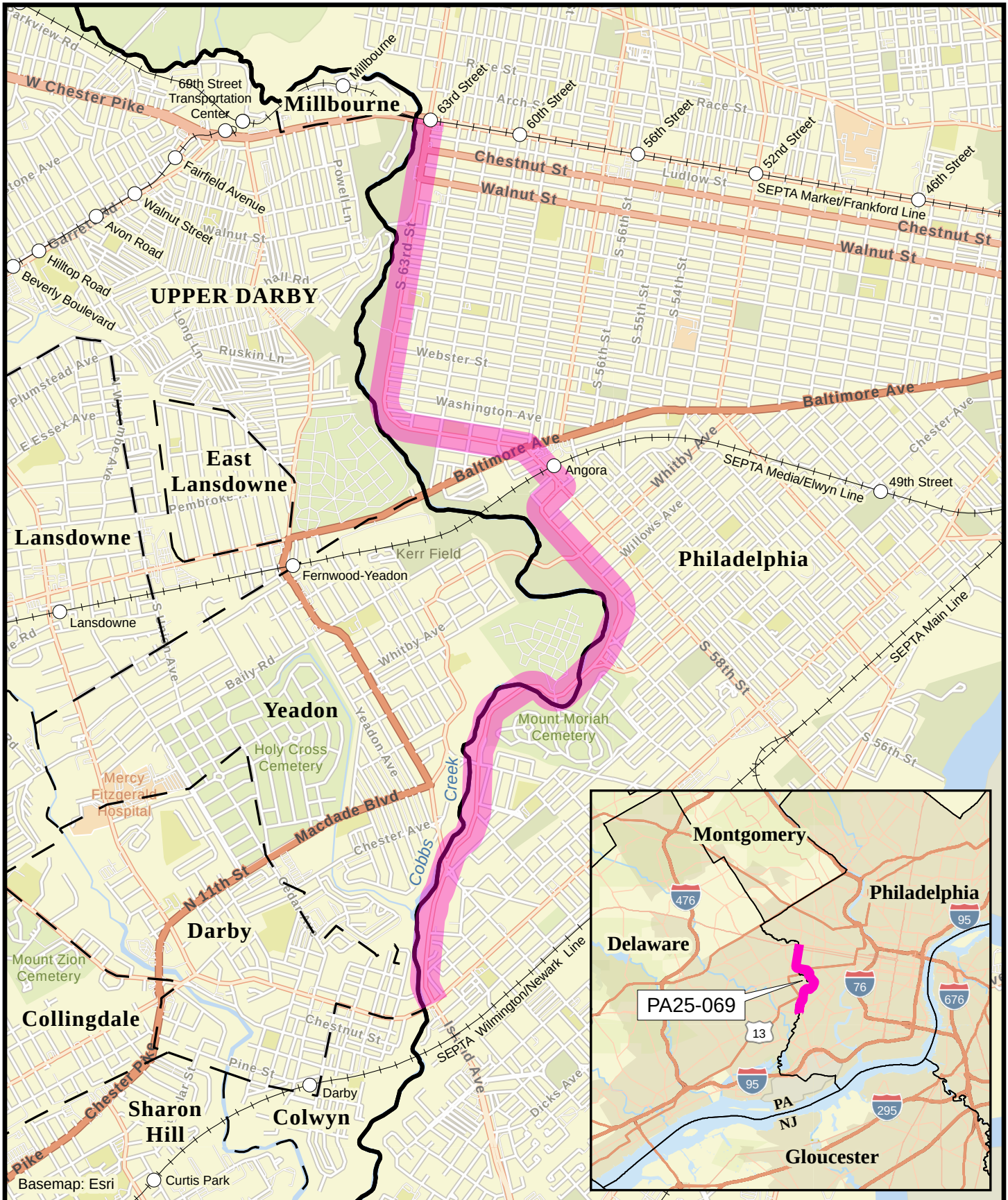
Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	HSIP	1,700											
CON	581								9,300				
		1,700	0	0	0	0	0	0	9,300	0	0	0	0
		Total FY2025-2028			1,700	Total FY2029-2032			9,300	Total FY2033-2036			0

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	HSIP	1,700											
CON	TOLL												
CON	NHPP		12,500										
		1,700	12,500	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		14,200		Total FY2029-2032		0		Total FY2033-2036		0	

PA25-069: Cobbs Creek Parkway: Market - Woodland



ACTION ITEM

Date Prepared: October 31, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2025

Agenda Item:

5c. PA25-070: Eakins Oval Transformation RAISE (BUILD) 25 (MPMS #16827), City of Philadelphia – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested, on behalf of the City of Philadelphia, that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Eakins Oval Transformation RAISE (BUILD) 25 (MPMS #16287) project to the TIP in the amount of \$929,000 RAISE funding for Preliminary Engineering (PE) in FFY26. These are additional funds to the region as the project was awarded a FFY25 RAISE grant.

This project will design and construct multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art steps and the adjacent Pennsylvania Avenue. The project will include implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and ADA accessibility improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.

The project will improve safety by eliminating pedestrian-vehicle interactions, reducing vehicular lane changes, and simplifying intersections for vulnerable users. It will improve and expand active transportation mobility options by installing and extending separated, safe pedestrian and bicycle paths around the Eakins Oval and neighboring communities.

The construction funds from the FFY25 RAISE (BUILD) grant award are anticipated to be programmed as part of the FFY2027 PA TIP update when the project has progressed in the design process and can be included in the air quality conformity analysis.

Financial Constraint:

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

Conformity Finding:

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

Cost and Source of Funds:

\$929,000 RAISE

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-070, PennDOT's request, on behalf of the City of Philadelphia, that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Eakins Oval Transformation RAISE (BUILD) 25 (MPMS #16287) project to the TIP in the amount of \$929,000 RAISE funding for PE in FFY26.

Staff Contact:

Ethan Fogg, Capital Program Coordinator

Attachments:

1. Project Location Map
2. PennDOT FCC #94

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-070

Philadelphia

MPMS# 16827 **Eakins Oval Transformation RAISE (BUILD) 25**

AQ Code X1 **LIMITS:** Eakins Oval

Latitude: **MUNICIPALITIES** Philadelphia City

Longitude: Intersection/Interchange Improvements **PROJ MANG:** Nathan Parrish

This project will design and construct multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art Steps and the adjacent Pennsylvania Avenue. The project includes implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and ADA accessibility improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Eakins Oval Transformation RAISE (BUILD) 25 (MPMS #16827) project to the TIP in the amount of \$929,000 RAISE funding for PE in FFY26.

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
PE	RAISE		929								
		0	929	0	0	0	0	0	0	0	0
Total FY2025-2028		929				Total FY2029-2032		0		Total FY2033-2036	
				929						0	

PA25-070: Eakins Oval Transformation RAISE (BUILD) 25



ACTION ITEM

Date Prepared: October 30, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
REGIONAL TECHNICAL COMMITTEE MEETING
NOVEMBER 12, 2025

Agenda Item:

5d. PA25-071: US 13 and Tyburn Road ITS Deployment (MPMS #81166), Bucks County – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the US 13 and Tyburn Road ITS Deployment (MPMS #81166) project to the TIP in the amount of \$2,360,000 (\$360,000 CRPU/Toll Credit for Preliminary Engineering (PE) in FFY26 and \$2,000,000 sCRP for Construction (CON) in FFY29).

This project was awarded \$2,000,000 Statewide TSMO (sCRP) funding in FFY29 for CON, but there was an accidental oversight in not adding it to the TIP during adoption of the FFY2025 PA TIP last year. The project will include the deployment of the following ITS Elements:

- Closed Circuit Television (CCTV) Cameras at locations selected to improve situational awareness and implement active traffic management, which includes incident management along the corridors.
- Changeable Message Signs (CMS) to display travel times along with other traffic operations and incident management related messages.
- Fiber Optic cable and required infrastructure (conduit, junction boxes, utility poles, etc.) to enable the Southeastern Regional Traffic Management Center (RTMC) to communicate with the field equipment.

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:

\$2,360,000 (\$2,000,000 sCRP/\$360,000 CRPU/\$0 Toll Credit)

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-070, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the US 13 and Tyburn Road ITS Deployment (MPMS #81166) project to the TIP in the amount of \$2,360,000 (\$360,000 CRPU/Toll Credit for PE in FFY26 and \$2,000,000 sCRP for CON in FFY29).

Staff Contact:

Ethan Fogg, Capital Program Coordinator

Attachments:

1. Project Location Map
2. PennDOT FCC #95

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-071

Bucks

MPMS# 81166 **US 13 and Tyburn Road ITS Deployment**

AQ Code S7 **LIMITS:** US 13: PA 413 to US 1, Tyburn Rd: US 13 to New Ford Mill Road

Latitude: **MUNICIPALITIES** Various

Longitude: Signal/ITS Improvements **PROJ MANG:** Ed Reagle

The project will include the deployment of the following ITS Elements:

- Closed Circuit Television (CCTV) Cameras at locations selected to improve situational awareness and implement active traffic management, which includes incident management along the corridors.
- Changeable Message Signs (CMS) to display travel times along with other traffic operations and incident management related messages.
- Fiber Optic cable and required infrastructure (conduit, junction boxes, utility poles, etc.) to enable the Southeastern Regional Traffic Management Center (RTMC) to communicate with the field equipment.

Summary of Action:

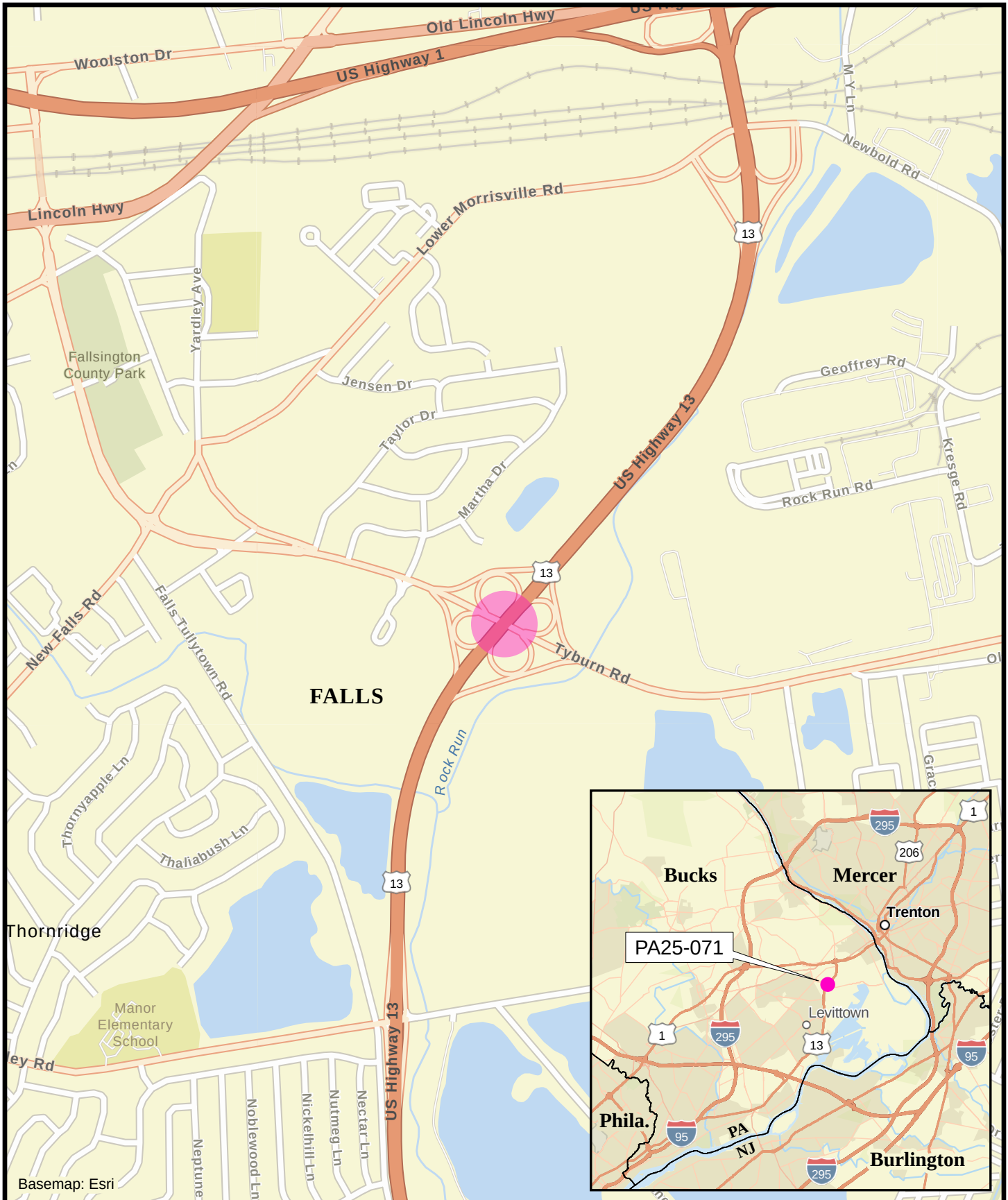
Action to amend the FFY2025 TIP for Pennsylvania by adding the US 13 and Tyburn Road ITS Deployment (MPMS #81166) project to the TIP in the amount of \$2,360,000 (\$360,000 CRPU/Toll Credit for PE in FFY26 and \$2,000,000 sCRP for CON in FFY29).

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
PE	CRPU		360								
CON	sCRP					2,000					
		0	360	0	0	2,000	0	0	0	0	0
		Total FY2025-2028		360		Total FY2029-2032		2,000		Total FY2033-2036	
										0	

PA25-071: US 13 and Tyburn Road ITS Deployment



ACTION ITEM

Date Prepared: November 3, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET **DELAWARE VALLEY REGIONAL PLANNING COMMISSION** **REGIONAL TECHNICAL COMMITTEE MEETING** **NOVEMBER 12, 2025**

Agenda Item:

5e. PA25-072: Various SEPTA Programs (Various MPMS #'s), SEPTA – Defer Projects and Realign Program Funding

Background/Analysis/Issues:

SEPTA has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by deferring projects and realigning SEPTA's Program Funding to facilitate the transfer of capital funding to support operations. Specific amendments and modifications to SEPTA projects and programs are detailed below.

To enable this transfer, SEPTA will defer five capital projects, under the following Programs:

- MPMS #77183: Transit and Regional Rail Station Program - \$46.3 M deferred for the Bristol Station on the Trenton Line project.
- MPMS #102569: Maintenance and Transportation Facilities - \$38.7 M deferred for the Frazer Transportation Building project.
- MPMS #90512: SEPTA Bus Purchase Program - \$309 M total deferred from this program.
 - o \$256.7 M deferred to delay the next round of Bus Purchases by three years;
 - o \$41 M deferred for the 40' and 60' Zero Emission Bus Pilot; and
 - o \$11.3 M deferred for the Zero Emission Bus Retrofit Pilot.

When the SEPTA Board adopted the FY 2026 Capital and Operating Budgets in June of 2025, the Operating Budget was \$213 M short of the amount needed to maintain service levels and avoid fare increases. As a result, SEPTA planned to implement a 45% service reduction phased in throughout FY 2026 along with a 21.5% fare increase. Without additional State operating subsidies, SEPTA implemented a 20% reduction in service on August 24, along with the 21.5% fare increase on September 1.

To restore full service, SEPTA requested PennDOT's approval to utilize State capital

assistance funds to support operations, and on September 8, 2025, Pennsylvania Secretary of Transportation Michael Carroll approved the emergency use of up to \$394 M in FY 2026 State capital assistance for operating costs. This emergency measure allowed SEPTA to cancel the service cuts and sustain operations for approximately two years. However, transferring \$394 M of capital funds to support operating costs requires the capital project offsets detailed in this memorandum.

Due to the mix of Federal (\$275.2 M), State (\$115 M), and Local (\$3.8 M) funds programmed for the deferred projects, SEPTA will use the same amounts and sources to support operating costs. SEPTA will coordinate with the Federal Transit Administration (FTA) and PennDOT to reclassify these funds under a Preventive Maintenance grant and Operating Subsidy grant, respectively, allowing capital dollars to be used for labor and maintenance costs typically covered by the Operating Budget. The capital projects deferred provide the \$394 M total needed to sustain operations for the next two years; however, the funds allocated to those projects include dollars programmed prior to FFY 2026 through FFY 2031. Therefore, additional funding reallocations are necessary to provide the operating dollars needed in FY 2026 and FY 2027.

These capital project deferrals are in addition to the 44 projects that had to be postponed or scaled back when SEPTA adopted their 12-Year Capital Program in June of 2025. SEPTA currently has an approximately \$10.2 billion backlog of essential repairs and upgrades needed to keep the system safe and reliable. Redirecting capital funds to cover operating expenses helps SEPTA maintain service today, but it also means postponing critical long-term investments.

The proposed SEPTA program changes are as follows:

MPMS #102571 – Communications, Signals, & Technology Improvements

Reallocating \$26.821 M Section 5307 and \$30 M State 1514 to MPMS #60317 – Preventative Maintenance.

MPMS #60317 – Preventive Maintenance

Adding \$275.2 M of unobligated Section 5337 Federal prior year funding for Preventive Maintenance, reallocating \$115 M State 1514 funding, showing \$68.8 M in-kind local operating funding as a match on federal funding, and including the \$3.8 M of local funding from the reallocations of State 1514 funding.

MPMS #77183 – Transit & Regional Rail Station Program

Reallocating \$15 M State 1514 funding to MPMS #60317 – Preventative Maintenance and removing \$17.68 M of programmed discretionary funds.

MPMS #90512 – Bus Purchase Program

Reallocating \$19M State 1514 funding to MPMS #60317 – Preventative Maintenance.

MPMS #60275 – Debt Service

Adding \$1.757 M of unobligated Section 5307 Federal prior year funding to cover upcoming debt service payments for FFY26.

MPMS #115472 – Projects of Significance

Reallocating \$12.727 M State 1514 funding to MPMS #60317 - Preventative Maintenance, adding \$20 M Section 5307, \$11.68 M of unobligated Section 5337 prior year funding, \$25 M of unobligated FFY23 RAISE prior year funding, and removing \$96.079 M of programmed discretionary funds.

MPMS #60582 – Vehicle Overhaul Program

Reallocating \$4.8 M Section 5307 funding for obligation purposes.

MPMS #121367 – Safe, Clean, and Secure Program

Reallocating \$7.272 M State 1514 funding to MPMS #60317 – Preventative Maintenance.

MPMS #102567 – Roof Program

Reallocating \$6.821 M Section 5307 funding for obligation purposes.

MPMS #102565 – Track Improvement Program

Reallocating \$2 M State 1514 funding to MPMS #60317 – Preventative Maintenance.

MPMS #95402 – Bridge Program

Reallocating \$14 M State 1514 funding to MPMS #60317 – Preventative Maintenance.

MPMS #60651 – Substations and Power Improvements

Reallocating \$3 M State 1514 funding to MPMS #60317 – Preventative Maintenance.

MPMS #102569 – Maintenance and Transportation Facilities

Reallocating \$12 M State 1514 funding to MPMS #60317 – Preventative Maintenance, reallocating \$4.8 M Section 5307 funding to MPMS #60582 – Vehicle Overhaul Program, and removing \$36.241 M of programmed discretionary funds.

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 these programs are exempt from air quality analysis.

Cost and Source of Funds:

\$394 million

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025, RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-072, SEPTA's request that DVRPC amend the FFY2025 TIP for Pennsylvania by deferring projects and realigning SEPTA's Program Funding to facilitate the transfer of capital funding to support operations.

Staff Contact:

Travis Spotts, Capital Program Coordinator

Attachments:

1. Request Letter
2. SEPTA Budget Amendment Proposal
3. SEPTA Fiscal Constraint Chart

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 102571 **Communications, Signals, & Technology Improvements**

AQ Code M6 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2025)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2030 – FY 2036)
- Broad Street Subway City Hall Reverse Signaling - \$54.00M (FY 2025 – FY 2028)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$94.82M (Prior Years - FY2029)
- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.91M (Prior Years – FY 2027)
- Positive Train Control - \$177.00M (Prior Year – FY 2027)
- Positive Train Control Enhancement & Technology Refresh - \$25M (FY 2025 – FY 2029)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (Prior Years– FY 2026)
- Railroad Interlocking Improvement Program - \$150.91 (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) – \$61.50M (Prior Years - FY 2025)
- Regional Railroad Signal Improvement Program - \$60.76M (FY 2030 – FY 2036)
- Regional Rail VHF Radio Upgrade - \$57M (FY2025 - FY2030)
- Route 101/102 Positive Train Control and ROW Improvements - \$95.00 (Prior Years – FY 2025)
- Signal System Renewal on the Norristown High Speed Line - \$100M (Prior Years – 2031)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2028)
- Fare Boxes Replacement - \$22M (Prior Years – FY 2026)
- Telecommunications System Replacement - \$13.71M (Prior Years – FY 2026)
- Information Technology Program - \$199.56M (Ongoing)
- Operational Technology Cybersecurity - \$58.00M (FY 2025 – FY 2029)
- IT Capital Software - \$141.92M – FY 2025 – FY 2036
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$6.60M (Prior Years – FY 2027)
- Transit Asset Management - \$11.00M (Prior Years – FY 2025)
- Video Systems Refreshment Program - \$68.00M (Prior Years – FY 2031)

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by decreasing the FFY26 CAP Phase by \$58,014,000 (\$26,821,000 Section 5307/\$30,000,000 State 1514/\$1,193,000 LOC).

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	3,200											
CAP	1514	39,545											
CAP	LOC	1,318											
CAP	5307		26,821										
CAP	5337		72,710										
CAP	1514		49,858										
CAP	LOC		1,662										
CAP	5307			26,508									
CAP	5337			34,241									
CAP	1514			63,443									
CAP	LOC			2,114									
CAP	5307				20,000								
CAP	5337				13,868								

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

CAP	1514				74,744								
CAP	LOC				2,491								
CAP	5307					10,556							
CAP	5337					36,000							
CAP	1514					49,596							
CAP	LOC					1,653							
CAP	5337						45,920						
CAP	5307						4,000						
CAP	1514						41,113						
CAP	LOC						1,370						
CAP	5307							4,000					
CAP	5337							50,568					
CAP	1514							23,774					
CAP	LOC							792					
CAP	5307								4,000				
CAP	5337								44,504				
CAP	1514								11,735				
CAP	LOC								391				
CAP	5337									45,671			
CAP	5307									4,000			
CAP	1514									12,017			
CAP	LOC									400			
CAP	5307										4,000		
CAP	5337										64,480		
CAP	1514										16,568		
CAP	LOC										552		
CAP	5307											4,000	
CAP	5337											50,511	
CAP	1514											13,188	
CAP	LOC											439	
CAP	5307												4,000
CAP	5337												46,481
CAP	1514												12,213
CAP	LOC												407
		44,063	151,051	126,306	111,103	97,805	92,403	79,134	60,630	62,088	85,600	68,138	63,101
		Total FY2025-2028		432,523		Total FY2029-2032		329,972		Total FY2033-2036		278,927	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	3,200											
CAP	1514	39,545											
CAP	LOC	1,318											
CAP	5337		72,710										
CAP	1514		19,858										
CAP	LOC		469										
CAP	5337			34,241									
CAP	5307			26,508									
CAP	1514			63,443									
CAP	LOC			2,114									
CAP	5307				20,000								

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

CAP	5337			13,868									
CAP	1514			74,744									
CAP	LOC			2,491									
CAP	5337				36,000								
CAP	5307				10,556								
CAP	1514				49,596								
CAP	LOC				1,653								
CAP	5307					4,000							
CAP	5337					45,920							
CAP	1514					41,113							
CAP	LOC					1,370							
CAP	5307						4,000						
CAP	5337						50,568						
CAP	1514						23,774						
CAP	LOC						792						
CAP	5307							4,000					
CAP	5337							44,504					
CAP	1514							11,735					
CAP	LOC							391					
CAP	5307								4,000				
CAP	5337								45,671				
CAP	1514								12,017				
CAP	LOC								400				
CAP	5337									64,480			
CAP	5307									4,000			
CAP	1514									16,568			
CAP	LOC									552			
CAP	5337										50,511		
CAP	5307										4,000		
CAP	1514										13,188		
CAP	LOC										439		
CAP	5307											4,000	
CAP	5337											46,481	
CAP	1514											12,213	
CAP	LOC											407	
		44,063	93,037	126,306	111,103	97,805	92,403	79,134	60,630	62,088	85,600	68,138	63,101
		Total FY2025-2028		374,509		Total FY2029-2032		329,972		Total FY2033-2036		278,927	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 60317 *Federal Preventive Maintenance*

AQ Code M1 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

SEPTA's Federal Preventive Maintenance Program provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by increasing the FFY26 OP Phase by \$462,800,000 (\$275,200 Section 5337/\$115,000,000 State 1514/\$72,600,000 LOC).

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
OP	5307	153,000											
OP	LOC	38,250											
		191,250	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		191,250		Total FY2029-2032				Total FY2033-2036			
						0				0			

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
OP	5307	153,000											
OP	LOC	38,250											
OP	5337		275,200										
OP	1514		115,000										
OP	LOC		72,600										
		191,250	462,800	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		654,050		Total FY2029-2032				Total FY2033-2036			
						0				0			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

AQ Code M8 **LIMITS:** System-wide stations

Latitude: 40.076357 **MUNICIPALITIES** Various

Longitude: -75.0833 Transit Improvements

PROJ MANG:

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$4.50M (Prior Years – FY 2025)
- Bicycle Transit Access Program - \$3.29M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (Prior Years – FY 2028)
- 69th Street Transportation Center - \$15M (FY 2025 - FY 2027)
- Chester Transportation Center - \$5M (FY 2025 - FY 2027)
- Norristown Transportation Center - \$5M (FY 2025 - FY 2027)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$43M (Prior Years – FY 2028)
- Chestnut Hill East ADA Improvements - \$14M (Prior Years – FY 2027)
- Cornwells Heights Station Reconfiguration - \$61M (Prior Years - FY2029)
- Jenkintown-Wyncote Station - \$56M (Prior Years – FY 2029)
- Malvern Station High Level Platforms - \$35M (Prior Years – FY 2028)
- Marcus Hook Station - \$33M (Prior Years– FY 2029)
- Noble Station on the West Trenton Line - \$33.80M (Prior Years – FY 2029)
- Regional Rail Roof Program - \$16.61M (Ongoing)
- Regional Rail and Rail Transit ADA Stations (Devon, East Falls, Wissahickon, Ivy Ridge, Wyndmoor, Wynnewood, and NHSL Stations TBD) - \$224.97M (FY 2030 – FY 2036)
- Swarthmore Station - \$12.00M (Prior Years– FY 2026)
- Willow Grove Station - \$35M (Prior Years – FY 2028)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12M (Prior Years – FY 2026)
- Chinatown Station on the Broad-Ridge Spur - \$25M (Prior Years – FY 2029)
- Ellsworth-Federal Station - \$25M (FY 2029 – FY 2031)
- Erie Station on the Broad Street Line - \$38M (Prior Years – FY 2027)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$26M (FY 2027 – FY 2030)
- Logan Station - \$26M (FY 2029 - FY2032)
- Lombard-South Station - \$25M (FY 2027 - FY2029)
- Snyder Station - \$30.36M (Prior Years- FY2027)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2026)
- Wyoming Station - \$26M (FY 2029 - FY2031)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2028)
- 34th Street Station - \$33M (Prior Years – FY 2028)
- Spring Garden Station - \$7.37M (FY 2025 - FY 2028)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2025 - FY 2027)
- Villanova Station - \$4M (FY 2025 – FY 2027)

This program includes \$56.050M of FTA All Stations Accessibility Program (ASAP) funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street Subway.

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

This program includes \$0.634M of FTA Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant funding to support the "Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS) Pathway"s project

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by decreasing the FFY26 ERC Phase by \$33,164,000 (\$17,680,000 DISFUND/\$15,000,000 State 1514/\$484,000 LOC).

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	SMART	634											
ERC	ASAP	11,650											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	FLEX		6,500										
ERC	5307		39,354										
ERC	5337		25,651										
ERC	DISFUND		17,680										
ERC	ASAP		44,400										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	5337			29,644									
ERC	DISFUND			42,800									
ERC	5307			20,000									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5307				15,469								
ERC	5337				49,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5337					23,724							
ERC	5307					16,000							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5337						25,879						
ERC	5307						16,000						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5307							16,000					
ERC	5337							29,926					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5307								16,000				
ERC	5337								17,949				
ERC	1514								8,452				
ERC	LOC								282				
ERC	5307									16,000			
ERC	5337									17,984			
ERC	1514									8,467			
ERC	LOC									282			
ERC	5307										16,000		
ERC	5337										10,282		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	1514									6,611			
ERC	LOC									220			
ERC	5307										16,000		
ERC	5337										9,669		
ERC	1514										6,471		
ERC	LOC										216		
ERC	5307											16,000	
ERC	5337											18,387	
ERC	1514											8,587	
ERC	LOC											286	
		62,612	175,690	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356	43,260
		Total FY2025-2028		486,339		Total FY2029-2032		217,684		Total FY2033-2036		151,462	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	SMART	634											
ERC	ASAP	11,650											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	5307		39,354										
ERC	5337		25,651										
ERC	ASAP		44,400										
ERC	FLEX		6,500										
ERC	1514		24,109										
ERC	LOC		2,512										
ERC	5307			20,000									
ERC	DISFUND			42,800									
ERC	5337			29,644									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5337				49,469								
ERC	5307				15,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5337					23,724							
ERC	5307					16,000							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5307						16,000						
ERC	5337						25,879						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5337							29,926					
ERC	5307							16,000					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5337								17,949				
ERC	5307								16,000				
ERC	1514								8,452				

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC							282					
ERC	5337									17,984			
ERC	5307									16,000			
ERC	1514									8,467			
ERC	LOC									282			
ERC	5307										16,000		
ERC	5337										10,282		
ERC	1514										6,611		
ERC	LOC										220		
ERC	5337											9,669	
ERC	5307											16,000	
ERC	1514											6,471	
ERC	LOC											216	
ERC	5307												16,000
ERC	5337												18,387
ERC	1514												8,587
ERC	LOC												286
		62,612	142,526	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356	43,260
		Total FY2025-2028		453,175		Total FY2029-2032		217,684		Total FY2033-2036		151,462	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 90512 **SEPTA Bus Purchase Program**

AQ Code M10 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA's sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring Battery Electric Buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan is evaluating Fuel Cell Electric Buses (FCEBs) and the necessary fueling infrastructure to support them. Current projects include:

Purchase of 340 40-foot Hybrid Buses - \$339.35M (Prior Years - FY2027)

To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 120 additional buses totaling 340 buses, which SEPTA has executed. This bus procurement will allow SEPTA to retire the last of the 40-foot all-diesel fleet that is now more than 15 years old (purchased in 2005).

Purchase of 10 40-foot FCEBs - \$22.24M (FY2023 - FY2026)

SEPTA was selected to receive an FTA Low or No Emission Vehicle Program grant award for the purchase of 10 hydrogen FCEBs (that will operate out of Midvale Depot) and the requisite fueling equipment.

Purchase of 20 Zero Emission Buses (Battery Electric and Fuel Cell Electric) - \$32.45M (FY2024 - FY2026)

SEPTA's purchase of 20 new ZEBs includes the following: ten (10) new 40-foot BEBs, five (5) new 60-foot BEBs, and five (5) new 60-foot FCEBs. The 10 new 40-foot BEBs will take advantage of Southern Depot's existing charging infrastructure and be used in revenue service along with the ZEB Retrofit Pilot program and FCEB buses for evaluation. The purchase of five (5) new 60-foot BEBs and five (5) new FCEBs will be assigned at Allegheny Depot, in which BEBs will be used to evaluate overhead/on-route charging. Purchasing both technologies will enable SEPTA to experiment the operation and maintenance benefits and costs to inform decision making for fleet transition to ZEB.

38 Trackless Trolley Buses - \$58.25M (FY2024 - FY2027)

SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life.

Future Bus Purchases - \$1,092.44M (FY2028 - FY2036)

Future bus purchases will be guided by the ZEB Playbook and the results of the Bus Revolution.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by decreasing the FFY26 \$19,702,000 (\$19,000,000 State 1514/\$702,000 LOC).

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5339	8,562											
PUR	1514	24,864											
PUR	LOC	829											
PUR	5339		19,701										
PUR	1514		24,863										
PUR	LOC		829										
PUR	5339			3,508									
PUR	1514			4,982									
PUR	LOC			166									
PUR	5339				9,577								
PUR	5307				13,340								
PUR	1514				9,678								
PUR	LOC				323								

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

PUR	5307				13,210								
PUR	5339				9,864								
PUR	1514				9,715								
PUR	LOC				324								
PUR	5307				76,403								
PUR	5339				10,160								
PUR	1514				25,076								
PUR	LOC				836								
PUR	5339					10,465							
PUR	5307					80,808							
PUR	1514					26,215							
PUR	LOC					874							
PUR	5339						10,779						
PUR	5307						82,097						
PUR	1514						26,603						
PUR	LOC						887						
PUR	5339							11,102					
PUR	5307							85,072					
PUR	1514							27,401					
PUR	LOC							913					
PUR	5307								65,687				
PUR	5339								11,435				
PUR	1514								49,949				
PUR	LOC								1,665				
PUR	5307									91,293			
PUR	5339									11,778			
PUR	1514									29,070			
PUR	LOC									969			
PUR	5307										92,552		
PUR	5339										12,132		
PUR	1514										29,460		
PUR	LOC										982		
		34,255	45,393	8,656	32,918	33,113	112,475	118,362	120,366	124,488	128,736	133,110	135,126
		Total FY2025-2028		121,222		Total FY2029-2032		384,316		Total FY2033-2036		521,460	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5339	8,562											
PUR	1514	24,864											
PUR	LOC	829											
PUR	5339		19,701										
PUR	1514		5,863										
PUR	LOC		127										
PUR	5339			3,508									
PUR	1514			4,982									
PUR	LOC			166									
PUR	5339				9,577								
PUR	5307				13,340								
PUR	1514				9,678								
PUR	LOC				323								

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

PUR	5307				13,210								
PUR	5339				9,864								
PUR	1514				9,715								
PUR	LOC				324								
PUR	5307					76,403							
PUR	5339					10,160							
PUR	1514					25,076							
PUR	LOC					836							
PUR	5339						10,465						
PUR	5307						80,808						
PUR	1514						26,215						
PUR	LOC						874						
PUR	5339							10,779					
PUR	5307							82,097					
PUR	1514							26,603					
PUR	LOC							887					
PUR	5307								85,072				
PUR	5339								11,102				
PUR	1514								27,401				
PUR	LOC								913				
PUR	5307									65,687			
PUR	5339									11,435			
PUR	1514									49,949			
PUR	LOC									1,665			
PUR	5339										11,778		
PUR	5307										91,293		
PUR	1514										29,070		
PUR	LOC										969		
PUR	5339											12,132	
PUR	5307											92,552	
PUR	1514											29,460	
PUR	LOC											982	
		34,255	25,691	8,656	32,918	33,113	112,475	118,362	120,366	124,488	128,736	133,110	135,126
		Total FY2025-2028		101,520		Total FY2029-2032		384,316		Total FY2033-2036		521,460	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 60275 **Debt Service**

AQ Code M1 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017- \$61.87M (Final year of debt service FY 2028)

Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - \$35.14M (Final year of debt service FY2027)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds

Payments on Capital Grant Receipts Bonds, Series 2020 - \$76.87M (Final year of debt service FY 2031)

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- \$1,080.44M (Final year of debt service FY 2052)

In October 2022, SEPTA issued bonds in the amount of \$550M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The funds will be utilized for the refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects. Additional bond issuances are anticipated to begin in FY 2030 to support rail vehicle acquisitions and infrastructure projects.

Summary of Action:

Administrative action to modify the TIP by increasing the FFY26 DS Phase by \$1,757,000 Section 5307.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
DS	5307	8,786											
DS	5337	12,374											

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

DS	PTAF 44	11,724											
DS	1514	39,922											
DS	LOC	1,734											
DS	5307		7,028										
DS	5337		12,377										
DS	PTAF 44		11,727										
DS	1514		41,623										
DS	LOC		1,791										
DS	5307			7,029									
DS	5337			12,374									
DS	PTAF 44			10,516									
DS	1514			41,622									
DS	LOC			1,749									
DS	5307				7,028								
DS	5337				12,373								
DS	1514				41,622								
DS	LOC				1,387								
DS	1514					45,429							
DS	LOC					1,514							
DS	1514						45,429						
DS	LOC						1,514						
DS	1514							76,045					
DS	LOC							2,534					
DS	1514								101,050				
DS	LOC								3,367				
DS	1514									132,225			
DS	LOC									4,406			
DS	1514										157,277		
DS	LOC										5,241		
DS	1514											180,659	
DS	LOC											6,020	
DS	1514												200,145
DS	LOC												6,670
		74,540	74,546	73,290	62,410	46,943	46,943	78,579	104,417	136,631	162,518	186,679	206,815
		Total FY2025-2028		284,786		Total FY2029-2032		276,882		Total FY2033-2036		692,643	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
DS	5337	12,374											
DS	5307	8,786											
DS	PTAF 44	11,724											
DS	1514	39,922											
DS	LOC	1,734											
DS	5307		8,785										
DS	5337		12,377										
DS	PTAF 44		11,727										
DS	1514		41,623										
DS	LOC		1,791										
DS	5337			12,374									
DS	5307				7,029								

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

DS	PTAF 44	10,516											
DS	1514	41,622											
DS	LOC	1,749											
DS	5337		12,373										
DS	5307		7,028										
DS	1514	41,622											
DS	LOC	1,387											
DS	1514			45,429									
DS	LOC			1,514									
DS	1514				45,429								
DS	LOC				1,514								
DS	1514					76,045							
DS	LOC					2,534							
DS	1514						101,050						
DS	LOC						3,367						
DS	1514							132,225					
DS	LOC							4,406					
DS	1514								157,277				
DS	LOC								5,241				
DS	1514									180,659			
DS	LOC									6,020			
DS	1514										200,145		
DS	LOC										6,670		
		74,540	76,303	73,290	62,410	46,943	46,943	78,579	104,417	136,631	162,518	186,679	206,815
		Total FY2025-2028		286,543		Total FY2029-2032		276,882		Total FY2033-2036		692,643	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 115472 *Projects of Significance*

AQ Code 2035M

LIMITS:

Latitude:

MUNICIPALITIES

Longitude:

Transit Improvements

PROJ MANG:

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, Reimagining Regional Rail, and Rail Vehicle Replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution Capital Investments (\$184.82M) include Transit Prioritization, End of Line facilities, Bus Stop Improvements, and Micro Transit service projects as follows:

-Transit Prioritization Projects \$59.7M (Prior Years - FY 2036) Activities include transit priority planning, design, and construction along numerous corridors including: Olney Avenue, 19th/20th Streets, 7th/8th Streets, Chestnut/Walnut, West Market/JFK, North Philadelphia West, Erie Ave, & West Chester Pike.

-Bus End-of-Line Projects \$92.32M (Prior Years - FY 2036) Activities include property acquisition, design, and construction of bus end-of-line facilities including the following projects: Wissahickon Transportation Center, South Philadelphia Transportation Center, Knights Road, Neshaminy Blvd.

-Micro Transit Service \$6.11M (Prior Years - FY 2026) Activities include acquisition of 25 ADA accessible vehicles, construction of a new fueling station at Frontier Depot, and implementation of a operations/scheduling platform.

Trolley Modernization \$1.983B (Prior Years – FY 2036)

SEPTA is allocating \$1.983B for the Trolley Modernization program to help deliver our vision of easy to use, frequent, and integrated transit. These capital funds enable SEPTA to advance the acquisition of 130 new ADA accessible street cars to replace the Authority's aging fleet and upgrade trolley network infrastructure to improve accessibility, capacity, reliability, and safety.

SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of ADA –meaning people with disabilities, seniors, and anyone with mobility issues or using a stroller cannot take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved track infrastructure that will make the system fully ADA accessible.

This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA's Trolley Modernization Project will catalyze over 38,000 permanent jobs and create an increase of \$5.8 billion in property values across the region.

Specific activities include the following:

Acquisition of 130 new, 84-foot ADA accessible trolley vehicles. (Contract awarded)

Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia. (Property acquired and facility design is underway)

ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations.

Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation and Center City tunnel improvements.

Design of modern stations and identification of new station locations with public input and community engagement.

Study and advancement of end-of-line improvements and extensions.

Coordination with utilities, the City of Philadelphia, and Delaware County.

Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades.

For further project information, please visit www.septa.org/trolley-modernization.

Rail Vehicle Replacements

Market-Frankford Line Vehicle Replacement & Infrastructure- \$1.165B (Prior Years – FY 2034)

In February 2024, SEPTA was awarded \$317 million by the Federal Transit Administration to support the replacement of Market-Frankford Line (MFL) M-4 rail cars. The project is currently in the procurement phase and SEPTA plans to award a contract for manufacturing the vehicles in calendar year 2024. Included within the project's budget are vehicle specification development, vehicle production costs, signal system design and construction, and facility improvements, such as at 69th St. and Bridge St. Yard.

Broad Street Line Vehicle Replacement & Infrastructure- \$700M (FY 2026 – FY 2036)

This project includes the purchase of modern trainsets to replace the aging Broad Street Line (BSL) rail cars. Included within the project's

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

budget is vehicle specification development, and infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - \$728.06M (Prior Years – FY 2036)

The Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, property acquisition, infrastructure improvements, and a partial fleet replacement that supports the implementation of the Reimagining Regional Rail Master Plan.

Regional Rail Master Plan

This program of projects will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work will include study, planning, property acquisition, design, and construction activities for multiple projects including:

Airport Corridor Improvements \$24.56M (FY 2025 - FY 2036)

The project includes design & construction of new track segments along the Airport Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency to and from the Philadelphia International Airport. As part of the project, the Eastwick Regional Rail station will be reconstructed and made fully ADA accessible.

Norristown Corridor Improvements \$25.08M (FY 2025 - FY 2036)

The project includes design & construction of new track segments along the Manayunk/Norristown Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency on the Manayunk/Norristown with through-running service to the Philadelphia International Airport. As part of the project, the Norristown Regional Rail stations will be reconstructed and made fully ADA accessible.

North Philadelphia Infrastructure \$6.96M (FY 2025 - FY 2027)

The project includes design & construction of new track segments in North Philadelphia.

Coatesville Service Restoration \$7M (Prior Years - FY 2028)

The Coatesville Service Restoration project will restore rail service on the Paoli/Thorndale Regional Rail Line from its existing terminus at Thorndale, Chester County, to a new terminus in Coatesville, Chester County. Regional Rail service beyond Thorndale was discontinued in 1996. PennDOT is reconstructing the Coatesville Station with completion expected in late 2025. The new station will be ADA accessible and include improved lighting, overhead canopies, elevators, and a passenger connection for crossing the tracks. Amtrak Keystone Line trains will serve the station.

For SEPTA to restore Regional Rail service, additional track and signal infrastructure improvements are needed along the line. SEPTA, in coordination with PennDOT, Amtrak, & Chester County, will facilitate the design of track and signal infrastructure improvements that are necessary to operate an efficient service to Coatesville Station. While designing the infrastructure upgrades, SEPTA will coordinate with its partners to schedule implementation and secure funding for construction and operations.

Mainline-Schuylkill Bridges & Interlockings \$400M (Prior Years - FY 2035)

When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network.

With all Regional Rail lines culminating in this stretch of track, the underlying infrastructure plays a crucial role in SEPTA's ability to provide reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River).

SEPTA will rehabilitate these bridges, while phasing the work to keep service running. Additionally, while reconstructing the bridges, SEPTA will replace the interlockings, and right of way infrastructure.

Bus Network Enhancements: Bus Stop Improvements \$24.30M (FY 2025 – FY 2036) – This project includes real time information using e-paper readers at the bus stop and also bus stop improvements like shelters, sidewalks, signage, benches, and various customer amenities to improve safety and comfort for riders.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by increasing the FFY26 ERC Phase by \$56,680,000 (\$20,000,000 Section 5307/\$11,680,000 Section 5337/\$25,000,000 RAISE) and decreasing the FFY26 ERC Phase by \$109,810,000 (\$96,079,000 DISFUND/\$12,727,000 State 1514/\$1,004,000 LOC).

Before Proposed Action

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	RVR	183,210											
ERC	5307	27,920											
ERC	5337	47,630											
ERC	1514	35,166											
ERC	OTH	92,155											
ERC	LOC	3,854											
ERC	DISFUND		96,079										
ERC	RVR		133,950										
ERC	5337		28,782										
ERC	5307		56,203										
ERC	1514		48,256										
ERC	LOC		1,596										
ERC	5307			33,481									
ERC	5337			22,613									
ERC	DISFUND			79,509									
ERC	5339			5,790									
ERC	1514			59,762									
ERC	LOC			4,379									
ERC	5307				35,096								
ERC	DISFUND				150,000								
ERC	1514				20,851								
ERC	LOC				3,691								
ERC	DISFUND					50,000							
ERC	5307					58,390							
ERC	5337					20,937							
ERC	1514					104,476							
ERC	LOC					6,580							
ERC	5307						4,603						
ERC	5337						29,905						
ERC	DISFUND						50,000						
ERC	1514						100,222						
ERC	LOC						6,503						
ERC	OTH						265,000						
ERC	DISFUND							50,000					
ERC	5307							2,097					
ERC	5337							30,374					
ERC	1514							99,549					
ERC	LOC							6,556					
ERC	OTH							320,000					
ERC	5337								52,029				
ERC	5307								6,811				
ERC	DISFUND								50,000				
ERC	1514								125,963				
ERC	OTH								285,000				
ERC	LOC								7,521				
ERC	DISFUND									50,000			
ERC	5337									44,058			
ERC	5307									14,333			
ERC	1514									117,932			
ERC	OTH									225,000			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC									7,370			
ERC	5307									40,872			
ERC	5337									35,590			
ERC	DISFUND									50,000			
ERC	1514									72,676			
ERC	LOC									5,923			
ERC	OTH									210,000			
ERC	DISFUND										50,000		
ERC	5337										53,308		
ERC	5307										41,554		
ERC	1514										93,738		
ERC	LOC										6,716		
ERC	OTH										175,000		
ERC	5307											46,089	
ERC	5337											50,827	
ERC	DISFUND											50,000	
ERC	1514											82,664	
ERC	LOC											6,202	
ERC	OTH											100,000	
		389,935	364,866	205,534	209,638	240,383	156,233	508,576	527,324	458,693	115,061	420,316	335,782
		Total FY2025-2028		1,169,973		Total FY2029-2032		1,732,516		Total FY2033-2036		1,629,852	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	RVR	183,210											
ERC	5337	47,630											
ERC	5307	27,920											
ERC	1514	35,166											
ERC	OTH	92,155											
ERC	LOC	3,854											
ERC	5307		76,203										
ERC	RAISE		25,000										
ERC	5337		40,462										
ERC	RVR		133,950										
ERC	1514		35,529										
ERC	LOC		592										
ERC	DISFUND			79,509									
ERC	5339			5,790									
ERC	5307			33,481									
ERC	5337			22,613									
ERC	1514			59,762									
ERC	LOC			4,379									
ERC	5307				35,096								
ERC	DISFUND				150,000								
ERC	1514				20,851								
ERC	LOC				3,691								
ERC	DISFUND					50,000							
ERC	5307					58,390							
ERC	5337					20,937							
ERC	1514					104,476							

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC				6,580								
ERC	5337				29,905								
ERC	DISFUND				50,000								
ERC	5307				4,603								
ERC	1514				100,222								
ERC	LOC				6,503								
ERC	OTH				265,000								
ERC	DISFUND					50,000							
ERC	5307					2,097							
ERC	5337					30,374							
ERC	1514					99,549							
ERC	OTH					320,000							
ERC	LOC					6,556							
ERC	5307						6,811						
ERC	5337						52,029						
ERC	DISFUND						50,000						
ERC	1514						125,963						
ERC	OTH						285,000						
ERC	LOC						7,521						
ERC	DISFUND							50,000					
ERC	5337							44,058					
ERC	5307							14,333					
ERC	1514							117,932					
ERC	LOC							7,370					
ERC	OTH							225,000					
ERC	DISFUND								50,000				
ERC	5337								35,590				
ERC	5307								40,872				
ERC	1514								72,676				
ERC	LOC								5,923				
ERC	OTH								210,000				
ERC	DISFUND									50,000			
ERC	5307									41,554			
ERC	5337									53,308			
ERC	1514									93,738			
ERC	OTH									175,000			
ERC	LOC									6,716			
ERC	5307										46,089		
ERC	5337										50,827		
ERC	DISFUND										50,000		
ERC	1514										82,664		
ERC	LOC										6,202		
ERC	OTH											100,000	
		389,935	311,736	205,534	209,638	240,383	156,233	508,576	527,324	458,693	115,061	420,316	335,782
		Total FY2025-2028		1,116,843		Total FY2029-2032		1,732,516		Total FY2033-2036		1,629,852	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 60582 **Vehicle Overhaul Program**

AQ Code M3 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES** Various

Longitude: Transit Improvements

PROJ MANG:

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2025 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior hybrid and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and Maintenance of Way Utility Fleet Vehicles will also be overhauled.

Zero Emission Bus Retrofit Pilot \$9.1M (Prior Years – FY 2026) : Development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses.

Summary of Action:

Administrative action to modify the TIP by increasing the FFY26 CAP Phase by \$4,800,000 Section 5307.

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5307	15,384											
CAP	5337	23,076											
CAP	1514	9,305											
CAP	LOC	310											
CAP	5307		15,819										
CAP	5337		35,728										
CAP	1514		9,568										
CAP	LOC		318										
CAP	5307			15,140									
CAP	5337			22,711									
CAP	1514			9,158									
CAP	LOC			305									
CAP	5307				29,604								
CAP	5337				44,406								
CAP	1514				17,906								
CAP	LOC				597								
CAP	5307					29,440							
CAP	5337					44,160							
CAP	1514					17,807							
CAP	LOC					593							
CAP	5337						44,640						
CAP	5307						29,760						
CAP	1514						18,000						
CAP	LOC						600						

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

CAP	5307					30,080							
CAP	5337					45,120							
CAP	1514					18,194							
CAP	LOC					606							
CAP	5307						30,400						
CAP	5337						45,600						
CAP	1514						18,387						
CAP	LOC						613						
CAP	5307							30,720					
CAP	5337							46,080					
CAP	1514							18,581					
CAP	LOC							619					
CAP	5307								31,040				
CAP	5337								46,560				
CAP	1514								18,774				
CAP	LOC								626				
CAP	5307									31,840			
CAP	5337									46,560			
CAP	1514									18,968			
CAP	LOC									632			
CAP	5307										31,680		
CAP	5337										47,520		
CAP	1514										19,161		
CAP	LOC										639		
		48,075	61,433	47,314	92,513	92,000	93,000	94,000	95,000	96,000	97,000	98,000	99,000
		Total FY2025-2028		249,335		Total FY2029-2032		374,000		Total FY2033-2036		390,000	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5307	15,384											
CAP	5337	23,076											
CAP	1514	9,305											
CAP	LOC	310											
CAP	5307		20,619										
CAP	5337		35,728										
CAP	1514		9,568										
CAP	LOC		318										
CAP	5307			15,140									
CAP	5337			22,711									
CAP	1514			9,158									
CAP	LOC			305									
CAP	5337				44,406								
CAP	5307				29,604								
CAP	1514				17,906								
CAP	LOC				597								
CAP	5307					29,440							
CAP	5337					44,160							
CAP	1514					17,807							
CAP	LOC					593							
CAP	5307						29,760						

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

CAP	5337				44,640								
CAP	1514				18,000								
CAP	LOC				600								
CAP	5337					45,120							
CAP	5307					30,080							
CAP	1514					18,194							
CAP	LOC					606							
CAP	5337						45,600						
CAP	5307						30,400						
CAP	1514						18,387						
CAP	LOC						613						
CAP	5337							46,080					
CAP	5307							30,720					
CAP	1514							18,581					
CAP	LOC							619					
CAP	5307								31,040				
CAP	5337								46,560				
CAP	1514								18,774				
CAP	LOC								626				
CAP	5337									46,560			
CAP	5307									31,840			
CAP	1514									18,968			
CAP	LOC									632			
CAP	5337										47,520		
CAP	5307										31,680		
CAP	1514										19,161		
CAP	LOC										639		
		48,075	66,233	47,314	92,513	92,000	93,000	94,000	95,000	96,000	97,000	98,000	99,000
		Total FY2025-2028		254,135		Total FY2029-2032		374,000		Total FY2033-2036		390,000	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 121367 *Safe, Clean, and Secure Program*

AQ Code M8

LIMITS:

Latitude:

MUNICIPALITIES

Longitude:

Transit Improvements

PROJ MANG:

Safety is a core value at SEPTA. All projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

This program also includes life safety assessments and facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security.

Currently programmed projects include:

- Escalator / Elevator Improvement Program - \$66.57M (Ongoing)
- SEPTA Transit Police Department Equipment – \$7.10M (Ongoing)
- Light Rail Vehicle (LRV) Forward Collision Avoidance System - \$3.5M (FY2025 – FY2027)
- Fern Rock Transportation Center Safety Improvements - \$22.5M (Prior Years – FY2028)
- Fern Rock Transportation Center Pedestrian Access - \$30M (Prior Years – FY2028)
- Grade Crossing Enhancement Program - \$35.76M (Ongoing)
- Regional Rail Grade Crossing - \$22M (Prior Years – FY2029)
- Safety and Security Infrastructure Hardening Program - \$68.16M (Ongoing)
- Safety and Security Shop, Yard, & Office Hardening - \$59M (Ongoing)
- Tank Replacement Program - \$32.43M (Ongoing)
- Lawndale Station Grade Separation & High-Level Platform - \$25.3M (Prior Years – FY2028)
- 2026 Events Preparedness Initiative - \$5M (FY2025)
- Vacuum Cleaning Trains - \$36M (FY2025 – FY2028)
- Cleaning Equipment – \$33.43M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (Prior Years – FY2026)
- Ballistic Bus Barriers Pilot Project - \$0.200M (FY2025 - FY2026)
- Jefferson Station Escalators - \$3M (FY2025 - FY2026)
- Safer Bus Operator Area Initiative - \$8.6M (FY2025 - FY2026)

Summary of Action:

Administrative action to modify the TIP by decreasing the FFY26 ERC Phase by \$7,273,000 Section 5307.

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	26,250											
ERC	LOC	875											
ERC	5307		25,143										
ERC	sSTP		2,000										
ERC	1514		33,059										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						
ERC	1514						18,235						

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC					608							
ERC	5307						2,389						
ERC	1514						18,746						
ERC	LOC						625						
ERC	5307							2,460					
ERC	1514							19,270					
ERC	LOC							642					
ERC	5307								2,533				
ERC	1514								19,811				
ERC	LOC								660				
ERC	5307									2,607			
ERC	1514									20,367			
ERC	LOC									679			
ERC	5307										2,688		
ERC	1514										20,940		
ERC	LOC										698		
ERC	5307											1,582	
ERC	1514											24,740	
ERC	LOC											824	
		27,125	61,304	55,882	41,768	32,125	21,163	21,760	22,372	23,004	23,653	24,326	27,146
		Total FY2025-2028		186,079		Total FY2029-2032		97,420		Total FY2033-2036		98,129	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	26,250											
ERC	LOC	875											
ERC	sSTP		2,000										
ERC	5307		25,143										
ERC	1514		25,786										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						
ERC	1514						18,235						
ERC	LOC						608						
ERC	5307							2,389					
ERC	1514							18,746					
ERC	LOC							625					
ERC	5307								2,460				
ERC	1514								19,270				
ERC	LOC								642				
ERC	5307									2,533			
ERC	1514									19,811			

10/31/2025

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

Action: PA25-072

SEPTA

ERC	LOC									660			
ERC	5307									2,607			
ERC	1514									20,367			
ERC	LOC									679			
ERC	5307										2,688		
ERC	1514										20,940		
ERC	LOC										698		
ERC	5307											1,582	
ERC	1514											24,740	
ERC	LOC											824	
		27,125	54,031	55,882	41,768	32,125	21,163	21,760	22,372	23,004	23,653	24,326	27,146
		Total FY2025-2028		178,806		Total FY2029-2032		97,420		Total FY2033-2036		98,129	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 102567 *Roof Program*

AQ Code M8 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems. Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY 2025 - FY 2027)
- Frankford Depot Roof Replacement - \$18.80M (Prior Years - FY2029)
- Maintenance, Stations, & Substations Roof Program - \$20.50M (Ongoing)
- Southern Garage Roof Replacement - \$13M (FY 2028 – FY 2031)

Summary of Action:

Administrative action to modify the TIP by increasing the FFY26 ERC Phase by \$6,821,000 Section 5307.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	475											
ERC	1514	357											
ERC	LOC	12											
ERC	5307		1,004										
ERC	1514		485										
ERC	LOC		16										
ERC	5307			1,298									
ERC	1514			556									
ERC	LOC			19									
ERC	5307				4,700								
ERC	1514				1,511								
ERC	LOC				50								
ERC	5307					3,311							
ERC	1514					1,204							
ERC	LOC					40							
ERC	5307						1,600						
ERC	1514						2,748						
ERC	LOC						92						
ERC	5307							4,763					
ERC	1514							3,513					
ERC	LOC							117					
ERC	1514								2,360				
ERC	LOC								79				
ERC	1514									2,360			
ERC	LOC									79			
ERC	1514										2,360		
ERC	LOC										79		
ERC	1514											2,360	
ERC	LOC											79	
ERC	1514												2,938
ERC	LOC												98
		844	1,505	1,873	6,261	4,555	4,440	8,393	2,439	2,439	2,439	2,439	3,036
		Total FY2025-2028		10,483		Total FY2029-2032		19,827		Total FY2033-2036		10,353	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	475											
ERC	1514	357											
ERC	LOC	12											
ERC	5307		7,825										
ERC	1514		485										
ERC	LOC		16										
ERC	5307			1,298									
ERC	1514			556									
ERC	LOC			19									
ERC	5307				4,700								
ERC	1514				1,511								
ERC	LOC				50								
ERC	5307					3,311							
ERC	1514					1,204							
ERC	LOC					40							
ERC	5307						1,600						
ERC	1514						2,748						
ERC	LOC						92						
ERC	5307							4,763					
ERC	1514							3,513					
ERC	LOC							117					
ERC	1514								2,360				
ERC	LOC								79				
ERC	1514									2,360			
ERC	LOC									79			
ERC	1514										2,360		
ERC	LOC										79		
ERC	1514											2,360	
ERC	LOC											79	
ERC	1514												2,938
ERC	LOC												98
		844	8,326	1,873	6,261	4,555	4,440	8,393	2,439	2,439	2,439	2,439	3,036
		Total FY2025-2028		17,304		Total FY2029-2032		19,827		Total FY2033-2036		10,353	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 102565 *Track Improvement Program*

AQ Code M9 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Track 2 - \$34.40M (Prior Year Funding – FY 2027)
- Market-Frankford Line Bridge Street Yard Program - \$9M (Prior Year Funding - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$41M (Prior Years - FY2025)
- 69th Street Yard Tracks Program - \$7.10M (Prior Year Funding – FY 2028)
- Trolley Tunnel Track - \$34.44M (Ongoing)
- MFL Haunches Repairs \$14.19M (Ongoing)
- Removal of Abandoned Trolley Tracks - \$15.16M (FY 2025 – FY 2036)

Summary of Action:

Administrative action to modify the TIP by decreasing the FFY26 CAP Phase by \$2,000,000 State 1514.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	1514	5,389											
CAP	LOC	180											
CAP	5337		5,624										
CAP	1514		8,838										
CAP	LOC		295										
CAP	5337			849									
CAP	1514			6,367									
CAP	LOC			212									
CAP	5337				874								
CAP	1514				4,049								
CAP	LOC				135								
CAP	5337					900							
CAP	1514					3,945							
CAP	LOC					131							
CAP	5337						927						
CAP	1514						4,064						
CAP	LOC						135						
CAP	5337							955					
CAP	1514							4,185					
CAP	LOC							139					
CAP	5337								984				
CAP	1514								4,311				
CAP	LOC								144				
CAP	5337									1,013			
CAP	1514									4,440			
CAP	LOC									148			
CAP	5337										1,044		
CAP	1514										4,574		

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

CAP	LOC									152			
CAP	5337									1,075			
CAP	1514									4,711			
CAP	LOC									157			
CAP	5337										1,107		
CAP	1514										4,852		
CAP	LOC										162		
		5,569	14,757	7,428	5,058	4,976	5,126	5,279	5,439	5,601	5,770	5,943	6,121
		Total FY2025-2028		32,812		Total FY2029-2032		20,820		Total FY2033-2036		23,435	

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	1514	5,389											
CAP	LOC	180											
CAP	5337		5,624										
CAP	1514		6,838										
CAP	LOC		295										
CAP	5337			849									
CAP	1514			6,367									
CAP	LOC			212									
CAP	5337				874								
CAP	1514				4,049								
CAP	LOC				135								
CAP	5337					900							
CAP	1514					3,945							
CAP	LOC					131							
CAP	5337						927						
CAP	1514						4,064						
CAP	LOC						135						
CAP	5337							955					
CAP	1514							4,185					
CAP	LOC							139					
CAP	5337								984				
CAP	1514								4,311				
CAP	LOC								144				
CAP	5337									1,013			
CAP	1514									4,440			
CAP	LOC									148			
CAP	5337										1,044		
CAP	1514										4,574		
CAP	LOC										152		
CAP	5337											1,075	
CAP	1514											4,711	
CAP	LOC											157	
CAP	5337												1,107
CAP	1514												4,852
CAP	LOC												162

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA												
	5,569	12,757	7,428	5,058	4,976	5,126	5,279	5,439	5,601	5,770	5,943	6,121
	Total FY2025-2028		30,812		Total FY2029-2032		20,820		Total FY2033-2036		23,435	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 95402 **Bridge Program**

AQ Code M9 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges, and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (Prior Years - FY 2027)

Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive

- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (Prior Years - FY 2029) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue

- Critical Bridge Program (System wide) - \$180.83M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2025 include but are not limited to:
- Lansdale/Doylestown Line MP 7.34 (Cooks Run Creek, Built 1887), MP 11.62 (Keswick Avenue, Built 1904), MP 11.83 (Easton Road, Built 1928)

- Fox Chase Line MP 7.03 (3rd St., Built 1910)

- Manayunk/Norristown Line MP 3.83 (Allegheny Ave., Built 1939), MP 17.16 (Dekalb St., Built 1931), MP 17.77 (Stoney Creek, Built 1900)

- Media/Elwyn Line MP 10.12 (Small Run, Built 1965), MP 13.81 (Park Ave., Built 1917)

- West Trenton Line MP 31.63 (Delaware & Raritan Canal, Built 1902)

- Mainline-Schuylkill Bridges Duct Bank (Philadelphia) - \$10.95M (Prior Years - FY2027)

- Stone Arch Bridges Phase 2 (Multiple Locations) - \$18.20M (Prior Years - FY2027)

Lansdale/Doylestown Line MP 4.87 (Built 1915) and Lansdale/Doylestown Line MP 17.31 (Honey Run Creek, Built 1903)

- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$5.67M (Prior Years - FY 2025)

- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (Prior Years - FY2027)

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by decreasing the FFY26 ERC Phase by \$14,000,000 State 1514.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	1,903											
ERC	1514	7,303											
ERC	LOC	243											
ERC	5337		42,580										
ERC	1514		19,486										
ERC	LOC		649										
ERC	5337			23,781									
ERC	1514			12,455									
ERC	LOC			415									
ERC	5337				7,298								
ERC	1514				4,356								
ERC	LOC				145								
ERC	5337					9,502							
ERC	1514					7,762							
ERC	LOC					259							
ERC	1514						18,510						
ERC	LOC						617						
ERC	1514							19,066					
ERC	LOC							635					
ERC	1514								19,638				

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC								654				
ERC	1514									20,227			
ERC	LOC									674			
ERC	1514										20,834		
ERC	LOC										694		
ERC	1514											21,459	
ERC	LOC											715	
ERC	1514												22,103
ERC	LOC												737
		9,449	62,715	36,651	11,799	17,523	19,127	19,701	20,292	20,901	21,528	22,174	22,840
		Total FY2025-2028		120,614		Total FY2029-2032		76,643		Total FY2033-2036		87,443	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	1,903											
ERC	1514	7,303											
ERC	LOC	243											
ERC	5337		42,580										
ERC	1514		5,486										
ERC	LOC		649										
ERC	5337			23,781									
ERC	1514			12,455									
ERC	LOC			415									
ERC	5337				7,298								
ERC	1514				4,356								
ERC	LOC				145								
ERC	5337					9,502							
ERC	1514					7,762							
ERC	LOC					259							
ERC	1514						18,510						
ERC	LOC						617						
ERC	1514							19,066					
ERC	LOC							635					
ERC	1514								19,638				
ERC	LOC								654				
ERC	1514									20,227			
ERC	LOC									674			
ERC	1514										20,834		
ERC	LOC										694		
ERC	1514											21,459	
ERC	LOC											715	
ERC	1514												22,103
ERC	LOC												737
		9,449	48,715	36,651	11,799	17,523	19,127	19,701	20,292	20,901	21,528	22,174	22,840
		Total FY2025-2028		106,614		Total FY2029-2032		76,643		Total FY2033-2036		87,443	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 60651 Substations and Power Improvements

AQ Code M6 LIMITS: System-wide railroad substations

Latitude: 40.096685 MUNICIPALITIES Various

Longitude: -75.1393 Transit Improvements

PROJ MANG:

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:

- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - \$18.50M (Prior Years – FY 2029)
- Substation Design and Equipment Purchase - \$28.23M (Prior Years – FY 2026)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years – FY 2028)
- RRD Automated Wire Scan - \$340K (Prior Years – FY 2025)

Railroad Substation:

- Railroad Substation 18th Street Switching Station - \$13M (FY 2028 – FY 2032)
- Railroad Substation Brill - \$12.8M (FY 2027 – FY 2030)
- Railroad Substation Cresheim Valley - \$25.79M (FY 2026 – FY 2029)
- Wayne Junction Static Frequency Converters #1-4 - \$101.72M (Prior Years – FY 2028)
- Railroad Substation Woodbourne - \$23.79M (Prior Years - FY2028)

Transit Substations Program:

- Transit Substation Ellen - \$12.68M (FY 2027 – FY 2029)
- Transit Substation Market - \$15M (Prior Years - FY2029)
- Transit Substations Park, Broad, Loudon, Castor - \$41.65M (Prior Years - FY2029)
- Transit Substation Ranstead - \$12.68M (FY 2029 - FY 2032)
- Transit Substation Program - \$114.94M (FY 2030 - FY 2036)

Summary of Action:

Administrative action to modify the TIP by decreasing the FFY26 ERC Phase by \$3,000,000 State 1514.

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
ERC	1514	4,889											
ERC	LOC	163											
ERC	5337		40,048										
ERC	1514		6,499										
ERC	LOC		217										
ERC	5337			28,984									
ERC	1514			9,459									
ERC	LOC			315									
ERC	5337				34,528								
ERC	1514				14,158								
ERC	LOC				472								
ERC	5337					23,008							
ERC	1514					14,532							
ERC	LOC					484							
ERC	5337						14,488						
ERC	1514						21,896						
ERC	LOC						730						

10/31/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	5337					8,376							
ERC	1514					20,852							
ERC	LOC					695							
ERC	5337						7,856						
ERC	1514						20,600						
ERC	LOC						686						
ERC	5337								17,758				
ERC	1514								4,296				
ERC	LOC								143				
ERC	5337									18,290			
ERC	1514								4,425				
ERC	LOC								147				
ERC	5337										18,839		
ERC	1514										4,558		
ERC	LOC										152		
ERC	5337											19,402	
ERC	1514											4,694	
ERC	LOC											156	
		5,052	46,764	38,758	49,158	38,024	37,114	29,923	29,142	22,197	22,862	23,549	24,252
		Total FY2025-2028		139,732		Total FY2029-2032		134,203		Total FY2033-2036		92,860	

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	4,889											
ERC	LOC	163											
ERC	5337		40,048										
ERC	1514		3,499										
ERC	LOC		217										
ERC	5337			28,984									
ERC	1514			9,459									
ERC	LOC			315									
ERC	5337				34,528								
ERC	1514				14,158								
ERC	LOC				472								
ERC	5337					23,008							
ERC	1514					14,532							
ERC	LOC					484							
ERC	5337						14,488						
ERC	1514						21,896						
ERC	LOC						730						
ERC	5337							8,376					
ERC	1514							20,852					
ERC	LOC							695					
ERC	5337								7,856				
ERC	1514								20,600				
ERC	LOC								686				
ERC	5337									17,758			
ERC	1514									4,296			
ERC	LOC									143			
ERC	5337										18,290		

10/31/2025

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

Action: PA25-072

SEPTA

ERC	1514									4,425			
ERC	LOC									147			
ERC	5337										18,839		
ERC	1514										4,558		
ERC	LOC										152		
ERC	5337											19,402	
ERC	1514											4,694	
ERC	LOC											156	
		5,052	43,764	38,758	49,158	38,024	37,114	29,923	29,142	22,197	22,862	23,549	24,252
		Total FY2025-2028		136,732		Total FY2029-2032		134,203		Total FY2033-2036		92,860	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

MPMS# 102569 *Maintenance & Transportation Facilities*

AQ Code M11 **LIMITS:** System-wide

Latitude: **MUNICIPALITIES**

Longitude: Transit Improvements

PROJ MANG:

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.

Currently programmed projects include:

- 1234 Market SOGR - \$45M (Prior Years – FY 2031)
- Boiler Replacement Program - \$7.10M (FY 2025 - FY 2036)
- Bus Lift Program - \$12.77M (FY 2025– FY 2036)
- Courtland Shop Improvements - \$22.50 (Prior Years – FY 2028)
- Decatur Warehouse Purchase & Upgrades – \$15M (Prior Years – FY 2026)
- Environmental Cleanup - \$28.51M (Ongoing)
- Facilities Critical Infrastructure Program - \$51.45M (Ongoing)
- Facilities Furnishings Program \$8.55M (Ongoing)
- Frazer Transportation Building - \$37M – (Prior Years – FY 2028)
- Frazer Rail Shop and Yard Upgrade* - \$139.00M (Prior Years – FY 2026)
- Garage/Shop Overhead Doors - \$7.66M (FY 2030 – FY 2036)
- Maintenance Shop Equipment Program - \$53.29MM (Ongoing)
- Maintenance Facilities Improvement Program - \$39.46M – FY 2030 – FY 2036)
- Powelton Yard Facility Improvements - \$6.50M (Prior Years - FY2026)
- Steel Wheel Lift Program - \$14.26M (FY 2025 – FY 2029)
- Vehicle Washer Program - \$23.30M (Prior Years - FY2028)
- Wheel Truing Program Phase 2 - \$10.81MM (FY 2025 – FY 2029)
- Wyoming Complex Storm Water Retrofits - \$13.35M (Prior Years – FY 2026)
- Victory Shop and Storage (Phase 2) - \$18.75M (Prior Years – FY 2028)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 – FY 2034)
- ZEB Fleet Transition Facility Upgrades** - \$150M (Prior Years - FY 2032)

*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced, and mechanical equipment will be replaced. The budget for this project is \$139 million.

**Zero Emission Bus Fleet Transition Facility Upgrades \$150M (Prior Years - FY 2032)

SEPTA is planning for a full transition to ZEBs, which could include a combination of Battery Electric Buses and Fuel Cell Electric Buses, by the year 2040, if adequate funding is made available for the investments that will be necessary to charge and fuel these new buses. SEPTA has secured \$107.66 M for ZEB infrastructure projects through the FTA's Low or No Emissions Vehicle Program. Projects include:

- Midvale ZEB Infrastructure Project (\$5.75M total)
- Allegheny, Callowhill, and Comly ZEB Power Resiliency Project (\$29.2M total)
- ZEB Transition Facility Safety & Resiliency Improvements (\$100M total)

Overall, these projects will provide for the design and construction of additional or upgraded electric infrastructure including power feeders, backup generators, substations, ventilation enhancements, and fire safety improvements at Midvale, Allegheny, Callowhill, Comly, Frankford, Frontier, Germantown, Southern, and Victory bus depots. These upgrades will make it possible for SEPTA to start procuring a significant number of ZEBs in the next few years. SEPTA will continue to apply for funds through the FTA Low-No program to advance this transition.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by decreasing the FFY26 ERC Phase by \$53,458,000 (\$4,800,000 Section 5307/\$36,241,000 DISFUND/\$12,000,000 State 1514/\$417,000 LOC).

Before Proposed Action

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5339(C)	23,360											
ERC	1514	51,809											
ERC	LOC	1,727											
ERC	5307		4,800										
ERC	5339(C)		80,000										
ERC	DISFUND		36,241										
ERC	1514		16,912										
ERC	LOC		1,558										
ERC	DISFUND			27,691									
ERC	5307			2,400									
ERC	1514			19,936									
ERC	LOC			664									
ERC	5307				4,000								
ERC	1514				43,271								
ERC	LOC				1,442								
ERC	5307					4,000							
ERC	1514					27,899							
ERC	LOC					930							
ERC	5307						8,800						
ERC	1514						28,580						
ERC	LOC						952						
ERC	5307							8,824					
ERC	1514							29,983					
ERC	LOC							999					
ERC	5307								5,416				
ERC	1514								19,101				
ERC	LOC								637				
ERC	5307									874			
ERC	1514									18,540			
ERC	LOC									618			
ERC	5307										900		
ERC	1514										19,096		
ERC	LOC										636		
ERC	5307											927	
ERC	1514											19,669	
ERC	LOC											655	
ERC	5307												955
ERC	1514												20,258
ERC	LOC												675
		76,896	139,511	50,691	48,713	32,829	38,332	39,806	25,154	20,032	20,632	21,251	21,888
		Total FY2025-2028		315,811		Total FY2029-2032		136,121		Total FY2033-2036		83,803	

After Proposed Action

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5339(C)	23,360											
ERC	1514	51,809											

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-072

SEPTA

ERC	LOC	1,727											
ERC	5339(C)	80,000											
ERC	1514	4,912											
ERC	LOC	1,141											
ERC	5307	2,400											
ERC	DISFUND	27,691											
ERC	1514	19,936											
ERC	LOC	664											
ERC	5307	4,000											
ERC	1514	43,271											
ERC	LOC	1,442											
ERC	5307	4,000											
ERC	1514	27,899											
ERC	LOC	930											
ERC	5307	8,800											
ERC	1514	28,580											
ERC	LOC	952											
ERC	5307	8,824											
ERC	1514	29,983											
ERC	LOC	999											
ERC	5307	5,416											
ERC	1514	19,101											
ERC	LOC	637											
ERC	5307	874											
ERC	1514	18,540											
ERC	LOC	618											
ERC	5307	900											
ERC	1514	19,096											
ERC	LOC	636											
ERC	5307	927											
ERC	1514	19,669											
ERC	LOC	655											
ERC	5307	955											
ERC	1514	20,258											
ERC	LOC	675											
		76,896	86,053	50,691	48,713	32,829	38,332	39,806	25,154	20,032	20,632	21,251	21,888
		Total FY2025-2028		262,353	Total FY2029-2032		136,121	Total FY2033-2036		83,803			



October 22, 2025

Mr. Jesse Buerk
Associate Director of Capital Programs and Project Development
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

On June 26, 2025, the SEPTA Board adopted the FY 2026 Capital (\$981 million (M)) and Operating (\$1.65 billion (B)) Budgets. The Operating Budget was \$213M short of the amount needed to maintain service levels and avoid fare increases. As a result, SEPTA planned to implement 45% service reductions, phased in throughout FY 2026 along with a 21.5% fare increase. To avoid initial service cuts, SEPTA required additional State operating subsidies by mid-August. In the absence of a funding solution, SEPTA was forced to implement a 20% reduction in service on August 24th, resulting in untenable conditions for riders. To restore full service and maintain a critical level of working capital without a long-term funding solution, SEPTA requested PennDOT's approval to utilize State capital assistance funds to support operations. On September 8, 2025, Pennsylvania Secretary of Transportation Michael Carroll approved the emergency use of up to \$394M in FY 2026 State capital assistance for operating costs. This emergency measure allows SEPTA to cancel service cuts and sustain operations for the next two years. However, transferring \$394M of capital funds to support operating costs requires capital project offsets.

On October 23, 2025, SEPTA's Board of Directors will vote on the [FY 2026 Capital Budget Amendment Proposal](#). If approved, the amendment will facilitate the transfer of \$394M of capital funds to support operating costs by deferring five projects as follows:

PROJECTS DEFERRED	TOTAL DEFERRED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Bus Purchase Program: Delay Next Bus Purchases by 3-Years	\$256.7	\$ 205.4	\$49.7	\$1.6
Frazer Transportation Building	\$ 38.7	\$ -	\$37.5	\$1.2
Bristol Station on the Trenton Line (ADA)	\$46.3	\$37.0	\$9.0	\$0.3
Bus Purchase Program: 40' & 60 Zero Emission Bus Pilot	\$41.0	\$32.8	\$ 7.9	\$0.3
Zero Emission Bus (ZEB) Retrofit Pilot	\$ 11.3	\$ -	\$10.9	\$0.4
TOTAL	\$394.0	\$275.2	\$115.0	\$3.8
TWO-YEARS OF OPERATING SUPPORT FROM CAPITAL	\$394.0			

Due to the mix of Federal (\$275.2M), State (\$115M), & Local (\$3.8M) funds programmed for these projects (including prior year funds through FY 2031 allocations), SEPTA will use the same amounts and sources to support operating costs in FY 2026 and FY 2027. As a result, adjustments to other planned projects are required to maintain annual fiscal constraints throughout the 12-Year Capital Program. The total budgets and schedules of these additional projects do not change; however, annual allocations will be affected.

In accordance with Federal requirements, the reallocation of Federal & State capital funds must be programmed into the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP). Therefore, SEPTA requests DVRPC's consideration of significant adjustments to the FY2025-FY2028 TIP for Pennsylvania that are necessary to facilitate the transfer of SEPTA's capital funding to support operations. The following summary outlines the key updates, funding sources, and implications for SEPTA's capital and operating budgets:

Reallocation of Prior Year Federal Funding:

All unobligated prior year federal funding will be moved to FY 2026 of the TIP. This includes approximately \$820 million in formula and competitive funding from previous years (FY 2023, FY 2024, & FY 2025).

- Section 5307- \$205.816M
- Section 5337- \$321.865M
- Section 5339- \$8.439M
- All Stations Accessibility Program Competitive Funding- \$44.4M
- Low or No Emissions Competitive Funding- \$80M
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program Competitive Funding- \$25M
- \$133 million is associated with SEPTA's Rail Vehicle Replacement competitive grants which is not available for obligation until Congress passes a FFY 2026 Appropriations Bill.

Programming FFY 2026 Federal Formula Funds:

SEPTA has programmed \$361 million of Section 5307, 5337, & 5339 funds for FFY 2026. It is important to note that this figure is a projection, as the Federal Transit Administration (FTA) has not yet released its appropriations and apportionments for FFY 2026. Upon completion of apportionments, SEPTA will request additional TIP actions to obligate funds.

FY 2026 Total Federal Funding:

Combining unobligated funds from FY 2024 and FY 2025 with projected FFY 2026 funding, SEPTA's total federal funding shown in FY26 of the TIP will be **\$1.181 billion**. This amount is based on prior year actual allocations and current year projections established by the Infrastructure Investment and Jobs Act (IIJA).

Removal of Programmed Discretionary Funding:

SEPTA previously programmed \$150 million in discretionary funding projections. As part of this TIP action, all FY26 projected discretionary funding programmed will be removed. This adjustment reflects the transition to the new fiscal year and ensures that only awarded discretionary or projected formula funds are included in the current year of the TIP.

Federal Funding for Preventive Maintenance:

SEPTA will utilize \$275M in federal funding to support Preventive Maintenance activities. The Federal Transit Administration (FTA) allows transit agencies to use Preventive Maintenance funds for operating needs by leveraging capital formula funds. This flexibility enables SEPTA to address ongoing operating maintenance needs while optimizing available federal resources.

State Funding Reallocation for Operating Support:

In addition to federal support, SEPTA will reallocate \$115 million in state funding as indicated on the TIP under Preventive Maintenance. Due to cashflow considerations and evolving project needs, the \$115 million in state funding will be reallocated from various projects. This strategic adjustment ensures that resources are directed toward the most critical maintenance and operational priorities.

Local Funding:

SEPTA will utilize in-kind Operating dollars in the amount of \$68.8M to match the \$275.2M Federal Preventive Maintenance grant. This in-kind contribution is documented on the TIP to ensure transparency and compliance with state and federal requirements. SEPTA will request Local funding support from the City of Philadelphia, Bucks, Chester, Delaware, & Montgomery Counties to provide the necessary \$3.8M match for the \$115M State Capital Transfer. The local funds are included on the TIP and are being reallocated to the Preventive Maintenance Program from MPMS # 102571, 77183, 115472, & 102569.

Requested TIP Changes to Facilitate the Capital Transfer as follows:**MPMS #102571 Communication, Signals, & Technology Improvements**

- Reallocating \$30M State Funding to Preventive Maintenance and \$26.821M of Section 5307 for obligation purposes.

MPMS #60317 Preventive Maintenance

- Add \$275.2M of unobligated Federal prior year funding for Preventive Maintenance, \$115M of State funding reallocated, and show \$68.8 in-kind local Operating funding as a match on federal funding and includes the \$3.8M of local funding from the reallocation of State funding.

MPMS #77183 Transit & Regional Rail Station Program

- Reallocating \$15M of State funding and the removal of \$17.680M programmed discretionary funds.

MPMS #90512 Bus Purchase Program

- Reallocating \$19M of State Funding to Preventive Maintenance.

MPMS #60275 Debt Service

- Adding \$1.757M of prior year unobligated funding to cover upcoming debt service payments for FFY 2026

MPMS #115472 Projects of Significance

- Reallocating of \$12.727M State Funding to Preventive Maintenance, adding \$20M of Section 5307 and \$11.680M Section 5337 prior year unobligated funding, adding \$25M FY 2023 RAISE prior year funding, and removal of \$96.079M programmed discretionary funds.

MPMS #60582 Vehicle Overhaul Program

- Reallocating \$4.8M of Section 5307 funding for obligation purposes.

MPMS #121367 Safe, Clean, and Secure

- Reallocating \$7.273M State Funding to Preventive Maintenance

MPMS #102567 Roof Program

- Reallocating \$6.821M of Section 5307 funding for obligation purposes

MPMS #102565 Track Improvement Program

- Reallocating \$2M State Funding to Preventive Maintenance

MPMS #95402 Bridge Program

- Reallocating \$14M State Funding to Preventive Maintenance

MPMS #60651 Substations and Power Improvements

- Reallocating \$3M State Funding to Preventive Maintenance

MPMS #102569 Maintenance & Transportation Facilities

- Reallocating \$12M State Funding to Preventive Maintenance and \$4.8M of Section 5307 funding to VOH and the removal of \$36.241M programmed discretionary funds.

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Brian McFadden". The signature is written in a cursive, flowing style.

Brian McFadden

Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
D. Alas - PennDOT



FY 2026 Budget Amendment Proposal



Table of Contents

SEPTA's FY 2026 Budget Amendment Proposal	2
FY 2026 Operating Budget Amendment	4
FY 2026 Capital Budget Amendment	5
Unfunded Projects	9
Capital Project Impact Details	11
How to Read a Capital Project Profile	12
Trolley Modernization	13
Bus Purchase Program	15
Paratransit Vehicle Purchase	17
Zero Emission Bus (ZEB) Retrofit Pilot	18
Frazer Transportation Building	19
Bristol Station on the Trenton Line	20
Market Substation	21
Park, Broad, Loudon, Castor Substations	22
Woodbourne Substation	24
Preventive Maintenance Program (Capital Transfer to Operating Subsidy)	25
Federal FY 2026 Program of Projects (POP)	26

Tables

Table 1: Deferred Capital Projects to Enable Capital Transfer to Operating (\$ in Millions)	2
Table 2: FY 2026 Approved Operating Budget vs Amended Operating Budget.....	4
Table 3: 12-Year (FY 2026 - 37) Capital Funding by Programs and Financial Obligations	6
Table 4: Unfunded and Underfunded Capital Projects	9
Table 5: Federal Fiscal Year 2026 Program of Projects	26

Figures

Figure 1: FY 2026 Funding by Source (\$ in Millions)	5
Figure 2: Capital Budget by Year (\$ in Millions)	5
Figure 3: FY 2026 Capital Funding Distribution by Program (% of \$981.4M)	7

SEPTA's FY 2026 Budget Amendment Proposal

SEPTA is proposing a critical amendment to its FY 2026 Capital and Operating Budgets to prevent further transit service cuts and maintain operations over the next two years. The amendment involves transferring \$394 million (M) in federal, state, and local capital funds to support operating costs, following emergency approval from the Pennsylvania Department of Transportation (PennDOT).

Originally adopted on June 26, 2025, SEPTA's FY 2026 Operating Budget totaled \$1.65 billion but faced a \$213 million shortfall. Without additional funding, SEPTA planned to implement a 45% reduction in service and a 21.5% fare increase. When no long-term funding solution materialized by mid-August, SEPTA was forced to reduce service by 20% on August 24th, resulting in overcrowding and delays for riders across the region.

To cancel all service cuts and restore full operations, SEPTA requested emergency approval from PennDOT to use capital assistance funds for operating support. On September 8, 2025, PennDOT Secretary Michael Carroll authorized the use of up to \$394 million in FY 2026 capital funds for this purpose. This one-time measure allows SEPTA to maintain service levels and avoid additional fare increases through FY 2027.

To enable this transfer, SEPTA will defer five (5) capital projects, including the purchase of more than 250 hybrid buses (see Table 1 below). Due to the mix of Federal (\$275.2M), State (\$115M), and Local (\$3.8M) funds programmed for these projects, SEPTA will use the same amounts and sources to support operating costs. SEPTA will coordinate with the Federal Transit Administration (FTA) and PennDOT to reclassify these funds under a Preventive Maintenance grant and Operating Subsidy Grant, respectively, allowing capital dollars to be used for labor and maintenance costs typically covered by the Operating Budget.

Table 1: Deferred Capital Projects to Enable Capital Transfer to Operating (\$ in Millions)

PROJECTS DEFERRED	TOTAL DEFERRED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Bus Purchase Program: Delay Next Bus Purchases by 3-Years	\$256.7	\$ 205.4	\$49.7	\$1.7
Frazer Transportation Building	\$ 38.7	\$ -	\$37.5	\$1.2
Bristol Station on the Trenton Line (ADA)	\$46.3	\$37.0	\$9.0	\$0.3
Bus Purchase Program: 40' & 60' Zero Emission Bus Pilot	\$41.0	\$32.8	\$ 7.9	\$ 0.3
Bus Purchase Program: Zero Emission Bus Retrofit Pilot	\$ 11.3	\$ -	\$10.9	\$0.4
TOTAL	\$394.0	\$275.2	\$115.0	\$3.9
TWO-YEARS OF OPERATING SUPPORT FROM CAPITAL	\$394.0			

These proposed capital project deferrals come shortly after SEPTA had to postpone or scale back 44 other projects due to rising costs and limited funding. SEPTA operates the oldest rail fleet in the country — with hundreds of railcars dating back to the 1970s and 1980s— and many stations and vehicles remain inaccessible to people with disabilities. These challenges contribute to a \$10.2 billion backlog of essential repairs and upgrades needed to keep the system safe and reliable. Redirecting capital funds to cover

operating expenses helps SEPTA maintain service today, but it also means postponing critical long-term investments that are vital to the future of public transit in our region.

The proposed amendment to the FY 2026 Operating Budget increases total spending to \$1.81 billion (up 9.5%) and revenue to \$396.2 million (up 14.8%). The budgeted workforce also grows by 3.7%, totaling 10,049 employees. While the 21.5% fare increase remains in place, the planned 45% service cuts will be cancelled entirely, preserving transit access for hundreds of thousands of riders across Southeastern Pennsylvania.

This amendment is a temporary solution. SEPTA will continue to advocate for sustainable state operating assistance to maintain service levels beyond FY 2027. The full impact of the capital-to-operating fund transfer, including deferred projects and funding reallocations, is detailed in this proposal (see Table 4).

Public Review and Comment: The public has an opportunity to review this proposed amendment from October 9, 2025 to October 23, 2025. The SEPTA Board will vote on the proposed amendment at the [SEPTA Board Meeting on October 23, 2025 at 3:00 pm](#). Comments on the proposed amendment may be provided through any method below (please use only one method of communication):

- **Attend the Board Meeting in-person** at 1234 Market Street and pre-register to speak by 9:00 am on 10/23/2025 using this [link](#);
- **Attend the Board Meeting virtually** using WebEx and pre-register to speak by 9:00 am on 10/23/2025 using this [link](#);
- **Call 215-580-7211** to submit an oral comment via voicemail message by close of business 10/22/2025;
- **Email** written comments to the Board Secretary at BoardSecretary@septa.org by close of business 10/22/2025;
- **Mail** written comments to SEPTA Board Secretary, 10th Floor, 1234 Market Street, Phila. PA 19107 (comments must be received by close of business 10/22/2025).

For additional information, please see the [SEPTA Board Meeting Public Notice](#).

Federal requirements also mandate that the changes be incorporated into the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program – providing another opportunity for public comment at the [DVRPC Board Meeting on December 3, 2025 at 10:00 am](#). If the proposed amendment is approved, funds are anticipated to be made available for operating relief in January 2026.

SEPTA remains committed to providing safe, reliable, and accessible transit service. This budget amendment proposal is a necessary step to protect riders, support the regional economy, and ensure the long-term sustainability of public transportation in Southeastern Pennsylvania.

FY 2026 Operating Budget Amendment

On June 26, 2025, the SEPTA Board approved the FY 2026 Operating Budget which included a spending level of \$1.65 billion (B), and revenues totaling \$345.2 million (M). The approved one-time waiver to use up to \$394 million of capital assistance funding to support operations enables SEPTA able to amend the FY 2026 Operating Budget and restore critical service levels. The proposed amended FY 2026 Operating Budget includes a spending level of \$1.81 billion (B), and revenues totaling \$396.2 million (M). A comparison of the Board approved and proposed amended FY 2026 Operating Budgets is shown in Table 2 below.

Table 2: FY 2026 Approved Operating Budget vs Amended Operating Budget

Amounts in thousands ('000)	FY 2026 Approved Budget	FY 2026 Amended Budget	\$ Change	% Change
<u>OPERATING REVENUES</u>				
Passenger Revenue	\$ 266,298	\$ 304,978	\$ 38,680	14.5%
Shared Ride Program	\$ 26,914	\$ 26,914	\$ -	
Other Income	\$ 48,799	\$ 47,163	\$ (1,636)	-3.4%
Investment Income	\$ 17,194	\$ 17,194	\$ -	
<i>Phase 2 Revenue Reduction</i>	\$ (14,000)	\$ -	\$ 14,000	-100.0%
Total Revenue	\$ 345,205	\$ 396,249	\$ 51,044	14.8%
<u>OPERATING EXPENSES</u>				
Labor and Fringe Benefits	\$ 1,202,637	\$ 1,275,178	\$ 72,541	6.0%
Material & Services	\$ 405,500	\$ 411,391	\$ 5,891	1.5%
Injuries and Damages	\$ 28,892	\$ 28,892	\$ -	
Propulsion Power	\$ 33,810	\$ 38,454	\$ 4,644	13.7%
Fuel	\$ 23,603	\$ 28,909	\$ 5,306	22.5%
Vehicle and Facility Rental	\$ 6,486	\$ 7,198	\$ 712	11.0%
Depreciation/ Contributed Capital	\$ 20,132	\$ 20,132	\$ -	
<i>Phase 2 Expense Reduction</i>	\$ (68,500)	\$ -	\$ 68,500	-100.0%
Total Expenses	\$ 1,652,560	\$ 1,810,154	\$ 157,594	9.5%
(Deficit) Before Subsidies	\$ (1,307,355)	\$ (1,413,905)	\$ (106,550)	8.2%
<u>OPERATING SUBSIDIES</u>				
Federal	\$ 55,517	\$ 55,517	\$ -	
State	\$ 1,088,058	\$ 1,180,946	\$ 92,888	8.5%
Local	\$ 157,335	\$ 170,997	\$ 13,662	8.7%
Other	\$ 6,445	\$ 6,445	\$ -	
Total Subsidies	\$ 1,307,355	\$ 1,413,905	\$ 106,550	8.2%

FY 2026 Capital Budget Amendment

On June 26, 2025, the SEPTA Board approved the FY 2026 Capital Budget in the amount of **\$981.4 million (M)**, and the FY 2026 – 2037 (12-Year) Capital Program in the amount of **\$15.2 billion (B)**. The \$981.4 million for FY 2026 comprises Federal (\$536.0M), State (\$424.1M), and Local (\$21.3M) funding sources. As Figure 1 and Figure 2 below portray, the proposed amendment will not alter these funding sources; however, the uses of these funds will be modified to accommodate the \$394M transfer from capital to support SEPTA operations.

Figure 1: FY 2026 Funding by Source (\$ in Millions)

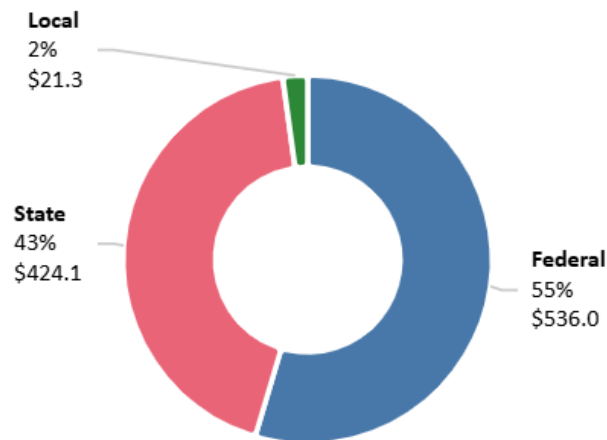
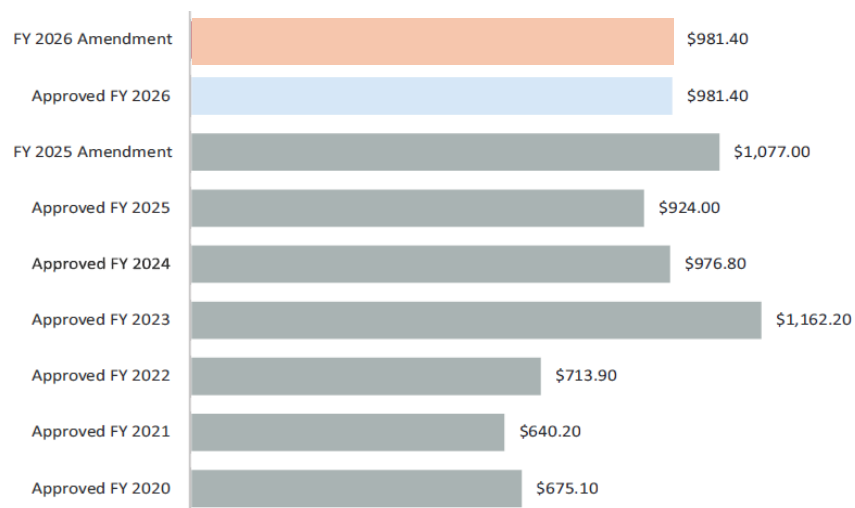


Figure 2: Capital Budget by Year (\$ in Millions)



Capital Funding by Program

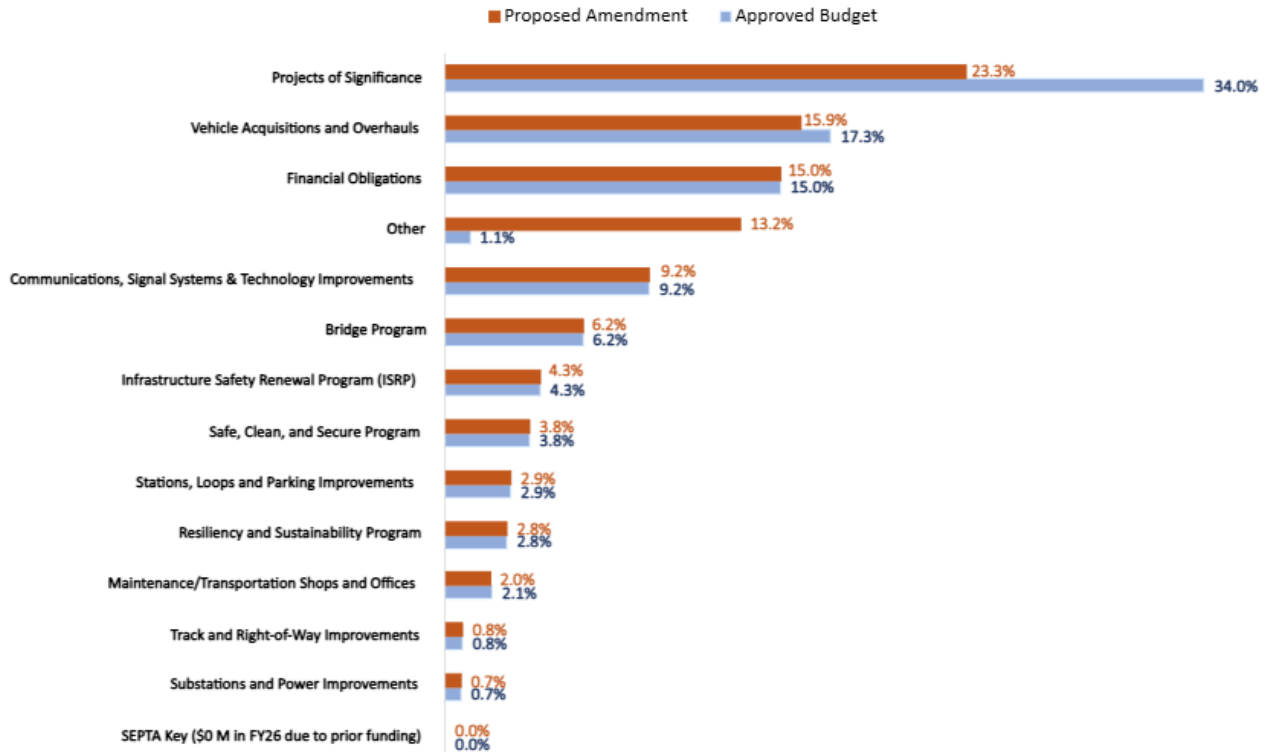
The capital projects deferred (see Table 1 above) provide the \$394M total needed to sustain Operations for the next two (2) years; however, the funds allocated to those projects include dollars programmed prior to FY 2026 through FY 2031. Therefore, additional funding reallocations are necessary to provide the Operating dollars needed in FY 2026 and FY 2027. Table 3 below displays the proposed amendment allocations (peach highlights) to various capital programs that are necessary to accommodate the Capital funding transfer to Operating. Figure 3 on the following page shows the funding allocations by program for the **Approved Budget** from June 2025 and the **Proposed Amendment**. Please see the *Capital Project Impact Details* section of this document (pages 11 – 25) for detailed information regarding each affected project.

Table 3: 12-Year (FY 2026 - 37) Capital Funding by Programs and Financial Obligations

Capital Programs and Financial Obligations	FY 2026 - 2037 Capital Program Years (\$ in Millions)						
	Prior Funding*	FY 2026 Budget	FY 2027	FY 2028	FY 2029	FY 2030 - 37	12-Year Total
CAPITAL PROGRAMS:							
Bridge Program	\$42.2	\$60.5	\$49.9	\$33.9	\$18.1	\$149.2	\$311.7
Communications, Signal Systems & Technology Improvements	\$472.2	\$89.8	\$135.6	\$149.4	\$176.9	\$970.8	\$1,522.5
Infrastructure Safety Renewal Program (ISRP)	\$23.3	\$41.7	\$67.0	\$67.6	\$68.3	\$598.1	\$842.7
Maintenance/Transportation Shops and Offices	\$347.8	\$19.7	\$44.6	\$42.2	\$33.7	\$136.1	\$276.2
Other	\$276.5	\$129.7	\$3.0	\$3.2	\$3.4	\$3.6	\$142.9
Projects of Significance	\$773.6	\$228.7	\$271.9	\$242.5	\$646.0	\$3,883.6	\$5,272.7
Resiliency and Sustainability Program	\$10.6	\$27.1	\$6.4	\$7.0	\$7.0	\$5.0	\$52.4
Safe, Clean, and Secure Program	\$65.3	\$37.0	\$31.8	\$20.0	\$19.9	\$178.7	\$287.5
SEPTA Key Program	\$371.0	\$0.0	\$20.6	\$25.4	\$19.8	\$118.4	\$184.2
Stations, Loops and Parking Improvements	\$509.3	\$28.9	\$36.7	\$69.3	\$113.7	\$195.7	\$444.3
Substations and Power Improvements	\$132.9	\$7.0	\$41.8	\$61.7	\$111.5	\$311.3	\$533.2
Track and Right-of-Way Improvements	\$26.5	\$7.6	\$7.6	\$5.9	\$9.9	\$19.3	\$50.4
Vehicle Acquisitions and Overhauls	\$431.4	\$156.4	\$138.9	\$139.5	\$147.8	\$1,903.5	\$2,486.1
Capital Programs Subtotal	\$3,482.6	\$834.1	\$855.8	\$867.6	\$1,376.0	\$8,473.30	\$12,406.8
FINANCIAL OBLIGATIONS:							
Capital Leases, including Partner Projects	\$0.0	\$72.8	\$76.2	\$79.9	\$83.0	\$814.7	\$1,126.6
Debt Service	\$0.0	\$74.5	\$74.6	\$73.3	\$72.4	\$1,455.7	\$1,750.4
Financial Obligations Subtotal	\$0.0	\$147.3	\$150.8	\$153.2	\$155.4	\$2,270.40	\$2,877.0
GRAND TOTAL	\$3,482.6	\$981.4	\$1,006.6	\$1,020.8	\$1,531.4	\$10,743.70	\$15,283.8

*Prior Funding includes project costs that have been expended and remaining funding balances.

Figure 3: FY 2026 Capital Funding Distribution by Program (% of \$981.4M)



Program allocation modifications to provide the \$394.0M needed to sustain SEPTA Operations for the next two (2) years (FY 2026 and FY 2027) are as follows:

Other Program

- Add a new project, **Preventive Maintenance Program (Capital Transfer to Operating Subsidy)**, totaling \$394.0M (\$275.2M Prior Funding/\$118.8M in FY26).

Vehicle Acquisitions & Overhauls

- Decrease the budget of the **Bus Purchase Program** from \$1.7B to \$1.4B due to the following actions:
 - Defer the purchase of **20 new Zero Emission Bus Purchases** for testing totaling \$41M, and
 - Delay **Future Bus Purchases** from FY 27 to FY 31.
- Defer the **Zero Emission Bus (ZEB) Retrofit Pilot** project totaling \$11.3M.

Maintenance/Transportation Shops & Offices

- Defer the **Frazer Transportation Building** project totaling \$38.7M.

Stations, Loops, & Parking Improvements

- Defer **Bristol Station on the Trenton Line** ADA improvements totaling \$46.3M. The project has expended \$2M to date.

Other Project Modifications Necessary to Facilitate the \$394.0M Capital Transfer

To support operating expenses in FY 2026 and FY 2027, prior funding and FY 2026 to FY 2031 allocations previously designated for the deferred projects listed above have been reallocated. As a result, adjustments to other planned projects are required to maintain annual fiscal constraints throughout the 12-Year Capital Program. The total budgets and schedules of these additional projects do not change; however, annual allocations are affected as follows:

Projects of Significance

- **Trolley Modernization:** Decrease \$136.1M of Prior Funding and increase FY26 to FY31 by the same amount.

Vehicle Acquisitions & Overhauls

- **Paratransit Vehicle Purchase:** Decrease \$10.0M of Prior Funding and increase FY2027 by the same amount.

Substations & Power Program

- **Market Substation:** Decrease \$29.0M of Prior Funding and increase FY29 to FY31 by the same amount. With this action, funding for construction would start in FY29 instead of FY28.
- **Park, Broad, Loudon, Castor Substations:** Decrease \$35.0M of Prior Funding and increase FY27 to FY31 by the same amount.
- **Woodbourne Substation:** Decrease \$13.9M of Prior Funding and increase FY27 to FY30 by the same amount.

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Unfunded Projects

SEPTA must produce a Capital Budget and 12-Year Capital Program that is fiscally constrained by the amount of funds that are expected to be available over the program's life. Through the development of the FY 2026 Capital Budget Proposal, SEPTA has realized massive cost increases across the gamut of capital projects. Unprecedented inflation, limited competition, and construction market saturation have added \$3B of costs to SEPTA's capital program. To balance the budget, SEPTA has determined that it can first increase funding by approximately \$1.2B through additional debt financing. Secondly, SEPTA has re-evaluated and re-prioritized all projects within the capital program. Through this process, 25 projects were deferred (unfunded in the 12-year program horizon), and 19 projects were descoped (budget and scope reduction). Modifying these 44 projects provided about \$1.8B in cost savings over the next 12 years. All these projects are necessary for SEPTA and our riders. Many of the projects are Station Accessibility improvements, which is a top priority for SEPTA. However, station accessibility improvements cannot be fully implemented until vehicles and critical infrastructure are replaced so that stations can be served efficiently and effectively.

As additional funding is identified, projects will be added back to the Capital Program. SEPTA acknowledges that deferring projects beyond the 12-year programming horizon (FY 2026 to FY 2037) will undoubtedly result in additional cost increases. This painful and challenging situation illustrates the importance and urgent need to find a long-term sustainable funding solution for transit.

This Proposed Amendment adds four additional projects to the list of unfunded projects (highlighted in peach below). Please see Table 4 for details related to deferred and descoped projects.

Table 4: Unfunded and Underfunded Capital Projects

GEOGRAPHY	UNFUNDED CATEGORY	PROJECT	UNFUNDED VALUE (\$ in Millions)
BUCKS COUNTY	DEFERRED	Neshaminy Boulevard Loop/End of Line	\$3.75
	DEFERRED	Bristol Station on the Trenton Line (ADA)	\$46.30
	TOTAL (BUCKS)	2 Projects Deferred	\$50.05
CHESTER COUNTY	DEFERRED	Exton Station Multimodal Improvements	\$6.00
	DEFERRED	Paoli Transportation Center (Phase 2)	\$51.20
	DEFERRED	Malvern Station (High-Level Platforms)	\$51.89
	TOTAL (CHESTER)	3 Projects Deferred	\$109.09
DELAWARE COUNTY	DEFERRED	Marcus Hook Station	\$41.25
	DEFERRED	Villanova Station - M1 Line [NHSL]	\$8.82
	DEFERRED	Frazer Transportation Building	\$38.70
	DESCOPE	69th Street TC Multi-Modal & ADA Improvements	\$5.00
	TOTAL (DELAWARE)	3 Projects Deferred, 1 Project Descoped	\$93.77
MONTGOMERY COUNTY	DEFERRED	Norristown Corridor Improvements	\$25.08
	DEFERRED	Norristown TC Multi-Modal & ADA Improvements	\$5.00
	DEFERRED	Noble Station	\$33.80
	DEFERRED	Bridgeport Station	\$18.13
	DESCOPE	Willow Grove Station	\$51.27
TOTAL (MONTGOMERY)		4 Projects Deferred, 1 Project Descoped	\$133.28

GEOGRAPHY	UNFUNDED CATEGORY	PROJECT	UNFUNDED VALUE (\$ in Millions)
PHILADELPHIA COUNTY	DEFERRED	Airport Corridor Improvements	\$24.56
	DEFERRED	North Philadelphia Infrastructure	\$6.96
	DEFERRED	Fern Rock Transportation Center Pedestrian Access	\$30.00
	DEFERRED	NRG Station Ventilation Improvements, Phase 2	\$10.27
	DEFERRED	Lawndale Station Grade Separation & High-Level Platforms	\$25.33
	DEFERRED	Ellsworth-Federal Station	\$37.23
	DEFERRED	Logan Station	\$36.80
	DEFERRED	Lombard-South Station	\$34.36
	DEFERRED	Removal of Abandoned Trolley Tracks	\$15.16
	DESCOPED	Trolley Tunnel Track	\$14.44
	DESCOPED	B [BSL] Line Railcar Replacements & Infrastructure	\$600.00
	TOTAL (PHILA.)	9 Projects Deferred, 2 Projects Descoped	\$835.11
MULTI-COUNTY	DEFERRED	Additional Regional Rail & Rail Transit ADA Stations	\$224.97
	DEFERRED	Future Bus End of Line Projects	\$15.32
	DEFERRED	Better Bus Stops	\$6.03
	DEFERRED	Garage / Shop Overhead Doors	\$7.66
	DEFERRED	Bicycle Transit Access Program	\$3.29
	DEFERRED	Transit Substation Program	\$140.00
	DEFERRED	Bus Purchase Program: 20 New Zero Emission Bus Purchases	\$41.00
	DEFERRED	Zero Emission Bus (ZEB) Retrofit Pilot	\$11.30
	DESCOPED	Amtrak Keystone Line Modernization	\$23.60
	DESCOPED	Efficiency & Accountability Capital	\$2.60
	DESCOPED	Facilities Critical Infrastructure Program	\$20.00
	DESCOPED	Maintenance & Training Facilities Improvement Program	\$34.46
MULTI-COUNTY (CONTINUED)	DESCOPED	Vehicle Engineering & Maintenance Shop Equipment Program	\$26.64
	DESCOPED	Wheel Truing Program - Phase 2	\$5.00
	DESCOPED	Climate Adaptation & Mitigation Program	\$23.00
	DESCOPED	On-Site Power for Major Facilities	\$2.67
	DESCOPED	Cleaning Equipment	\$16.71
	DESCOPED	Safety and Security Infrastructure Hardening Program	\$28.16
	DESCOPED	Safety and Security Shop, Yards & Office Hardening	\$49.00
	DESCOPED	Rail Transit Wayfinding & Signage	\$25.00
	DESCOPED	Fare Evasion Technology Program	\$5.00
	DESCOPED	Transit Priority Projects	\$53.59
	DESCOPED	Bus Stop Signage	\$13.27
	TOTAL (MULTI-COUNTY)	15 Projects Descoped, 8 Projects Deferred	\$778.27
SUB-TOTAL - DESCOPED/DEFERRED IN FY 2026-2037 CAPITAL PROGRAM AMENDMENT			\$1,999.57
PROJECTS OF SIGNIFICANCE	UNDERFUNDED	Trolley Modernization Program	\$2,000.00
	UNDERFUNDED	Silverliner IV Regional Railcar Replacement	\$970.02
TOTAL - UNFUNDED/UNDERFUNDED IN FY 2026-2037 CAPITAL PROGRAM AMENDMENT			\$4,969.59

Capital Project Impact Details

How to Read a Capital Project Profile

1 Projects of Significance

Broad Street Line [B] Vehicle Replacement and Infrastructure

CPMS # (s): CC2BS

TIP MPMS #: 115472

Location: Philadelphia

Service Area: Philadelphia

Line/Corridor: [B]

Schedule/Status:

Rail Vehicle Design and Acquisition: 2037 and beyond



Project Description: This project includes the purchase of modern trainsets to replace the aging Broad Street Line [B] railcars. Included within the project's budget is vehicle specification development, as well as signal system and infrastructure improvements needed to enhance operational efficiency of the new railcars. Modernization of the signal system on the [B] will improve operational reliability for the train control systems on the entire corridor. Note that \$600 million of the Broad Street Line [B] Vehicle Replacement and Infrastructure project is deferred after FY 2037 (beyond the 12-year programming period).

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00

Amendment Proposal (October 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00

Legend:

- SEPTA assigns every capital project a *program category*. Projects of Significance is one of the Capital Program's categories that this project is part of. The *project title* is also listed in the Budget document.
- CPMS # is the number associated with the project in SEPTA's Capital Program Management System (CPMS). TIP MPMS # is the Pennsylvania Statewide TIP (STIP) Multi-modal Project Management System (MPMS) number associated with the project that is integrated with the DVRPC Transportation Improvement Program (TIP). Location is the county of the project's location; not all projects have a specific location. Service Area is the area (county) that this project serves; many projects provide region-wide benefits. A project may also serve a specific Line/Corridor or the entire system. Schedule/Status provides information about how a project is expected to progress by calendar year.
- The description provides a basic summary of the project's scope.
- The Capital Costs by Funding Year table displays costs in millions and includes the project's total budgeted cost ("Budget"), which includes prior funding (project funding previously incurred and remaining funding balances), and cost/funding needs/allocation throughout the 12-year programming period. In this document, the project's budget that the SEPTA Board approved in June 2025 and in peach, the project's budget as part of this amendment proposal for October 23, 2025 Board approval is individually shown.

Trolley Modernization

CPMS # (s): Various

TIP MPMS #: 115472

Location: Delaware, Philadelphia

Service Area: Delaware, Philadelphia

Line/Corridor: [G], [T1], [T2], [T3], [T4], [T5]

Schedule/Status:

Trolley Vehicle Acquisition: 2023 – 2033. Design & Construction: 2023 – 2037



Project Description: The Trolley Modernization program will help deliver SEPTA’s vision of an accessible, fast, and easy-to-use trolley system. SEPTA is committing approximately \$2.986 billion (B) to the Trolley Modernization program, which consists of \$2.314 billion (B) over the next 12 years (FY 2026 to FY 2037) and almost \$672 million (M) of prior funding. However, Trolley Modernization is one of SEPTA’s Projects of Significance that remains underfunded by \$2 B. Programmed funds will enable SEPTA to advance the acquisition of 130 new ADA-compliant streetcars to replace the Authority’s aging fleet and upgrade trolley network infrastructure to improve safety, accessibility, capacity, and reliability.

SEPTA’s Trolley system is the largest in North America and serves tens of thousands of riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of the ADA when people with disabilities, seniors, and anyone with mobility issues or using a stroller could not take full advantage of the connections they provide. Trolley Modernization opens doors to these communities with new, low-floor vehicles and improved station infrastructure that will make the system fully ADA-compliant.

This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA’s Trolley Modernization program will catalyze over 38,000 permanent jobs and create an increase of \$5.8 B in property values across the region.

Specific activities include the following:

- Acquisition of 130 modern, fully ADA-compliant trolley vehicles that are longer and have higher capacity to move more passengers.
- Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia.
- Design of stations with fully accessible platforms, shelters, and modern amenities, and identification of new station locations with public input and community engagement.
- ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations.

- Trolley Tunnel improvements, including addition of the existing signal system and creation of a new substation at 40th Street to provide additional power for the new trolleys.
- Study and advancement of end-of-line improvements and extensions.
- Coordination with utilities, the City of Philadelphia, Delaware County and PennDOT.
- Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades required to run the new trolleys.

For further project information, please visit www.septa.org/trolley-modernization.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
2,985.94	671.9	200.9	184.5	117.8	420.1	501.1	424.5	302.5	61.3	19.4	28.0	19.4	34.5	2,314.0

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
2,985.94	535.80	95.97	248.20	167.26	467.66	539.16	466.84	302.52	61.35	19.35	28.00	19.35	34.49	2,450.15

***The amendment modifies fiscal year allocations without affecting the total project budget.**



Bus Purchase Program

CPMS # (s): CC2ZB, CC438, CC5HE, CC5NF

TIP MPMS #: 90512

Location: Bucks, Chester, Delaware, Montgomery, Philadelphia

Service Area: System-wide

Line/Corridor: Bus

Schedule/Status:

340 40-Ft. Hybrid Buses: 2023 – 2026 Delivery.

10 40-Ft. Fuel Cell Buses: 2024 – 2026 Delivery.

38 Trackless Trolley Buses: 2025 – 2029 Delivery.

20 New ZEB Buses: ~~2025 – 2028 Delivery~~ Deferred to Beyond FY 2037.

Future Bus Purchases: ~~2027 – 2037~~ 2031 – 2037 Procurement and Delivery.



Project Description: SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA’s sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring Battery Electric Buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate Fuel Cell Electric Buses (FCEBs) and the necessary fueling infrastructure to support them.

340 40-Ft. Hybrid Bus Purchase: To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 120 additional buses totaling 340 buses, which SEPTA has executed. This bus procurement will allow SEPTA to retire the last of the 40-foot all-diesel fleet that is now more than 15 years old (purchased in 2005).

~~20 New ZEB Buses: SEPTA’s purchase of 20 new ZEBs includes the following: 10 new 40-foot BEBs, five (5) new 60-foot BEBs, and five (5) new 60-foot FCEBs. The 10 new 40-foot BEBs will take advantage of Southern Depot’s existing charging infrastructure and be used in revenue service along with the ZEB Retrofit Pilot program and FCEB buses for evaluation. The purchase of five (5) new 60-foot BEBs and five (5) new FCEBs will be assigned at Allegheny Depot, in which BEBs will be used to evaluate overhead/on-route charging. FCEBs will be used to evaluate the feasibility of off-site fueling.~~

10 FCEBs: SEPTA was selected to receive an FTA Low or No Emission Vehicle Program grant award for the purchase of 10 hydrogen FCEBs (that will operate out of Midvale Depot) and the requisite fueling equipment.

38 Trackless Trolley Buses: SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life.

Future Bus Purchases: Future bus purchases will be guided by asset management plans and service requirements.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
1,743.59	314.48	75.48	100.67	56.93	74.27	60.32	110.28	144.26	160.93	93.63	119.64	193.00	239.70	1,429.11

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
1,445.94	314.37	62.41	24.66	21.58	33.34	0.00	38.41	144.26	160.93	93.63	119.64	193.00	239.70	1,131.57

***The amendment defers the purchase of future buses from FY 2028 to FY 2031.**

Paratransit Vehicle Purchase

CPMS # (s): CC5PA

TIP MPMS #: 60599

Location: Bucks, Chester, Delaware, Montgomery, Philadelphia

Service Area: System-wide

Line/Corridor: Paratransit

Schedule/Status: Ongoing

Project Description: SEPTA routinely acquires new ADA-accessible vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five (5) years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA. SEPTA ownership of these vehicles provides the following benefits:

- The flexibility to rapidly exchange vehicles between carrier networks should the need arise
- Creates an economic incentive for carriers to provide quality service
- More control over fleet composition and standardization of the fleet
- More control over vehicle design features.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
146.75	40.41	5.29	5.00	10.41	8.43	8.68	8.94	9.21	9.49	9.77	10.07	10.37	10.68	106.33

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
146.75	30.41	5.29	15.00	10.41	8.43	8.68	8.94	9.21	9.49	9.77	10.07	10.37	10.68	116.33

***The amendment modifies fiscal year allocations without affecting the total project budget.**

Zero Emission Bus (ZEB) Retrofit Pilot

CPMS # (s): CC5CK

TIP MPMS #: 60582

Location: Bucks, Chester, Delaware, Montgomery, Philadelphia

Service Area: System-wide

Line/Corridor: Bus

Schedule/Status: 2024 – 2028 Implementation

Project Description: SEPTA will pilot the retrofitting of 12 midlife diesel-hybrid buses with battery-electric bus technology. Retrofitting existing hybrid buses may be a cost-effective and sustainable practice for fleet conversion. This pilot will help inform SEPTA's decision-making for achieving broader implementation of ZEBs.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
11.35	11.00			0.35										0.35

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
0.00	0.00			0.00										0.00

***The amendment defers the ZEB Retrofit Pilot project to beyond FY 2037.**

Frazer Transportation Building

CPMS # (s): CRMFT

TIP MPMS #: 102569

Location: Chester

Service Area: System-wide

Line/Corridor: Paoli/Thorndale

Schedule/Status: Design: 2024 – 2025.

Construction: 2025 – 2030



Project Description: A new transportation building at SEPTA's Frazer Railroad facility will be constructed to accommodate expanded staff, including train crews, and provide functional quarters for the Yardmaster. In addition, there will be a new elevated exterior track section [E-Cleaning Track] installed which will be utilized to provide for additional train vehicle cleaning and maintenance capacity within the shop complex.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
38.70	0.50	0.84	16.35	15.35	3.96	1.71								38.20

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
0.00	0.00	0.00	0.00	0.00	0.00	0.00								0.00

***The amendment defers the Frazer Transportation Building project to beyond FY 2037.**

Bristol Station on the Trenton Line

CPMS # (s): CRSBS

TIP MPMS #: 77183

Location: Bucks

Service Area: Bucks, New Jersey,
Philadelphia

Line/Corridor: Trenton

Schedule/Status: Design: 2022 – 2025.

Construction: 2025 – 2029



AERIAL VIEW - WEST
SEPTA BRISTOL STATION ADA IMPROVEMENTS
10/25/24



Project Description: This project will make the Bristol Station on the Trenton Regional Rail Line fully ADA-accessible and includes full-length high-level platforms, ADA-accessible ramps and new stairs, new passenger shelters, safety and security enhancements, and passenger amenities.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
48.30	41.58				6.71									6.71

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
2.00	2.00				0.00									0.00

***The amendment defers Bristol Station's ADA Improvements to beyond FY 2037. \$2M has been expended.**

Market Substation

CPMS # (s): CRPYS (design); CCPTS

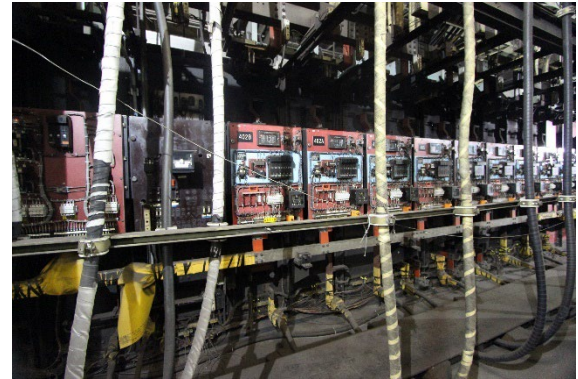
TIP MPMS #: 60651

Location: Philadelphia

Service Area: Delaware, Philadelphia

Line/Corridor: [L], [T]

Schedule/Status: 2026 – 2029 Construction



Project Description: Overhaul of the Market Substation, serving the Market-Frankford Line and City Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
40.86	28.97			7.96	3.93	0.00	0.00							11.89

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
40.86	0.00			0.00	8.00	20.00	12.86							40.86

*The amendment modifies fiscal year allocations without affecting the total project budget.



Park, Broad, Loudon, Castor Substations

CPMS # (s): CRPYS (design); CCPBP

TIP MPMS #: 60651

Location: Philadelphia

Service Area: Philadelphia

Line/Corridor: Heavy Rail, Bus

Schedule/Status: Design: 2022 – 2025.

Construction: 2026 – 2030



Project Description: The project includes the overhaul and upgrade of the following transit traction power substations:

- Park Substation, serving the Broad Street Line [B].
- Broad Substation, serving the [B] and Ridge Avenue Spur.
- Loudon Substation, serving the [B] and Route 75 Trackless Trolley.
- Castor Substation, serving Route 59 Trackless Trolley.

Scope includes structural repairs to existing masonry walls, upgrades to mechanical and HVAC systems, and architectural upgrades including sealing opening and replacing windows and doors. The new facility will include an auxiliary power system, to include all cabling and AC power panel to receive power from PECO supply, fire alarm and intrusion detection, site lighting and indoor lighting, communication and Supervisory Control and Data Acquisition (SCADA) System, traction power system and emergency AC and DC power systems equipment to include medium voltage supply, 15 kV AC switchgear (for 13.2 kV circuits), traction transformer rectifiers sets, auxiliary and signal power transformers, 15 kV AC switchgear (for 4.8 kV circuits), 1000 V DC switchgear, traction return system, auxiliary power supply network, traction power and return cables, and rail return bus.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Park, Broad, Loudon, Castor Substations (continued)

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
119.96	39.42		0.00	16.43	34.74	29.37	0.00							80.54

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
119.96	4.42		18.36	16.43	34.74	29.37	16.64							115.54

*The amendment modifies fiscal year allocations without affecting the total project budget.

Woodbourne Substation

CPMS # (s): CRPWD

TIP MPMS #: 60651

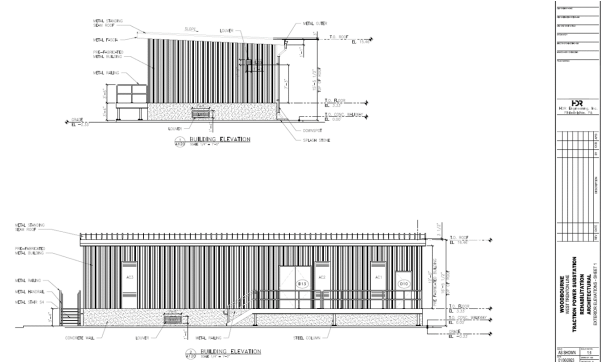
Location: Bucks

Service Area: Bucks, Montgomery,
Philadelphia

Line/Corridor: West Trenton

Schedule/Status: Design: 2022 – 2025.

Construction: 2026 – 2029



Project Description: Construction of a new Traction Power and Substation on the West Trenton Regional Rail Line. Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
38.20	13.90	0.00	3.66	3.57	17.07									24.30

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
38.20	0.0	0.00	4.00	13.13	17.07	4.00								38.20

*The amendment modifies fiscal year allocations without affecting the total project budget.

Preventive Maintenance Program (Capital Transfer to Operating Subsidy)

CPMS # (s):

TIP MPMS #: 60317

Location: Systemwide

Service Area: Systemwide

Line/Corridor: Systemwide

Schedule/Status: n/a

Project Description: SEPTA's Preventive Maintenance Program transfers capital funding to provide operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

Capital Costs by Funding Year (\$ in Millions)

Approved Budget (June 2025):

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
0.00	0.00	0.00												0.00

Amendment Proposal (October 2025)*:

Budget	Prior Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	12-Year Total
394.00	275.20	118.80												118.80

*The amendment would add this project to the Capital Budget and Twelve-Year Capital Program to transfer \$394M of Capital to support Operating.

Federal FY 2026 Program of Projects (POP)

Amended

Table 5 presents the Southeastern Pennsylvania Transportation Authority's (SEPTA) amended program of projects for Federal Fiscal Year 2026 Section 5307/5340 funding. The changes to the Program of Projects are necessary to facilitate the transfer of Federal, State, & Local funds to support SEPTA operations in FY 2026 and FY 2027. The projects will be included in a forthcoming Federal Transit Administration (FTA) grant agreement. The original FY 2025 Program of Projects was presented at the SEPTA Capital Budget Public Hearing on May 21, 2025 and approved by the SEPTA Board on June 26, 2025. The amended Program of Projects will be presented as part of the FY 2026 Capital Budget Amendment at the SEPTA Board Meeting on October 23, 2025 at 3:00pm. This list is provided to the public as required by 49 USC 5307.

Table 5: Federal Fiscal Year 2026 Program of Projects

Project	Federal Amount
FY 2026 Vehicle Overhaul Program (Bus & Rail)	\$37,904,289
Bus Purchase Debt Service	\$8,785,600
Ardmore Transportation Center	\$2,400,000
SEPTA Key 2.0	\$12,000,000
Trolley Vehicle Acquisition	\$56,203,000
Market Frankford Line Vehicle Replacements	\$20,000,000
Frankford Roof Replacement	\$7,821,000
Total	\$145,113,889*

*SEPTA's FY 2026 FTA Section 5307 formula apportionment is currently estimated pending the announcement of FTA's full year apportionment and will be updated accordingly.

[End of Document]

PennDOT Fiscal Constraint Charts (October 2025)

MA IDs: 142654

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

TIP MODIFICATIONS FOR SEPTEMBER 2025
Chart #86

Chart: 086

* 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		
TAPIHTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	8,681,559	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	96,301,559	LINE ITEM
			Adjust	TAU		0	0	0	(650,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(650,000)		
			After	TAU		0	0	0	8,031,559	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	95,651,559	
NEWTOWN RAIL TRAIL P2	117953	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2021 REGIONAL TASA AWARD OF \$650,000.	
BUCKS			Adjust	TAU	TC	0	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000		
SR,-,-,-,NRT			After	TAU	TC	0	0	0	650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000		
NEWTOWN RAIL TRAIL P2	117953	CON	Before	TAP	TC	0	0	0	850,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
BUCKS			Adjust	TAP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,-,-,-,NRT			After	TAP	TC	0	0	0	850,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850,000	
Before FFY Totals						0	0	0	9,531,559	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	97,151,559	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
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						0	0	0	9,531,559	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	97,151,559	

MA IDs: 142673, 142675

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

TIP MODIFICATIONS FOR OCTOBER 2025
Chart #87

Chart: 087

* 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		0	0	0	187,328	0	0	1,438,000	0	0	19,704,000	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	212,225,328	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	1,187,000	0	0	(541,000)	0	0	(646,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		0	0	0	1,374,328	0	0	897,000	0	0	19,058,000	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	212,225,328		
SUMNEYTOWN PIKE INTERSECTION SAFETY IMP.	115428	UTL	Before	HSIP		0	0	0	719,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	719,000	CASH FLOWING BASED ON WHEN FUNDS WOULD BE NEEDED.		
MONTGOMERY			Adjust	HSIP		0	0	0	(719,000)	0	0	300,000	0	0	419,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0063,SIP			After	HSIP		0	0	0	0	0	0	300,000	0	0	419,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	719,000		
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT	115429	UTL	Before	HSIP		0	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41,000	CASH FLOWING BASED ON WHEN FUNDS WOULD BE NEEDED.		
MONTGOMERY			Adjust	HSIP		0	0	0	(41,000)	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,3045,SIP			After	HSIP		0	0	0	0	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41,000		
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT	115429	ROW	Before	HSIP		0	0	0	427,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427,000	CASH FLOWING BASED ON WHEN FUNDS WOULD BE NEEDED.		
MONTGOMERY			Adjust	HSIP		0	0	0	(427,000)	0	0	200,000	0	0	227,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,3045,SIP			After	HSIP		0	0	0	0	0	0	200,000	0	0	227,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427,000		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	1,374,328	0	0	897,000	0	0	19,058,000	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	212,225,328	LINE ITEM	
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	(1,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000,000)			
			After	HSIP		0	0	0	374,328	0	0	897,000	0	0	19,058,000	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	211,225,328		
WASHINGTON LANE CORRIDOR SAFETY IMP	115440	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	PREVIOUSLY OBLIGATED. ADDING ADDITIONAL FUNDS FOR ADDITIONAL BUMP OUT DESIGN, DRAINAGE DESIGN, & TRAFFIC SIGNAL DESIGN.		
PHILADELPHIA			Adjust	HSIP		0	0	0	575,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575,000			
SR,4019,SIP			After	HSIP		0	0	0	575,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575,000			
WASHINGTON LANE CORRIDOR SAFETY IMP	115440	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 PHASE TO THE TIP.		
PHILADELPHIA			Adjust	HSIP		0	0	0	175,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,000			
SR,4019,SIP			After	HSIP		0	0	0	175,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,000			
WYOMING AVE CORRIDOR SAFETY IMP	115444	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 PHASE TO THE TIP.		
PHILADELPHIA			Adjust	HSIP		0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
SR,----,SIP			After	HSIP		0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
Before FFY Totals						0	0	0	2,748,656	0	0	2,335,000	0	0	38,762,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	425,637,656		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	0	2,748,656	0	0	2,335,000	0	0	38,762,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	190,896,000	0	0	425,637,656		

MA IDs: 142680, 142681

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

TIP MODIFICATIONS FOR OCTOBER 2025
Chart #88

Chart: 088

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	30,956	398,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	53,608,847	LINE ITEM
			Adjust	BOF	185	0	0	0	552,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	552,800		
			After	BOF	185	0	0	1,450,500	583,756	398,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	54,161,647		
CHAPMAN RD O/ PINE RUN(C) BUCKS	111565	CON	Before	BOF		634,000	0	0	634,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,268,000	SAVINGS BASED ON RECENT LOW BID RESULTS.	
Adjust			BOF		0	0	0	(552,800)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(552,800)			
SR,7205,CPR			After	BOF		634,000	0	0	81,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	715,200		
CHAPMAN RD O/ PINE RUN(C) BUCKS	111565	CON	Before	BRIP		560,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
Adjust			BRIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,7205,CPR			After	BRIP		560,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060,000		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	583,756	398,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	54,161,647	LINE ITEM	
			Adjust	BOF	185	0	0	0	(350,000)	(50,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(400,000)		
			After	BOF	185	0	0	1,450,500	233,756	348,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	53,761,647			
TRUMBAUERSVILLE RD O/ UNAMI CR BUCKS	120912	PE	Before	BOF	TC	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	ADDING ADDITIONAL FUNDS TO MATCH CURRENT PHASE COST.		
Adjust			BOF	TC	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
SR,4051,TUC			After	BOF	TC	500,000	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850,000			
CREAMERY RD O/ TOHICKON CR BUCKS	90550	PE	Before		185	0	325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325,000	ADDING ADDITIONAL FUNDS TO MATCH CURRENT PHASE COST.		
Adjust				185	0	0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000			
SR,1014,ERH			After		185	0	325,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375,000			
Before FFY Totals						1,694,000	325,000	2,901,000	1,748,712	796,678	172,000	0	82,676	0	814,000	3,866,000	0	800,000	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	110,923,494			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						1,694,000	325,000	2,901,000	1,748,712	796,678	172,000	0	82,676	0	814,000	3,866,000	0	800,000	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	110,923,494			

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR OCTOBER 2025

Chart #89

MA IDs: 142690, 142692, 142693, 142694, 142695, 142696, 142697

Chart: 089

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
S T U LINE ITEM	79980	CON	Before	STU	581	0	0	0	5,485,235	995,959	0	555,000	4,000	0	3,940,000	582,000	0	3,036,000	0	0	6,024,000	0	0	2,957,000	0	0	1,625,000	0	0	5,111,600	1,151,000	0	31,466,794	LINE ITEM
BUCKS			Adjust	STU	581	0	0	0	1,985,000	496,000	0	1,985,000	496,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,970,000)	(992,000)	0	0	
			After	STU	581	0	0	0	7,470,235	1,491,959	0	2,540,000	500,000	0	3,940,000	582,000	0	3,036,000	0	0	6,024,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,466,794	
LAWN AVE: MAPLE-FARMERS	12965	CON	Before	STU	581	0	0	0	1,985,000	496,000	0	1,985,000	496,000	0	1,985,000	496,000	0	1,985,000	496,000	0	985,000	246,000	0	1,985,000	496,000	0	2,985,000	746,000	0	0	0	0	17,367,000	CASH FLOWING BASED ON LATEST PROJECT SCHEDULE.
BUCKS			Adjust	STU	581	0	0	0	(1,985,000)	(496,000)	0	(1,985,000)	(496,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,970,000	992,000	0	0	
SR,4033,01P			After	STU	581	0	0	0	0	0	0	0	0	0	1,985,000	496,000	0	1,985,000	496,000	0	985,000	246,000	0	1,985,000	496,000	0	2,985,000	746,000	0	3,970,000	992,000	0	17,367,000	
NHPP RESERVE LINE ITEM	82216	CON	Before	NHPP	581	0	0	0	21,269,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	8,009,349	0	0	5,007,000	3,762,000	0	41,655,558	LINE ITEM
DISTRICT WIDE			Adjust	NHPP	581	0	0	0	4,053,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,053,000		
			After	NHPP	581	0	0	0	25,322,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	8,009,349	0	0	5,007,000	3,762,000	0	45,708,558	
S T U LINE ITEM	79980	CON	Before	STU	581	0	0	0	7,470,235	1,491,959	0	2,540,000	500,000	0	3,940,000	582,000	0	3,036,000	0	0	6,024,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,466,794	LINE ITEM
BUCKS			Adjust	STU	581	0	0	0	0	1,014,000	0	0	676,000	0	0	338,000	0	(2,000,000)	0	0	(4,081,000)	0	0	0	0	0	0	0	0	0	0	0	(4,053,000)	
			After	STU	581	0	0	0	7,470,235	2,505,959	0	2,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	27,413,794	
HOLLAND RD @ BUCK RD O/ MILL CR	102272	CON	Before	NHPP	581	0	0	0	4,053,000	1,014,000	0	2,702,000	676,000	0	1,351,000	338,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,134,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE. ALSO TOLL CREDITING THE PHASE	
BUCKS			Adjust	NHPP	581	0	0	0	(4,053,000)	(1,014,000)	0	0	(676,000)	0	0	(338,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,081,000)		
SR,0532,PH1			After	NHPP	TC	0	0	0	0	0	0	2,702,000	0	0	1,351,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,053,000		
HOLLAND RD @ BUCK RD O/ MILL CR	102272	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE. ALSO TOLL CREDITING THE PHASE
BUCKS			Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	4,081,000	0	0	0	0	0	0	0	0	0	0	0	0	6,081,000	
SR,0532,PH1			After	STU	TC	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	0	4,081,000	0	0	0	0	0	0	0	0	0	0	0	0	6,081,000	
NHPP RESERVE LINE ITEM	82216	CON	Before	NHPP	581	0	0	0	25,322,209	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	8,009,349	0	0	5,007,000	3,762,000	0	45,708,558	LINE ITEM	
DISTRICT WIDE			Adjust	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,843,000)	(461,000)	0	(2,304,000)	
			After	NHPP	581	0	0	0	25,322,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	8,009,349	0	0	3,164,000	3,301,000	0	43,404,558	
S T P LINE ITEM	79927	CON	Before	STP	581	0	0	0	92,000	0	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490,000	LINE ITEM	
BUCKS			Adjust	STP	581	0	0	0	1,843,000	461,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,304,000		
			After	STP	581	0	0	0	1,935,000	461,000	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,794,000	
I-95-US13/132 SLIP RAMP	110309	CON	Before	STP	581	0	0	0	1,843,000	461,000	0	0	0	0	0	0	0	1,686,000	422,000	0	2,843,000	711,000	0	0	0	0	0	0	0	0	0	7,966,000	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.	
BUCKS			Adjust	STP	581	0	0	0	(1,843,000)	(461,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,304,000)		
SR,0013,SLP			After	STP	581	0	0	0	0	0	0	0	0	0	0	0	0	1,686,000	422,000	0	2,843,000	711,000	0	0	0	0	0	0	0	0	0	5,662,000		
I-95-US13/132 SLIP RAMP	110309	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT PROJECT SCHEDULE.
BUCKS			Adjust	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,843,000	461,000	0	2,304,000	
SR,0013,SLP			After	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,843,000	461,000	0	2,304,000	
I-95-US13/132 SLIP RAMP	110309	CON	Before	STU	581	0	0	0	0	0	0	1,843,000	461,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,554,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
BUCKS			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0013,SLP			After	STU	581	0	0	0	0	0	0	1,843,000	461,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,554,000	

* Positive number denotes a surplus/Negative denotes a deficit

Chart: 090

TIP MODIFICATIONS FOR OCTOBER 2025
Chart #90

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			
CMAQ LINE ITEM BUCKS SR,----,SSS	84318	CON	Before	CAQ		0	0	0	10,299,161	0	0	5,845,000	0	0	3,000,000	0	0	0	0	0	0	0	0	0	4,345,000	0	0	7,407,000	0	0	56,986,000	0	0	87,882,161	LINE ITEM
			Adjust	CAQ		0	0	0	(600,000)	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(250,000)		
			After	CAQ		0	0	0	9,699,161	0	0	6,195,000	0	0	3,000,000	0	0	0	0	0	0	0	0	0	4,345,000	0	0	7,407,000	0	0	56,986,000	0	0	87,632,161	
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	7,470,235	2,505,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,413,794	LINE ITEM	
			Adjust	STU	581	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000		
			After	STU	581	0	0	0	7,470,235	2,705,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,613,794		
ON ROAD BIKE RETROFITS PHILADELPHIA SR,----,----	63406	PE	Before	CAQ	581	40,927	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240,927	ADDING FUNDS TO COVER AUCS. STATE FUNDS NOT NEEDED.		
			Adjust	CAQ	581	0	0	0	250,000	(200,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000			
			After	CAQ		40,927	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290,927			
SIGNAL RE-TIMING PROGRAM PHILADELPHIA SR,----,----	84457	PRA	Before	CAQ	TC	350,000	0	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000	ADVANCING FUNDS FOR OBLIGATION AND TO COVER AUCS.		
			Adjust	CAQ	TC	0	0	0	350,000	0	0	(350,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
			After	CAQ	TC	350,000	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000			
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	7,470,235	2,705,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,613,794	LINE ITEM	
			Adjust	STU	581	0	0	0	(194,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(194,000)		
			After	STU	581	0	0	0	7,276,235	2,705,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,419,794		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	233,756	348,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	53,761,647	LINE ITEM	
			Adjust	BOF	185	0	0	0	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	(48,000)		
			After	BOF	185	0	0	1,450,500	233,756	300,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	53,713,647		
PENNSYLVANIA AVE O/DELAWARE CANAL BUCKS SR,2073,BPA	84258	FD	Before	STU	185	68,000	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85,000	ADDING ADDITIONAL FUNDS FOR A SUPPLEMNT FROM THE CONSULTANT.		
			Adjust	STU	185	0	0	0	194,000	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		242,000	
			After	STU	185	68,000	17,000	0	194,000	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327,000			
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	7,276,235	2,705,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,419,794	LINE ITEM	
			Adjust	STU	581	0	0	0	0	(380,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(380,000)		
			After	STU	581	0	0	0	7,276,235	2,325,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	32,039,794		
COBBS CREEK PARKWAY: MARKET- WOODLAND PHILADELPHIA SR,3015,SP1	120762	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 PHASE TO TIP.		
			Adjust		581	0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
			After		581	0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
BALTIMORE PIKE & NEWARK RD CHESTER SR,3033,OBP	110312	FD	Before		581	0	1,451,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,451,000	ADDING ADDITIONAL FUNDS FOR ADDITIONAL GEOTECH FIELD WORK, AND ADDITIONAL PUBLIC INVOLVEMENT ACTIVITIES.		
			Adjust		581	0	0	0	0	130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		130,000	
			After		581	0	1,451,000	0	0	130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,581,000	

Chart: 090

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA

FISCAL CONSTRAINT CHART

FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR OCTOBER 2025

Chart #91

Chart: 091

* 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 FFY 2033			TOTAL	Remarks		
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	25,167,209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LINE ITEM		
			Adjust	NHPP	581	0	0	0	2,453,133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,453,133		
			After	NHPP	581	0	0	0	27,620,342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,550,691	
I-95: ALLEGHENY ADV CONTRACT	79911	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	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$2,453,132.68 FPN Z001-X065-400.		
PHILADELPHIA			Adjust	NHPP		0	0	0	(2,453,133)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,453,133)		
SR,0095,AF1			After	NHPP		0	0	0	(2,453,133)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,453,133)	
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	233,756	300,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	0	0	0	0	LINE ITEM	
			Adjust	BOF	185	0	0	0	921,957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	921,957		
			After	BOF	185	0	0	1,450,500	1,155,713	300,339	86,000	0	41,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	0	0	0	0	54,635,604	
7TH ST O/ CHESTER CR(C)	47993	CON	Before	BOF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$921,957.41 FPN Y233-X063-237.		
DELAWARE			Adjust	BOF		0	0	0	(921,957)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(921,957)		
SR,7023,186			After	BOF		0	0	0	(921,957)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(921,957)	
ST U LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	4,776,235	1,685,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	0	0	0	0	0	LINE ITEM	
			Adjust	STU	581	0	0	0	2,232,714	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,232,714	
			After	STU	581	0	0	0	7,008,949	1,685,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	0	0	0	0	0	31,132,508	
ST P LINE ITEM BUCKS	79927	CON	Before	STP	581	0	0	0	1,935,000	461,000	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LINE ITEM	
			Adjust	STP	581	0	0	0	490,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490,000		
			After	STP	581	0	0	0	2,425,000	461,000	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,284,000	
MONTGOMERY AVE O/ AMTRAK(C)	57276	CON	Before	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$1,588,648.38 FPN Z230-X064-377.		
PHILADELPHIA			Adjust	STU		0	0	0	(1,588,648)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,588,648)		
SR,7301,185			After	STU		0	0	0	(1,588,648)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,588,648)	
CHESTNUT ST @ 30TH ST(C)	17816	CON	Before	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$644,066.46 FPN Y230-X065-373.	
PHILADELPHIA			Adjust	STU		0	0	0	(644,066)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(644,066)	
SR,0003,CH1			After	STU		0	0	0	(644,066)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(644,066)	
CHESTNUT ST @ 30TH ST(C)	17816	CON	Before	STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$490,000 FPN Y240-X065-373.	
PHILADELPHIA			Adjust	STP		0	0	0	(490,000)	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	(490,000)	
SR,0003,CH1			After	STP		0	0	0	(490,000)	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	(490,000)	
Before FFY Totals						0	0	1,450,500	32,112,200	2,447,298	484,000	7,540,000	1,217,338	0	4,347,000	2,853,000	0	1,436,000	51,000	0	1,943,000	189,000	0	4,413,000	0	0	4,634,349	0	0	6,029,600	50,357,714	0	121,504,999			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	1,450,500	32,112,200	2,447,298	484,000	7,540,000	1,217,338	0	4,347,000	2,853,000	0	1,436,000	51,000	0	1,943,000	189,000	0	4,413,000	0	0	4,634,349	0	0	6,029,600	50,357,714	0	121,504,999			

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

TIP MODIFICATIONS FOR OCTOBER 2025
Chart #92

Chart: 092

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
STU LINE ITEM BUCKS	79980	CON	Before	STU	581	0	0	0	7,008,949	1,685,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,132,508	LINE ITEM
			Adjust	STU	581	0	0	0	0	(100,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(100,000)		
			After	STU	581	0	0	0	7,008,949	1,585,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,032,508	
BONDSDVILLE RD RETAINING WALL CHESTER SR,4015,CBC	120062	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING PHASE TO THE PROJECT.
			Adjust		581	0	0	0	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	100,000	
			After		581	0	0	0	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	100,000	
Before FFY Totals						0	0	0	7,008,949	1,685,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,132,508	
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						0	0	0	7,008,949	1,685,959	0	7,540,000	1,176,000	0	3,940,000	920,000	0	1,036,000	0	0	1,943,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	159,000	0	31,132,508	

Chart: 093

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	27,620,342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,456,000	0	0	3,009,349	0	0	3,164,000	3,301,000	0	38,550,691	LINE ITEM
			Adjust	NHPP	581	0	0	0	(12,500,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	(3,200,000)	
			After	NHPP	581	0	0	0	15,120,342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,456,000	0	0	3,009,349	9,300,000	0	3,164,000	3,301,000	0	35,350,691	
COBBS CREEK PARKWAY: MARKET-WOODLAND	120762	CON	Before	HSIP		2,485,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,485,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
PHILADELPHIA			Adjust	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		
SR,3015,SP1			After	HSIP		2,485,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,485,000		
COBBS CREEK PARKWAY: MARKET-WOODLAND	120762	CON	Before		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	ADVANCING FUNDS FOR LETTING IN SPRING 2026.	
PHILADELPHIA			Adjust		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(9,300,000)	0	0	0	0	0	(9,300,000)		
SR,3015,SP1			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		
COBBS CREEK PARKWAY: MARKET-WOODLAND	120762	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADVANCING FUNDS FOR LETTING IN SPRING 2026.
PHILADELPHIA			Adjust	NHPP	TC	0	0	0	12,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,500,000	
SR,3015,SP1			After	NHPP	TC	0	0	0	12,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,500,000	
Before FFY Totals						2,485,000	0	0	27,620,342	0	0	0	0	0	0	0	0	0	0	0	0	1,456,000	0	0	3,009,349	9,300,000	0	3,164,000	3,301,000	0	50,335,691			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						2,485,000	0	0	27,620,342	0	0	0	0	0	0	0	0	0	0	0	0	1,456,000	0	0	3,009,349	9,300,000	0	3,164,000	3,301,000	0	50,335,691			

MA ID:

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

TIP MODIFICATIONS FOR NOVEMBER 2025
Chart #94

Chart: 094

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
EAKINS OVAL TRANSFORMATION RAISE(BUILD) 25	16827	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MA ID:

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

TIP MODIFICATIONS FOR NOVEMBER 2025
Chart #95

Chart: 095

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 142526) Interstate & D6					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		
Interstate Contingency / Central Office		75891	CON	Before	NHPP	581	209,700	4,114,682		110,375,148	7,132,374		63,436,061	6,206,271		22,471,909	8,857,144		Line Item used as funding source to maintain fiscal constraint.	
				Before	BRIP	185		3,893,013			1,026,000			10,917,437			7,593,024			
				Adjust	NHPP	581		1,922,500		(6,210,000)	(961,250)		(6,210,001)	(961,250)						
				Adjust	BRIP	185														
				After	NHPP	581	209,700	6,037,182		104,165,148	6,171,124		57,226,060	5,245,021		22,471,909	8,857,144			
I-476 Preventative Maintenance: I-76 to I-95 (C) 476/IMP Delaware		112298	CON	After	BRIP	185		3,893,013			1,026,000			10,917,437			7,593,024		Cost Increase to CON phase. Received ISC approval on 8/28/2025. Project Let on 5/25/2023.	
				Before	NHPP	581		1,922,500			6,210,000	961,250		6,210,001	961,250					
				Adjust	NHPP	581		(1,922,500)		6,210,000	961,250		6,210,001	961,250						
				After	NHPP	581				6,210,000	961,250		6,210,001	961,250						
Before Totals							\$209,700	\$9,930,195	\$0	\$110,375,148	\$8,158,374	\$0	\$63,436,061	\$17,123,708	\$0	\$22,471,909	\$16,450,168	\$0	Actions do not affect air quality conformity.	
Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals							\$209,700	\$9,930,195	\$0	\$110,375,148	\$8,158,374	\$0	\$63,436,061	\$17,123,708	\$0	\$22,471,909	\$16,450,168	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142458) 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 Adjust After	 411 411	 411	 46,117,201	 	 	 	83,067,804 (669,121)	 	 	87,340,000	 	 	89,867,000	 	Statewide Multimodal Reserve used as source of state 411 funding to maintain fiscal constraint.
Marshall and Forest Intersection R10 3019/MTF Montgomery	81893	PE	Before Adjust After	 411 411	 	 	 	 	 	 	51,000 51,000	 	 	 	 	 	 	Add phase.
Marshall and Forest Intersection R10 3019/MTF Montgomery	81893	CON	Before Adjust After	 411 411	 	 	 	 	 	547,166 547,166	113,151 113,151	 	 	 	 	 	 	Add phase.
Lincoln Highway Streetscape R10 3070/DCA Chester	111761	PE	Before Adjust After	 e581 e581	 	 	 	 	 	357,000 357,000	75,000 75,000	 	 	 	 	 	 	Add phase.
Lincoln Highway Streetscape R10 3070/DCA Chester	111761	UTL	Before Adjust After	 	 	 	 	 	 	 	63,000 63,000	 	 	 	 	 	 	no change
Lincoln Highway Streetscape R10 3070/DCA Chester	111761	CON	Before	e581						1,204,000								Increase phase.
			Before															
Adjust			e581						(357,000)									
Adjust			411						121,955	713,144								
After			e581						847,000									
			After	411						121,955	713,144							
Before Totals						\$0	\$46,117,201	\$0	\$0	\$84,271,804	\$63,000	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$952,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$46,117,201	\$0	\$0	\$84,271,804	\$1,015,295	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142671) Statewide and 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	
Macdade Blvd Corridor (H) 2006/SIP Delaware	110951	CON	Before	sHSIP											2,795,604			CON phase decreased and cashflowed to shift funding to PE phase
			Adjust	sHSIP											(494,959)			
			After	sHSIP											2,300,645			
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					22,857,380			37,977,700			32,977,923			HSIP Set Aside Reserve used as balancing source of funds
			Adjust	sHSIP											494,959			
			After	sHSIP					22,857,380			37,977,700			33,472,882			
Administrative Action (MA ID: 142672) Statewide and 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	
Macdade Blvd Corridor (H) 2006/SIP Delaware	110951	PE	Before	sHSIP														Added shifted funds to PE phase to meet estimate
			Adjust	sHSIP					494,959									
			After	sHSIP					494,959									
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					22,857,380			37,977,700			33,472,882			HSIP Set Aside Reserve used as balancing source of funds
			Adjust	sHSIP					(494,959)									
			After	sHSIP					22,362,421			37,977,700			33,472,882			
Before Totals						\$0	\$0	\$0	\$45,714,760	\$0	\$0	\$75,955,400	\$0	\$0	\$69,246,409	\$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						\$0	\$0	\$0	\$45,714,760	\$0	\$0	\$75,955,400	\$0	\$0	\$69,246,409	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142590) 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	102893	CON	Before		411		46,117,201			81,687,992			87,340,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
/ Central Office			Adjust		411					(1,300,000)							89,867,000	
Springfield Rd Clifton Heights R10	81882	CON	After		411		46,117,201			80,387,992			87,340,000					Add CON phase as per MTF agreement.
2009/MTF			Before															
Delaware			Adjust		411					1,300,000								
			After		411					1,300,000								
Before Totals						\$0	\$46,117,201	\$0	\$0	\$81,687,992	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$46,117,201	\$0	\$0	\$81,687,992	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142702) Statewide & DVRPC TIPS					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			Remarks
Project Title		MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TSMO Reserve / Central Office		111145	CON	Before	sCRP		1,357,936			3,935,542			8,062,064			10,000,000			10,000,000			balancing source of funds
				Adjust	sCRP		900,000			2,000,000					(2,900,000)			(2,000,000)				
				After	sCRP		2,257,936			5,935,542			8,062,064			7,100,000			8,000,000			
PA 100 & Hanover Street ITS Deployment 100/ITS Montgomery		82124	CON	Before	sCRP		900,000			2,000,000												cash flow to intended use let date 10/25/2029
				Adjust	sCRP		(900,000)			(2,000,000)						2,900,000						
				After	sCRP											2,900,000						
US 13 & Tyburn Rd ITS Deployment 13/ITS Bucks		81166	CON	Before	sCRP																	add phase for approved project let date 10/25/2029
				Adjust	sCRP														2,000,000			
				After	sCRP														2,000,000			
Before Totals							\$2,257,936	\$0	\$0	\$5,935,542	\$0	\$0	\$8,062,064	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals							\$2,257,936	\$0	\$0	\$5,935,542	\$0	\$0	\$8,062,064	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (See G-142731) Statewide and DVRPC Tips				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth				
Woodland Ave. Xing /293 Chester	118185	CON	Before Adjust After	RRX RRX RRX											300,000								300,000								Advance to current TIP		
Fairview Rd RR Xing /401 Bucks	118190	CON	Before Adjust After	RRX RRX RRX										325,000															325,000		Advance to current TIP		
Norfolk Southern Statewide LED Upgrades / Central Office	114537	CON	Before Adjust After	RRX RRX RRX		22,756			283,100			400,161			313,293		1,157,415		1,048,739		1,951							300,000		325,000	Used as balancing source for cashflowing funds		
						22,756			283,100			75,161			13,293		1,157,415		1,048,739		301,951								325,000				
Administrative Action (See G-142732) Statewide and DVRPC Tips				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth				
Woodland Ave. Xing /293 Chester	118185	CON	Before Adjust After	RRX RRX RRX					100,000						300,000																Increase to meet estimate		
Central Ave. Xing /290 Montgomery	118187	CON	Before Adjust After	RRX RRX RRX					100,000			325,000																			Increase to meet estimate		
Fairview Rd RR Xing /401 Bucks	118190	CON	Before Adjust After	RRX RRX RRX					75,000			400,000																			Increase to meet estimate		
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX					435,767			125,000											1,068,434		685,158		19,032,312				Used as source of funds to maintain fiscal constraint		
									135,767														1,068,434		685,158		19,032,312						
Before Totals						\$22,756	\$0	\$0	\$1,043,867	\$0	\$0	\$725,161	\$0	\$0	\$613,293	\$0	\$0	\$1,157,415	\$0	\$0	\$1,048,739	\$0	\$0	\$1,370,385	\$0	\$0	\$685,158	\$0	\$0	\$19,357,312	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$22,756	\$0	\$0	\$1,043,867	\$0	\$0	\$725,161	\$0	\$0	\$613,293	\$0	\$0	\$1,157,415	\$0	\$0	\$1,048,739	\$0	\$0	\$1,370,385	\$0	\$0	\$685,158	\$0	\$0	\$19,357,312	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action DVRPC TIP (MA ID: 142482)				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth							
S T U Reserve Line Item /SSS Bucks	79980	CON	Before	STU					5,135,235						117,000						5,848,000									5,111,600						
			Adjust	STU					350,000						438,000			3,940,000			3,036,000				176,000			2,957,000			1,625,000					
			After	STU					5,485,235						555,000			3,940,000			3,036,000				6,024,000			2,957,000			1,625,000			5,111,600		
Citywide 3R 110(C) /110 Philadelphia	112500	CON	Before	STU		5,378,610			2,000,000						438,000			3,940,000			3,036,000				176,000											
			Adjust	STU		7,940,000			(350,000)						(438,000)			(3,940,000)			(3,036,000)				(176,000)											
			After	STU		13,318,610			1,650,000																											
US 322: Chelsea Parkway - Market St Int(C) 322/103 Delaware	114034	CON	Before	STU		579,000			495,000						4,087,000			3,731,000			6,399,000				12,649,000				13,757,000			1,625,000				
			Adjust	STU		4,582,000																						(2,957,000)			(1,625,000)					
			After	STU		5,161,000			495,000							4,087,000			3,731,000			6,399,000				12,649,000			10,800,000							
Administrative Action DVRPC TIP (MA ID: 142483)				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth							
N H P P Reserve Item / Philadelphia	82216	CON	Before	NHPP					1,313,209																	3,608,000					4,282,000					
			Adjust	NHPP					19,956,000																					8,009,349			725,000			
			After	NHPP					21,269,209																	3,608,000				8,009,349			5,007,000			
US 422: Norfolk Southern - Evergreen Rd(C) 422/M1B Montgomery	16738	CON	Before	NHPP		26,930,000			3,879,000									846,000			5,290,000								9,931,000			725,000				
			Adjust	NHPP		8,759,349																								(8,034,349)			(725,000)			
			After	NHPP		35,689,349			3,879,000								846,000			5,290,000									1,896,651							
US 322: Chelsea Parkway - Market St Int(C) 322/103 Delaware	114034	CON	Before	NHPP					19,956,000																											
			Adjust	NHPP		19,956,000			(19,956,000)																											
			After	NHPP		19,956,000																														
Administrative Action DVRPC TIP (MA ID: 142484)				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth							
CMAQ Reserve Line Item /SSS Bucks	84318	CON	Before	CAQ														808,000							4,345,000			7,407,000			56,986,000					
			Adjust	CAQ					10,299,161						5,845,000			3,000,000																		
			After	CAQ					10,299,161						5,845,000			3,000,000			808,000				4,345,000			7,407,000			56,986,000					
Church Rd/Greenwd-Rice's(C) 73/04N Montgomery	16334	CON	Before	CAQ		1,397,349			102,651						2,000,000			3,000,000																		
			Adjust	CAQ		5,102,651			(102,651)						(2,000,000)			(3,000,000)																		
			After	CAQ		6,500,000																														
Ridge/Germantwn Intrs Re-Aligment(C) 4031/PH1 Montgomery	102273	CON	Before	CAQ		6,826,000			7,832,000						3,845,000																					
			Adjust	CAQ		12,027,202			(7,832,000)						(3,845,000)																					
			After	CAQ		18,853,202																														
Roosevelt Blvd Crossover Lanes(C) 1/XBA Philadelphia	114173	CON	Before	CAQ		3,300,000			2,364,510																											
			Adjust	CAQ		2,364,510			(2,364,510)																											
			After	CAQ		5,664,510																														
Before Totals						\$44,410,959	\$0	\$0	\$43,077,605	\$0	\$0	\$10,487,000	\$0	\$0	\$10,671,000	\$0	\$0	\$11,089,000	\$0	\$0	\$23,963,000	\$0	\$0	\$21,710,000	\$0	\$0	\$18,963,000	\$0	\$0	\$67,104,600	\$0	\$0				
Adjustment Totals						\$60,731,712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$105,142,671	\$0	\$0	\$43,077,605	\$0	\$0	\$10,487,000	\$0	\$0	\$10,671,000	\$0	\$0	\$11,089,000	\$0	\$0	\$23,963,000	\$0	\$0	\$21,710,000	\$0	\$0	\$18,938,000	\$0	\$0	\$67,104,600	\$0	\$0	\$0	\$0	\$0	

NOTES

SEPTA Fiscal Constraint Charts ***(November 2025)***

DVRPC FFY 2025-2028 TIP for Pennsylvania
Fiscal Constraint Chart
SEPTA TIP Actions for November 2025
Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	
Communication, Signals, & Technology Improvements	102571	CAP	Before	5307	1514	26,821	49,858	1,662	Reallocation of funding for obligation purposes.
			Before	5337	1514	72,710	0	0	
			Before	OTH	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	(26,821)	(30,000)	(1,193)	
			Adjust	5337	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			(26,821)	(30,000)	(1,193)	
			After	5307	1514	0	19,858	469	
			After	5337	1514	72,710	0	0	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	
Preventive Maintenance	60317	OP	Before	5337	n/a	0	0	0	Add prior year funds and reallocate state funding.
			Before	n/a	1514	0	0	0	
			Before	ARP	n/a	0	0	0	
			Before	5307	n/a	0	0	0	
			Adjust	5337	n/a	275,200	0	68,800	
			Adjust	n/a	1514	0	115,000	3,800	
			Adjust	ARP	n/a	0	0	0	
			Adjust	5307	n/a	0	0	0	
			Total Adjust			275,200	115,000	72,600	
			After	5337	n/a	275,200	0	68,800	
			After	n/a	1514	0	115,000	3,800	
			After	CARES	n/a	0	0	0	
			After	5307	n/a	0	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	
Transit & Regional Rail Station Program	77183	ERC	Before	5307	1514	39,354	39,109	2,996	Reallocating state funding and removal of programmed discretionary funds.
			Before	5337	1514	25,651	0	0	
			Before	5339B	1514	0	0	0	
			Before	FLEX	1514	6,500	0	0	
			Before	ASAP	1514	44,400	0	0	
			Before	FRA ICR	1514	0	0	0	
			Before	SMART	1514	0	0	0	
			Before	OTH	1514	0	0	0	
			Before	DISFUND	1514	17,680	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	-15,000	-484	
			Adjust	5337	1514	0	0	0	
			Adjust	5339B	1514	0	0	0	
			Adjust	FLEX	1514	0	0	0	
			Adjust	ASAP	1514	0	0	0	
			Adjust	FRA ICR	1514	0	0	0	
			Adjust	SMART	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	(17,680)	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			(17,680)	(15,000)	(484)	
			After	5307	1514	39,354	24,109	2,512	
			After	5337	1514	25,651	0	0	
			After	5339B	1514	0	0	0	
			After	FLEX	1514	6,500	0	0	
			After	ASAP	1514	44,400	0	0	
			After	FRA ICR	1514	0	0	0	
			After	SMART	1514	0	0	0	
			After	OTH	1514	0	0	0	
			After	DISFUND	1514	0	0	0	
			After	n/a	1514	0	0	0	
Bus Purchase Program	90512	PUR	Before	5339	1514	19,701	24,863	829	Reallocate state funding.
			Before	5307	1514	0	0	0	
			Before	OTH	1514	0	0	0	
			Before	5339C	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5339	1514	0	(19,000)	(702)	
			Adjust	5307	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	(19,000)	(702)	
			After	5339	1514	19,701	5,863	127	
			After	5307	1514	0	0	0	
			After	OTH	1514	0	0	0	
			After	5339C	1514	0	0	0	
			After	n/a	1514	0	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	
Debt Service	60275	DS	Before	5337	1514	12,377	41,623	1,791	Add prior year funds for obligation purposes.
			Before	5307	1514	7,028			
			Before	PTAF 44	1514	0	11,727		
			Before	OTH	1514				
			Before	n/a	1514				
			Adjust	5337	1514	0	0	0	
			Adjust	5307	1514	1,757	0	0	
			Adjust	PTAF 44	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			1,757	0	0	
			After	5337	1514	12,377	41,623	1,791	
			After	5307	1514	8,785	0	0	
			After	PTAF 44	1514	0	11,727	0	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	
Projects of Significance	115472	ERC	Before	5307	1514	56,203	48,256	1,596	Reallocate state funding, add prior year funding and removal of programmed discretionary funds.
			Before	5305	1514	0	0	0	
			Before	5337	1514	28,782	0	0	
			Before	RAISE	1514	0	0	0	
			Before	5339	1514	0	0	0	
			Before	5339B	1514	0	0	0	
			Before	5339C	1514	0	0	0	
			Before	ARPA	1514	0	0	0	
			Before	RVR		133,950	0	0	
			Before	OTH	1514	0	0	0	
			Before	DISFUND	1514	96,079	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	20,000	(12,727)	(1,004)	
			Adjust	5305	1514	0	0	0	
			Adjust	5337	1514	11,680	0	0	
			Adjust	RAISE	1514	25,000	0	0	
			Adjust	5339	1514	0	0	0	
			Adjust	5339B	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			Adjust	ARPA	1514	0	0	0	
			Adjust	RVR	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	(96,079)	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			(39,399)	(12,727)	(1,004)	
			After	5307	1514	76,203	35,529	592	
			After	5305	1514	0	0	0	
			After	5337	1514	40,462	0	0	
			After	RAISE	1514	25,000	0	0	
			After	5339	1514	0	0	0	
			After	5339B	1514	0	0	0	
			After	5339C	1514	0	0	0	
			After	ARPA	1514	0	0	0	
			After	RVR	1514	133,950	0	0	
			After	OTH	1514	0	0	0	
			After	DISFUND	1514	0	0	0	
			After	n/a	1514	0	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	
Vehicle Overhaul Program	60582	CAP	Before	5337	1514	35,728	9,568	318	Reallocate Section 5307 funds for obligation purposes.
			Before	5307	1514	15,819	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	5307	1514	4,800	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			4,800	0	0	
			After	5337	1514	35,728	9,568	318	
			After	5307	1514	20,619	0	0	
			After	n/a	1514	0	0	0	
Safe, Clean, and Secure	121367	ERC	Before	5307	1514	25,143	33,059	1,102	Reallocate State Funding.
			Before	STBU	1514				
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	-7,273	0	
			Adjust	STBU	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	(7,273)	0	
			After	5307	1514	25,143	25,786	1,102	
			After	STBU	1514				
			After	n/a	1514	0	0	0	
Roof Program	102567	ERC	Before	5337	1514	0	485	16	Reallocate funding for obligation purposes
			Before	5307	1514	1,004	0	0	
			Before	5339	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	0	0	0	
			Adjust	5307	1514	6,821	0	0	
			Adjust	5339	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			6,821	0	0	
			After	5337	1514	0	485	16	
			After	5307	1514	7,825	0	0	
			After	5339	1514	0	0	0	
			After	n/a	1514	0	0	0	
Track Improvement Program	102565	CAP	Before	5337	1514	5,624	8,838	295	Reallocate State Funding.
			Before	OTH	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	0	-2,000	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	(2,000)	0	
			After	5337	1514	5,624	6,838	295	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2026			Comments
			Amts	Fed	State	Fed	State	Local	
Bridge Program	95402	ERC	Before	5307	1514	0	0	0	Reallocate State Funding.
			Before	5337	1514	42,580	19,486	649	
			Before	OTH	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	0	0	0	
			Adjust	5337	1514	0	(14,000)	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	(14,000)	0	
			After	5307	1514	0	0	0	
			After	5337	1514	42,580	5,486	649	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	
Substations and Power Improvements	60651	ERC	Before	5337	1514	40,048	6,499	217	Reallocate State funding.
			Before	5307	1514	0	0	0	
			Before	OTH	1514	0	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5337	1514	0	-3,000	0	
			Adjust	5307	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			0	(3,000)	0	
			After	5337	1514	40,048	3,499	217	
			After	5307	1514	0	0	0	
			After	OTH	1514	0	0	0	
			After	n/a	1514	0	0	0	
Maintenance & Transportation Facilities	102569	ERC	Before	5307	1514	4,800	16,912	1,558	Reallocate State Funding. and remove programmed discretionary funding.
			Before	5337	1514	0	0	0	
			Before	5339C	1514	80,000	0	0	
			Before	OTH	1514	0	0	0	
			Before	DISFUND	1514	36,241	0	0	
			Before	n/a	1514	0	0	0	
			Adjust	5307	1514	(4,800)	-12,000	-417	
			Adjust	5337	1514	0	0	0	
			Adjust	5339C	1514	0	0	0	
			Adjust	OTH	1514	0	0	0	
			Adjust	DISFUND	1514	(36,241)	0	0	
			Adjust	n/a	1514	0	0	0	
			Total Adjust			(41,041)	(12,000)	(417)	
			After	5307	1514	0	4,912	1,141	
			After	5337	1514	0	0	0	
			After	5339C	1514	80,000	0	0	
			After	OTH	1514	0	0	0	
			After	DISFUND	1514	0	0	0	
			After	n/a	1514	0	0	0	
Summary of Changes			Before			1,017,259	424,100	16,822	
			Adjust			163,637	0	68,800	
			After			1,180,896	424,100	85,622	

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

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

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

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

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PROJECT PHASES OF WORK (Continued)

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

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HIGHWAY PROJECT FUNDING SOURCES

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

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

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

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

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

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TRANSIT PROJECT FUNDING SOURCES

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

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TRANSIT PROJECT FUNDING SOURCES (Continued)

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

TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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TRANSIT PROJECT FUNDING SOURCES

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

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

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



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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: October 28, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2025

Agenda Item:

6. Project Selections for the New Jersey Transportation Alternatives Set-Aside (TA-SA) Program

Background/Analysis/Issues:

DVRPC staff requests to amend the FY2026 TIP for New Jersey (TIP Action NJ26-001) by adding eleven (11) new projects, totaling \$14.328M TA-FLEX funds, from the DVRPC NJ region to the Transportation Alternatives Program (DB #X107), accordingly:

1. \$1,500,000 for the Rancocas Creek Greenway, Historic Smithville Park Connector Trail project in Burlington County
2. \$1,100,000 for the Sidewalk and Bike Lane Improvements of Various Roadways project in Evesham Township, Burlington County
3. \$1,235,000 for the Bobbys Run Creek Trail Improvements project in Lumberton Township, Burlington County
4. \$1,356,000 for the McKendimen Road Pedestrian Improvements project in Medford Lakes Borough, Burlington County
5. \$1,088,000 for the Pemberton Browns-Mills Bicycle Pedestrian Action Plan – Phase 1 project in Pemberton Township, Burlington County
6. \$1,500,000 for the Camden County Link Trail Segment 1D-2 project in Camden County
7. \$1,500,000 for the Elm Street Streetscape, Bikeway, & Pedestrian Safety Improvements project in Camden City, Camden County
8. \$1,500,000 for the North Park Drive Pedestrian Improvements project in Cherry Hill Township, Camden County
9. \$1,500,000 for the Centennial Boulevard Pedestrian Improvements project in Voorhees Township, Camden County
10. \$1,055,000 for the Johnson Trolley Trail Spruce Street Extension project in

Mercer County

11. \$994,000 for the Completing the Cleveland Road segment of the Lawrence Hopewell Trail project in Hopewell Township, Mercer County

The New Jersey Transportation Alternative Set-Aside Program (TA-SA) is a competitive federal program established to provide funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. The DVRPC NJ region received sixteen (16) TA-SA applications requesting approximately \$25.743 million in total funding. DVRPC and NJDOT review committee members, including representatives from the four NJ counties, evaluated these applications by using agreed upon selection criteria from NJDOT.

Financial Constraint:

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

Conformity Finding:

The TIP’s current conformity finding will not be impacted by this amendment as these projects are exempt from regional conformity analysis.

Cost and Source of Funds:

\$14.328 million Statewide TA-FLEX

Date Action Required:

November 12, 2025

Recommendations:

RTF - Will make a recommendation at the November 12, 2025, RTC meeting.

Staff - Recommends Approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ26-001, DVRPC staff’s request to amend the FFY2026 TIP for New Jersey by adding eleven (11) new projects, totaling \$14.328M TA-FLEX funds, from the DVRPC NJ region to the Transportation Alternatives Set-Aside (TA-SA) Program (DB #X107) in the Statewide Program, accordingly:

1. \$1,500,000 for the Rancocas Creek Greenway, Historic Smithville Park Connector Trail project in Burlington County
2. \$1,100,000 for the Sidewalk and Bike Lane Improvements of Various

- Roadways project in Evesham Township, Burlington County
3. \$1,235,000 for the Bobbys Run Creek Trail Improvements project in Lumberton Township, Burlington County
 4. \$1,356,000 for the McKendimen Road Pedestrian Improvements project in Medford Lakes Borough, Burlington County
 5. \$1,088,000 for the Pemberton Browns-Mills Bicycle Pedestrian Action Plan – Phase 1 project in Pemberton Township, Burlington County
 6. \$1,500,000 for the Camden County Link Trail Segment 1D-2 project in Camden County
 7. \$1,500,000 for the Elm Street Streetscape, Bikeway, & Pedestrian Safety Improvements project in Camden City, Camden County
 8. \$1,500,000 for the North Park Drive Pedestrian Improvements project in Cherry Hill Township, Camden County
 9. \$1,500,000 for the Centennial Boulevard Pedestrian Improvements project in Voorhees Township, Camden County
 10. \$1,055,000 for the Johnson Trolley Trail Spruce Street Extension project in Mercer County
 11. \$994,000 for the Completing the Cleveland Road segment of the Lawrence Hopewell Trail project in Hopewell Township, Mercer County

Staff Contact:

Daniel Snyder, Senior Project Implementation Engineer

Attachments:

1. Transportation Alternatives Set-Aside List of Projects
2. Map showing the location of the 11 selected projects

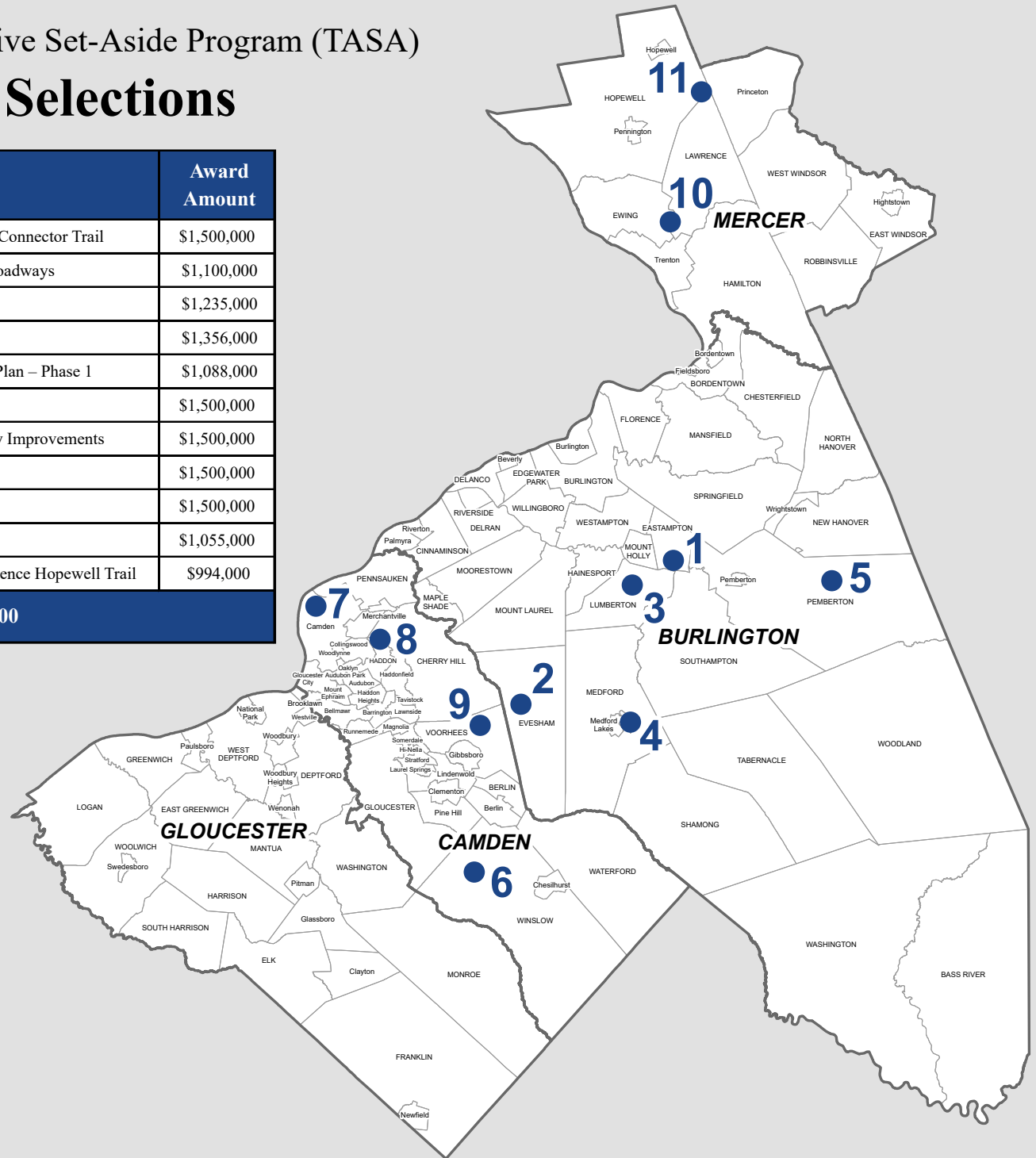
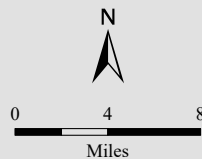
**Project Selections for the New Jersey
Transportation Alternative Set-Aside Program (TASA):**

Project Title	Sponsor	Award Amount
Rancocas Creek Greenway, Historic Smithville Park Connector Trail	Burlington County	\$1,500,000
Sidewalk and Bike Lane Improvements of Various Roadways	Evesham Township, Burlington County	\$1,100,000
Bobbys Run Creek Trail Improvements	Lumberton Township, Burlington County	\$1,235,000
McKendimen Road Pedestrian Improvements	Medford Lakes Borough, Burlington County	\$1,356,000
Pemberton Browns-Mills Bicycle Pedestrian Action Plan – Phase 1	Pemberton Township, Burlington County	\$1,088,000
Camden County Link Trail Segment 1D-2 Project	Camden County	\$1,500,000
Elm Street Streetscape, Bikeway, & Pedestrian Safety Improvements	Camden City, Camden County	\$1,500,000
North Park Drive Pedestrian Improvements	Cherry Hill Township, Camden County	\$1,500,000
Centennial Boulevard Pedestrian Improvements	Voorhees Township, Camden County	\$1,500,000
Johnson Trolley Trail Spruce Street Extension	Mercer County	\$1,055,000
Completing the Cleveland Road segment of the Lawrence Hopewell Trail	Hopewell Township, Mercer County	\$994,000
	Total	\$14,328,000

New Jersey Transportation Alternative Set-Aside Program (TASA)

2025 Project Selections

Map Number	Project	Award Amount
1	Rancocas Creek Greenway, Historic Smithville Park Connector Trail	\$1,500,000
2	Sidewalk and Bike Lane Improvements of Various Roadways	\$1,100,000
3	Bobbys Run Creek Trail Improvements	\$1,235,000
4	McKendimen Road Pedestrian Improvements	\$1,356,000
5	Pemberton Browns-Mills Bicycle Pedestrian Action Plan – Phase 1	\$1,088,000
6	Camden County Link Trail Segment 1D-2	\$1,500,000
7	Elm Street Streetscape, Bikeway, & Pedestrian Safety Improvements	\$1,500,000
8	North Park Drive Pedestrian Improvements	\$1,500,000
9	Centennial Boulevard Pedestrian Improvements	\$1,500,000
10	Johnson Trolley Trail Spruce Street Extension	\$1,055,000
11	Completing the Cleveland Road segment of the Lawrence Hopewell Trail	\$994,000
Total Awarded: \$14,328,000		



ACTION ITEM

Date Prepared: October 28, 2025

REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL TECHNICAL COMMITTEE MEETING

NOVEMBER 12, 2025

Agenda Item:

7. FY2026 Unified Planning Work Program Amendment – Regional Trails Program Re-Grants

Background/Analysis/Issues:

DVRPC was awarded a five-year \$5,067,500 grant from the William Penn Foundation to assist with the planning, design, and construction of multi-use trails comprising the Circuit Trails, as well as with the planning, design, and construction of connecting infrastructure. The grant emphasizes advancing the Foundation's goal of adding at least 75 miles to the network by 2035.

Of the \$5,067,500, \$4.55 million will be re-granted to plan, design, or construct Circuit Trails and connecting infrastructure, and \$517,500 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to municipalities, counties, and other trail developers. The implementation of the Circuit Trails is identified as a regional priority in *Update: Connections 2050*.

The period of performance will be five years, commencing upon signature of the grant agreement between DVRPC and the William Penn Foundation.

Cost and Source of Funds:

\$5,067,500 from the William Penn Foundation

Date Action Required:

November 12, 2025

Recommendations:

RTC – Will make a recommendation at the November 12, 2025, RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends that the DVRPC Board amend the DVRPC FY2026 Unified Planning Work Program to include the project, Regional Trails Program Re-Grants, and authorize the Executive Director to enter a contract with the William Penn Foundation for this project.

Staff Contact:

Shawn Megill Legendre, Manager of Regional Trails Program

Attachments:

1. FY2026 Unified Planning Work Program Amendment *Project 26-33-400: Regional Trails Program Re-Grants*

PROJECT 26-33-400: Regional Trails Program Re-Grants
Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Shawn Megill Legendre

Project Team: Shawn Megill Legendre, Emily Goldstein

Goals:

To support the implementation of the Circuit Trails, Greater Philadelphia's regional multi-use trails network. This project will make grants to plan, design, and construct multi-use trails to provide community connections to the trail network.

Description:

DVRPC was awarded a five-year \$5,067,500 grant from the William Penn Foundation to assist with the planning, design, and construction of multi-use trails comprising the Circuit Trails, as well as with the planning, design, and construction of connecting infrastructure. The grant emphasizes advancing the Foundation's goal of adding at least 75 miles to the network by 2035.

Of the \$5,067,500, \$4.55 million will be re-granted to plan, design, or construct Circuit Trails and connecting infrastructure, and \$517,500 will support DVRPC administration of the grant program, management of awarded grants, and continuing efforts to provide technical assistance to municipalities, counties, and other trail developers. The implementation of the Circuit Trails is identified as a regional priority in *Update: Connections 2050*.

Tasks:

1. Develop a funding opportunity announcement, including the determination of selection criteria with planning partners.
2. Release and publicize the funding opportunity announcement.
3. Receive and process applications for funding.
4. Conduct field views to review proposed projects as needed.
5. Establish a selection committee and facilitate at least one meeting.
6. Present selection committee recommendations to the DVRPC Regional Technical Committee and Board for approval.
7. Issue contracts for approved projects.
8. Manage awarded projects.
9. Provide technical assistance to local governmental and non-profit partners in the development of Circuit Trails and connecting infrastructure.

Products:

1. Grants for planning, design, and construction of multi-use trails and connecting infrastructure.
2. Contracts with project sponsors.

3. Management of awarded projects to ensure timely delivery of project deliverables.
4. Technical assistance to local governmental and non-profit partners.

Beneficiaries:

Counties, state DOTs, municipalities, PA DCNR, NJDEP, bicyclists, pedestrians, and the commuting public.

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2026	\$5,067,500				\$5,067,500

*Funding provided by the William Penn Foundation