



# TIP ACTIONS

RTC | FEBRUARY 2026



190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Connect With Us!     

DELAWARE VALLEY  
 **dvrpc**  
REGIONAL  
PLANNING COMMISSION

## **TIP Actions for February 2026**

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) **NJ26-008: Statewide Traffic Operations and Support Program (DB #13308), Statewide – Increase EC Phase**
- b) **NJ26-009: Planning, Federal-Aid (DB #X30), Statewide – Increase PLS Phase**
- c) **NJ26-010: New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021), City of Camden – Remove Project From the TIP**
- d) **PA25-082: Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection (MPMS #110315), Montgomery County – Federalize Project and add ROW Phase**
- e) **PA25-083: Byberry Road Bridge Replacement (MPMS #88085), City of Philadelphia – Increase CON Phase**
- f) **PA25-084: Reconnecting our Chinatown (MPMS #119896), City of Philadelphia – Remove Grant Funding and Increase FD Phase**

\*\*\*\*\*

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

**ACTION ITEM**

Date Prepared: February 2, 2026

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL TECHNICAL COMMITTEE MEETING**

**February 10, 2026**

**Agenda Item:**

**5a. NJ26-008: Statewide Traffic Operations and Support Program (DB #13308),  
Statewide – Increase EC Phase**

**Background/Analysis/Issues:**

NJDOT has requested that DVRPC amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 Engineering/Construction (EC) Phase of the Statewide Traffic Operations and Support Program (DB #13308) by \$14.3 M NHPP from \$17 M NHPP to \$31.3 M NHPP.

The reason for the cost increase is to support the calendar year 2026 authorizations for the following projects: \$2 M for Mobility Operations North (Traffic Operations North) 2026, \$5 M for Safety Service Patrol (South) 2026, \$5 M for Mobility Operations South (Traffic Operations South) 2026, and \$2.3 M for Incident Management Response Team (IMRT)-NJDOT 2026 Work Program. These programs support the motoring public of New Jersey by monitoring traffic, assisting motorists, facilitating traffic incidents, and dispatching units to maintain safety.

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), an NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16 hours a day/5 days a week Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles

coverage for TOCS during weeknights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's IMRT; (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

#### Financial Constraint:

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

#### Conformity Finding:

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

#### Cost and Source of Funds:

\$14.3 M NHPP

#### Date Action Required:

February 10, 2026

#### Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

#### Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ26-008, NJDOT's request that DVRPC amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 EC Phase of the Statewide Traffic Operations and Support Program (DB #13308) by \$14.3 M NHPP from \$17 M NHPP to \$31.3 M NHPP.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FFY26-35 FCC #5

# DVRPC FY2026 TIP for New Jersey

Action: NJ26-008

## Highway/Transit/Statewide Program

### Various

DB# 13308      Statewide Traffic Operations and Support Program

A/Q Code S7

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

Prog Mgr: Solazzo, Douglas

**Summary of Action:** Action to amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 EC Phase of the Statewide Traffic Operations and Support Program (DB #13308) by \$14.3 M NHPP from \$17 M NHPP to \$31.3 M NHPP. See NJDOT Statewide FFY26-35 FCC #5.      Mapped: Y

### Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	17.000	17.000	17.000	17.000	17.000	14.280	14.280	14.280	14.280	14.280
Fiscal Year Total		17.000	17.000	17.000	17.000	17.000	14.280	14.280	14.280	14.280	14.280
		Total FY2026-2029				68.000	Out-Year Cost		88.400		

### After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	31.300	17.000	17.000	17.000	17.000	14.280	14.280	14.280	14.280	14.280
Fiscal Year Total		31.300	17.000	17.000	17.000	17.000	14.280	14.280	14.280	14.280	14.280
		Total FY2024 - 2027			82.300	Total FY2028 - 2033		88.400			



**ACTION ITEM**

Date Prepared: January 30, 2026

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

**February 10, 2026**

**Agenda Item:**

**5b. NJ26-009: Planning, Federal-Aid (DB #X30), Statewide – Increase PLS Phase**

**Background/Analysis/Issues:**

NJDOT has requested that DVRPC amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 Planning Study (PLS) Phase of the Planning, Federal-Aid Program (DB #X30) by \$19.3 M SPR funding from \$20 M SPR to \$39.3 M SPR.

The reason for the cost increase is to support additional funding for two ongoing projects, including \$15 M for Year Two authorization of the CY 2025-2026 Statewide Planning and Research (SPR)/Management Systems Work Program project and \$4.3 M for the Year Two authorization of the FHWA SPR Program. The additional funding is for State and MPO work. This additional SPR funding is from federal releases, which are provided on a monthly basis and are funds released from project closeouts.

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

**Financial Constraint:**

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

**Conformity Finding:**

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

Cost and Source of Funds:

\$19.3 M SPR

Date Action Required:

February 10, 2026

Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ26-009, NJDOT's request that DVRPC amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 PLS Phase of the Planning, Federal-Aid Program (DB #X30) by \$19.3 M SPR funding from \$20 M SPR to \$39.3 M SPR.

Staff Contact:

Ethan Fogg

Attachments:

1. NJDOT Statewide FFY26-35 FCC #6
2. List of Work Being Done as Part of Funding Increase



# DVRPC FY2026 TIP for New Jersey

Action: NJ26-009

## Highway/Transit/Statewide Program

### Various

DB# X30      Planning, Federal-Aid

A/Q Code X1

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

Prog Mgr: Fackler, Megan

**Summary of Action:** Action to amend the FFY2026 S/TIP for New Jersey by increasing the FFY26 PLS Phase of the Planning, Federal-Aid Program (DB #X30) by \$19.3 M SPR funding from \$20 M SPR to \$39.3 M SPR. See NJDOT Statewide FFY26-35 FCC #6.      Mapped: Y

### Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	LTAP	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021
PLS	PFP	2.398									
PLS	SPR	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	10.080	10.080	10.080	10.080	10.080
Fiscal Year Total		34.419	32.021	32.021	32.021	32.021	30.101	30.101	30.101	30.101	30.101
		Total FY2026-2029				130.482	Out-Year Cost		182.526		

### After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	LTAP	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021
PLS	PFP	2.398									
PLS	SPR	39.300	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	10.080	10.080	10.080	10.080	10.080
Fiscal Year Total		53.719	32.021	32.021	32.021	32.021	30.101	30.101	30.101	30.101	30.101
		Total FY2024 - 2027 149.782				Total FY2028 - 2033 182.526					



### **List of Work Being Done as Part of Funding Increase:**

- Unmanned Aerial Systems
- Bridge Resource Program
- Transportation Improvement Programs (TIP/STIP) Preparation
- NJ Scenic Byway Program Management
- Concept Development - Environmental Support Services
- Travel Projections
- Concept Development
- Tribal Nations & Non-Federally Recognized Tribal Entities (Program-wide Procedures for Consulting with Federally Recognized Tribal Nations and Non-Federally Recognized Tribal Entities in NJ)
- Geodetic Survey & Survey Support
- Drainage Program Planning
- Local Concept Development
- Emergency Response Planning
- Concept Development - Mobility Engineering
- Bicycle & Pedestrian Programs Proj Development (SPR)
- Bicycle & Pedestrian Resource Center
- Safe Routes to School Resource Center
- Transportation Air Quality / Travel Demand Modeling Program
- Metropolitan Planning Organization (MPO) Liaison
- Statewide Goods Movement
- Project Management of Research Contracts
- Technology Transfer & Implementation Program
- NJ Local Technical Assistance Program (NJ LTAP)
- Annual Research Showcase
- National Transportation Research Support
- NJDOT Innovation Program
- SPR Program Management
- Mobility and Accessibility Planning
- Performance-based Planning & Asset Management
- Transportation & Livable Communities
- Rockfall Hazard Management System
- Geotechnical Asset Management Planning
- Geotechnical Resource Program
- Bridge Screening & Scoping

## **ACTION ITEM**

Date Prepared: February 2, 2026

### **REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**

### **DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

### **REGIONAL TECHNICAL COMMITTEE MEETING**

**February 10, 2026**

#### **Agenda Item:**

#### **5c. NJ26-010: New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021), City of Camden – Remove Project From the TIP**

##### **Background/Analysis/Issues:**

The City of Camden and Camden County have requested that DVRPC amend the FFY2026 TIP for New Jersey by removing the New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021) project from the TIP, including the Final Design (DES) and Construction (CON) phases in the amount of \$3.214 M STBGP-PHILA funding (\$0.2 M FFY26 DES Phase/\$3.014 M FFY32 CON Phase).

The reason for removing the project is there is an overlap with the Local Freight Impact funded Camden City Port Access Roads project. Therefore, Camden County will cover the cost of the signal systems project using local funds. Aspects of the New or Upgraded Traffic Signal Systems at Intersections, Phase 2 project have been incorporated into the broader scope of the ongoing Port Roads project. The DES Phase for the Port Roads project is currently 60 percent complete, and construction is anticipated to begin this year.

The New or Upgraded Traffic Signal Systems at Intersections, Phase 2 project was planning to address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements. The improvements identified under that project will now be included in the Local Freight Impact funded Camden City Port Access Roads project. The New or Upgraded Traffic Signal Systems at Intersections, Phase 2 project was planning to include the replacement of five traffic signals at intersections that were already included and partially designed as part of the Port Roads Improvement project. This project will reconstruct the road, sidewalks, curbing and traffic signals at these intersections as well as others.

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 not regionally significant.

Cost and Source of Funds:

\$3.214 M STBGP-PHILA

Date Action Required:

February 10, 2026

Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action NJ26-010, the City of Camden and Camden County's request that DVRPC amend the FFY2026 TIP for New Jersey by removing the New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021) project from the TIP including the DES and CON phases in the amount of \$3.214 M STBGP-PHILA funding (\$0.2 M FFY26 DES Phase/\$3.014 M FFY32 CON Phase).

Staff Contact:

Ethan Fogg

Attachments:

1. DVRPC Local FCC #2
2. Acknowledgement of Receipt of New or Upgraded Traffic Signals Phase II Project Documents Letter

# DVRPC FY2026 TIP for New Jersey

Action: NJ26-010

## Highway/Transit/Statewide Program

### Camden

DB# D2021      New or Upgraded Traffic Signal Systems at Intersections, Phase 2

A/Q Code    NRS

This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.

Prog Mgr:    Berryman, Tom                      Camden City

Summary of Action:

Action to amend the FFY2026 TIP for New Jersey by removing the New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021) project from the TIP including the DES and CON phases in the amount of \$3.214 M STBGP-PHILA funding (\$0.2 M FFY26 DES Phase/\$3.014 M FFY32 CON Phase).

Mapped: Y

### Before Proposed Action

		TIP Program Years (\$ millions)				Out-Years					
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	STBGP-PHILA							3.014			
DES	STBGP-PHILA	0.200									
	Fiscal Year Total	0.200						3.014			
		Total FY2026-2029			0.200	Out-Year Cost		3.014			

### After Proposed Action

		TIP Program Years (\$ millions)									
Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-PHILA	0.000									
CON	STBGP-PHILA							0.000			
	Fiscal Year Total	0.000						0.000			
		Total FY2024 - 2027			0.000	Total FY2028 - 2033		0.000			

Department of Public Works

Almar Dyer  
Commissioner Liaison

Robert Harris  
Director



Department of Public Works  
Charles J. DePalma Complex  
2311 Egg Harbor Road  
Lindenwold, NJ 08021  
phone 856.566.2980  
fax 856.566.2988  
highway@camdencounty.com  
CamdenCounty.com

April 11, 2025

*via email only*

Edward Andrescavage  
NJDOT Local Aid  
One Executive Campus  
Cherry Hill, New Jersey 08002

**Re     *Camden City Port Access Roads Project  
Acknowledgement of Receipt of  
New or Upgraded Traffic Signals Phase II Project Documents***

Dear Mr. Andrescavage

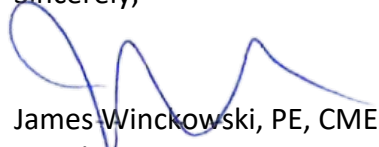
This letter serves to formally acknowledge receipt of all preliminary engineering and design documents provided by the City of Camden and Colliers Engineering & Design regarding the New or Upgraded Traffic Signals Phase II Project sponsored by the City of Camden. The comprehensive documentation received includes field inspection photos, survey basemaps, partial CAD design files, traffic data counts and analysis models, and utility coordination documentation.

As you may be aware, Camden County has an overlapping project with funding secured from the State and Federal Maritime Administration. We have incorporated these materials into the broader scope of this ongoing Port Roads Project. We are pleased to inform you that the design phase for this initiative is currently 60% complete. Construction activities related to the combined efforts are anticipated to commence in 2026. These design documents have been an invaluable resource in helping get our project to construction.

We appreciate the collaborative effort demonstrated by your office and the City of Camden in facilitating a seamless transfer. We look forward to successfully completing this important infrastructure project, significantly benefiting the City of Camden and the broader region.

Should you have any questions or require additional information, please contact me at [james.winckowski@camdencounty.com](mailto:james.winckowski@camdencounty.com) or 856-382-2699.

Sincerely,



James Winckowski, PE, CME  
Camden County Engineer

Cc: Timothy J. Cunningham, City Administrator  
Charles J. Chelotti, P.E., CME, City Engineer  
Anthony Morici, P.E., Consulting Engineer

## **ACTION ITEM**

Date Prepared: February 2, 2026

# **REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET** **DELAWARE VALLEY REGIONAL PLANNING COMMISSION** **REGIONAL TECHNICAL COMMITTEE MEETING** **FEBRUARY 10, 2026**

## **Agenda Item:**

### **5d. PA25-082: Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection (MPMS #110315), Montgomery County – Federalize Project and add ROW Phase**

#### **Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Right-of-Way (ROW) Phase to the Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection (MPMS #110315) project in the amount of \$3,500,000 (\$2,800,000 STU/\$700,000 State 581) in FFY26.

A combination of conditions did not allow for the completion of the right-of-way (ROW) plan and encumbrance of the ROW funds on the previous TIP. Those factors included:

- Drainage issues that have had extensive stormwater management review and re-design of stormwater facilities
- Additional permanent acquisition related to the above stated drainage issues
- PennDOT added scope in 2024 to include the Tomlinson Road grade crossing and Philmont Avenue/Byberry Road Intersection signal improvements
- Permitting determination with modeling and DEP early coordination (also related to existing drainage issues at both culverts within the project limits)

A complete ROW plan has been prepared and the acquisition cost has been estimated by the District 6 ROW Unit. Because there are 24 claims, the District ROW Unit will be using an acquisition consultant.

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

The requested project ROW cost addition will be allocated to:

- ROW acquisition costs – **\$2,633,865**
- Allowance for negotiation – **\$150,000**

- Acquisition consultant & contingency – **\$716,135**

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 PennDOT 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:

\$3,500,000 (\$2,800,000 STU/\$700,000 State 581)

Date Action Required:

February 10, 2026

Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-082, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Right-of-Way (ROW) Phase to the Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection (MPMS #110315) project in the amount of \$3,500,000 (\$2,800,000 STU/\$700,000 State 581) in FFY26.

Staff Contact:

Travis Spotts, Capital Program Coordinator

Attachments:

1. PennDOT FCC #104
2. Project Location Map



# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-082

### Montgomery

MPMS# 110315 *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

AQ Code R3 **LIMITS:** Philmont Avenue/Tomlinson Road/Pine Road

Latitude: **MUNICIPALITIES** Lower Moreland Township

Longitude: Intersection/Interchange Improvements

**PROJ MANG:** Gannett/K.Caparra

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

#### Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Right-of-Way (ROW) Phase to the Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection (MPMS #110315) project in the amount of \$3,500,000 (\$2,800,000 STU/\$700,000 State 581) in FFY26.

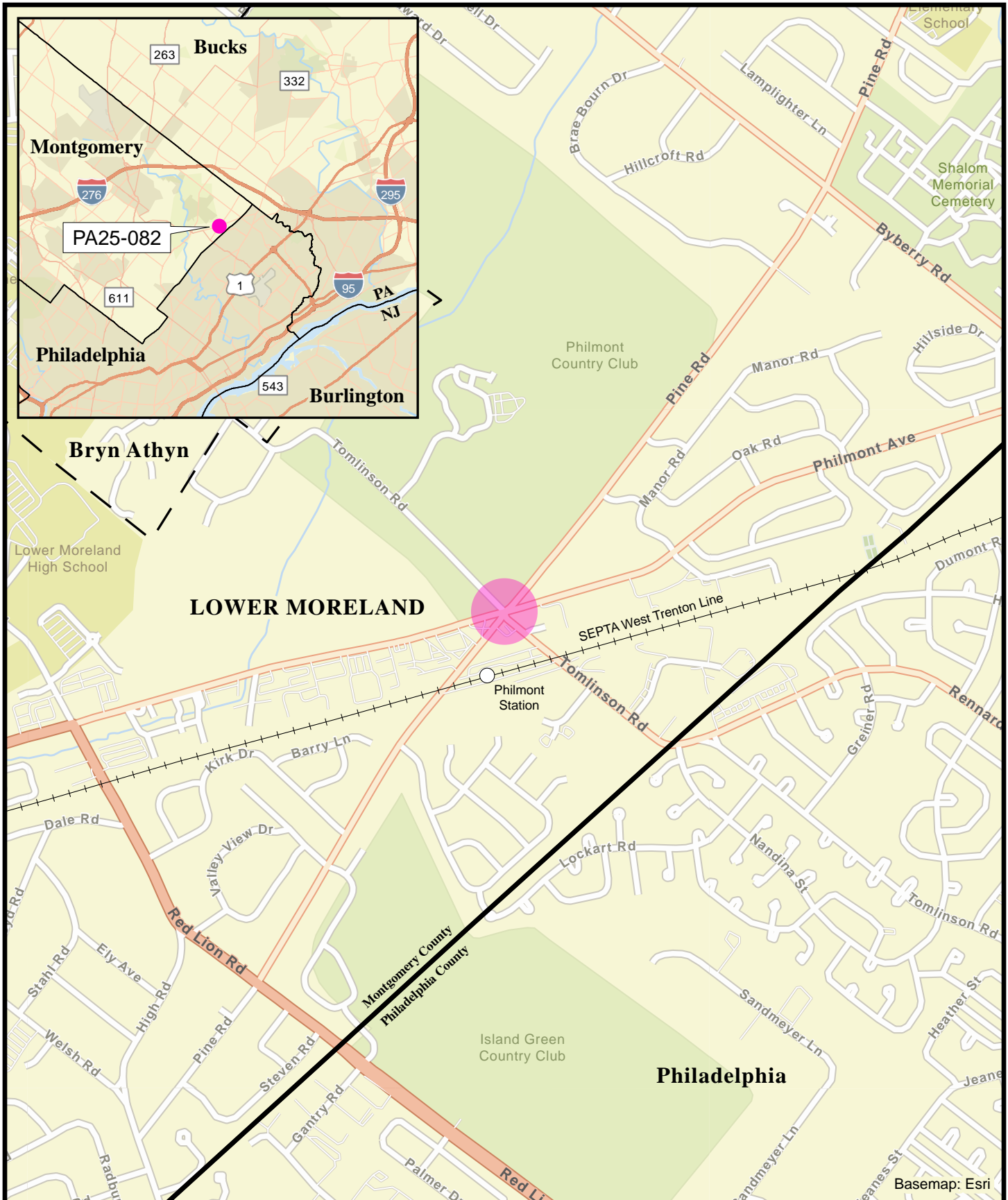
#### Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	700											
UTL	581		1,311										
CON	581		1,755										
CON	581			1,755									
CON	581				1,752								
CON	581					2,755							
CON	581						3,758						
CON	581							3,755					
CON	581								3,755				
		700	3,066	1,755	1,752	2,755	3,758	3,755	3,755	0	0	0	0
		Total FY2025-2028		7,273		Total FY2029-2032		14,023		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
FD	581	700											
ROW	STU		2,800										
ROW	581		700										
UTL	581		1,311										
CON	581		1,755										
CON	581			1,755									
CON	581				1,752								
CON	581					2,755							
CON	581						3,758						
CON	581							3,755					
CON	581								3,755				
		700	6,566	1,755	1,752	2,755	3,758	3,755	3,755	0	0	0	0
		Total FY2025-2028		10,773		Total FY2029-2032		14,023		Total FY2033-2036		0	

# PA25-082: Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection



## **ACTION ITEM**

Date Prepared: January 30, 2026

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 10, 2026**

### **Agenda Item:**

**5e. PA25-083: Byberry Road Bridge Replacement (MPMS #88085), City of Philadelphia – Increase CON Phase**

#### **Background/Analysis/Issues:**

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase for the Byberry Road Bridge Replacement (#88085) project in the amount of \$11,087,000 BRIP with a Toll Credit match.

This project involves replacing the Bridge at Byberry Road over the CSX Rail Line which is in poor condition. The bridge must be constructed using staged construction to allow for the use of Byberry Road throughout construction. Philadelphia Water Department (PWD) and PECO requested additional scope to relocate/improve their facilities within the project limits. These facilities will need to be installed in stages, along with the bridge construction, which means increasing the project schedule and updating the project cost to include the utility improvements.

\$8,663,000 was regularly authorized for construction on the FFY2023 PA TIP and an additional \$1,243,822 was Advance Constructed, as those funds were in years three and four of the FFY2023 TIP. The original PS&E submission was made in August 2024. After extensive delays due to utility coordination, the final PS&E submission was made in November 2025. The additional \$11,087,000 includes funding for the following utility improvements:

- PWD Water – **\$1,425,000**
- PWD Drainage (addition of drainage facilities in lieu of stormwater basins) – **\$2,692,300**
- PECO – **\$346,264**
- Philadelphia Gas Works – **\$255,000**

Each utility's contribution to this work (generally a 25% share) are not included in the numbers above. Due to additional utility efforts, the construction schedule has been expanded by one year. The following items also contributed to this cost increase with

the bid that PennDOT received on December 11, 2025: Unit costs for items to be maintained or implemented throughout the duration of construction – **\$1,324,844**

- Removal of the existing bridge – **\$275,000**
- Bridge structure, as designed – **\$1,333,585**
- Installation of Philadelphia Water Department facilities – **\$197,576**
- Mobilization of pile driving equipment – **\$168,000**
- 18-inch reinforced concrete pipe on concrete cradle – **\$441,000**
- Reinforced concrete pile cap for drainage structures – **\$210,000**
- Temporary excavation support and protection system – **\$894,941**
- Additional CENG – **\$1,523,490**

PennDOT needs this work to be completed in a timely manner to provide long-term pavement improvements. Maintenance teams are currently performing frequent, costly short-term repairs to the bridge deck as needed until this project is complete.

#### 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:

\$11,087,000 BRIP/Toll Credit

#### Date Action Required:

February 10, 2026

#### Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

#### Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-083, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase for the Byberry Road Bridge Replacement (#88085) project in the amount of \$11,087,000 BRIP with a Toll Credit match.

Staff Contact:

Travis Spotts, Capital Program Coordinator

Attachments:

1. PennDOT FCC #107
2. Project Location Map
3. PMC Request Letter

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-083

### Philadelphia

MPMS# 88085 **Byberry Road Bridge Replacement**

AQ Code S19 **LIMITS:** Byberry Road over CSX Rail Line

Latitude: 40.114882 **MUNICIPALITIES:** Philadelphia City

Longitude: -75.0054 Bridge Repair/Replacement

**PROJ MANG:** Gannett/P. Valliere

This project involves replacing the Bridge at Byberry Road over CSX Rail Line which is in poor condition. The improvement is a breakout of MPMS#88706 for Bridge Rehabilitation.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by increasing the Construction (CON) Phase for the Byberry Road Bridge Replacement (#88085) project in the amount of \$11,087,000 BRIP with a Toll Credit match.

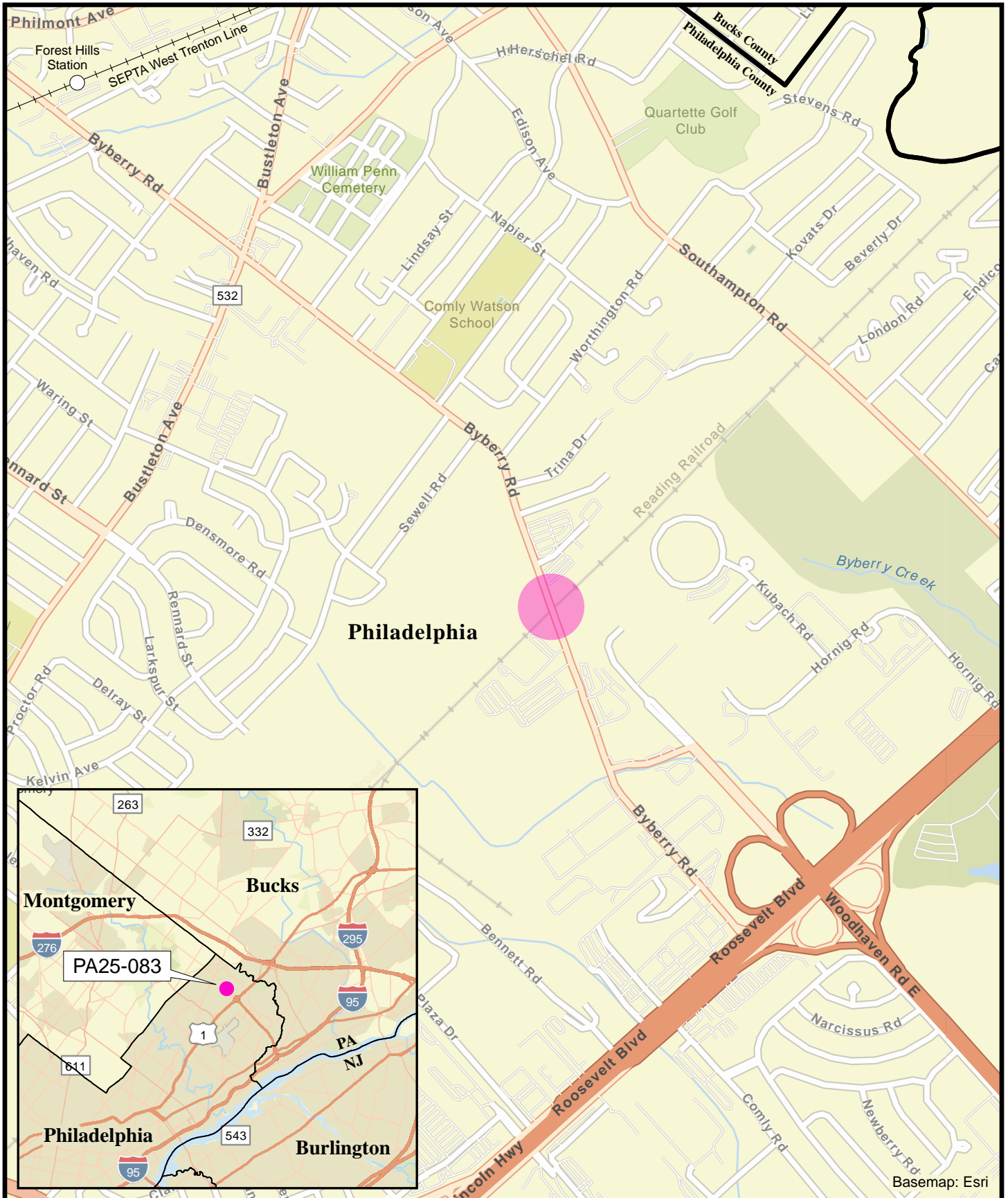
#### Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	80											
FD	185	20											
		100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		100		Total FY2029-2032		0		Total FY2033-2036		0	

#### After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	80											
FD	185	20											
CON	BRIP		11,087										
CON	TOLL												
		100	11,087	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		11,187		Total FY2029-2032		0		Total FY2033-2036		0	

# PA25-083: Byberry Road Bridge Replacement



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)**  
**METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**District 6-0**

**SUBJECT: Byberry Road over CSX**

COUNTY ..... Philadelphia	FED-AID SYSTEM ..... No
SR/SEC ..... 7301/GAV	PROGRAM STATUS ..... Active
ADT ..... 300	CAPITAL BUDGET ..... Yes
TRUCK ADT ..... 30 (10%)	DOI ..... Yes
MPMS NUMBER ..... 88085	ACTUAL LET DATE ..... 12/11/2025
LENGTH ..... 0.03 Miles	OPEN TO TRAFFIC ..... 12/15/2028

**DESCRIPTION/LOCATION:**

This project is for the replacement of the Byberry Road Bridge over CSX in Philadelphia, Philadelphia County.

**Bridge Data Table:**

BR Key	Route	Intersecting Feature	Bridge Length	Deck Area	Bridge Cond.	Suff. Rating	ADT	ADTT
39244	7301	CSX Railroad	140	3,780	Poor	24.8	300	30

**REQUEST:**

Approve a \$11,087,000 construction cost increase.

**TOTAL ESTIMATED COST:**

Funding	PE	FD	UTL	ROW	CON	Total
Federal	\$1,291,200	\$1,034,400	\$105,600	\$388,800	\$19,750,000	\$22,570,000
State	\$322,800	\$258,600	\$26,400	\$97,200	\$0	\$705,000
Local	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,614,000</b>	<b>\$1,293,000</b>	<b>\$132,000</b>	<b>\$486,000</b>	<b>\$19,750,000</b>	<b>\$23,275,000</b>

**CONSTRUCTION REQUESTED COST:**

Funding	Previously Committed	Programmed	Estimate	Request
Federal (BRIP) - TOLL	\$8,663,000	\$0	\$19,750,000	\$11,087,000
<b>Total</b>	<b>\$8,663,000</b>	<b>\$0</b>	<b>\$19,750,000</b>	<b>\$11,087,000</b>

**DISCUSSION:**

1. The project will replace the existing bridge which is in poor condition.
2. PennDOT urgently needs this work to be completed in a timely a manner to provide long-term pavement improvements. Maintenance forces are currently performing frequent, costly short-term repairs to the bridge deck as needed until this project is complete.



3. The bridge must be constructed using staged construction to allow for the use of Byberry Road throughout construction.
4. Philadelphia Water Department (PWD) and Philadelphia Electric Company (PECO) requested additional scope to relocate/improve their facilities within the project limits. The facilities will need to be installed in stages along with the bridge construction, increasing the project schedule and the cost of the utility improvements.
5. The requested \$11,087,000 cost increase would cover the utility costs described above as well as the \$1,243,822 that is currently Advance Construct.

#### **FUNDING SOURCE:**

1. Funding for the requested construction cost increase is available from the region's BRIP Reserve Line Item (MPMS 117997).
2. See the attached fiscal constraint chart (FCC) for additional details.

#### **OPTIONS:**

1. Approve request as presented.
2. Disapprove the request.

#### **RECOMMENDATION:**

Option 1.

#### **BYBERRY ROAD OVER CSX – PROJECT LOCATION MAP**



## **ACTION ITEM**

Date Prepared: February 2, 2026

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**REGIONAL TECHNICAL COMMITTEE MEETING**  
**FEBRUARY 10, 2026**

### **Agenda Item:**

**5f. PA25-084: Reconnecting our Chinatown (MPMS #119896), City of Philadelphia**  
**– Remove Grant Funding and Increase FD Phase**

#### **Background/Analysis/Issues:**

PennDOT has requested, on behalf of the City of Philadelphia, that DVRPC amend the FFY2025 TIP for Pennsylvania by removing \$138,037,000 of Reconnecting Communities Pilot (RCP) grant funding from the Construction (CON) Phase of the Reconnecting our Chinatown (MPMS #119896) project and replacing the \$12,477,000 RCP Final Design (FD) funding with \$12,500,000 (\$10,000,000 NHPP/\$2,500,000 LOC) in FFY26.

On March 11, 2024 the project was awarded a 100% federal grant in the amount of \$158,911,664 from the Neighborhood Access and Equity (NAE) program in the Inflation Reduction Act of 2022. However, all unobligated grant funding from the NAE program was rescinded on July 4, 2025 by the One Big Beautiful Bill Act. This included all FD and CON funding for the Reconnecting our Chinatown project (\$150,514,056). This action would replace the \$12,477,000 of FD funding that was rescinded to allow the project to continue to advance. Approximately \$8,400,000 has been obligated for the Preliminary Engineering (PE) phase, but the project cannot receive NEPA approval unless the FD funds are programmed on the TIP.

The project is located in the City of Philadelphia and is designed to mitigate impacts to the Philadelphia Chinatown community created by the Vine Street Expressway (Interstate 676). It will involve constructing a 1.3-acre, 730-foot-long cap over the Vine Street Expressway between 10th and 12th Streets, with green space and other community amenities. The project will also feature construction of a signature pedestrian bridge at 9th Street over the Vine Street Expressway as well as rehabilitation of the 10th and 11th Street bridges, including rehabilitation of the sidewalks and ADA curb ramps.

NEPA approval for the PE phase is anticipated for spring of 2026. There is significant

support for this project from the Chinatown community, the City of Philadelphia, regional partners, and federal and state elected officials. This action would allow the project to avoid losing momentum and delays, by providing funding for the FD phase.

Construction funds are included on the DVRPC Long-Range Plan, *Update: Connections 2050*, and are assumed to be local funds at this time.

#### 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 PennDOT 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:

\$12,500,000 (\$10,000,000 NHPP/\$2,500,000 LOC)

#### Date Action Required:

February 10, 2026

#### Recommendations:

RTC – Will make a recommendation at the February 10, 2026 RTC Meeting.

Staff – Recommends approval.

#### Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve TIP Action PA25-084, PennDOT's request, on behalf of the City of Philadelphia, that DVRPC amend the FFY2025 TIP for Pennsylvania by removing \$138,037,000 of Reconnecting Communities Pilot (RCP) grant funding from the Construction (CON) Phase of the Reconnecting our Chinatown (MPMS #119896) project and replacing the \$12,477,000 RCP Final Design (FD) funding with \$12,500,000 (\$10,000,000 NHPP/\$2,500,000 LOC) in FFY26.

#### Staff Contact:

Travis Spotts, Capital Program Coordinator

Attachments:

1. PennDOT FCC #109
2. Project Location Map
3. Draft PMC Request Letter

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway and Transit Program

Action: PA25-084

### Philadelphia

MPMS# 119896 *Reconnecting our Chinatown*

AQ Code A2

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Bridge Repair/Replacement

PROJ MANG: AECOM/P. Schultes

This project will ensure that residents and visitors in Chinatown can safely travel by any mode they choose. It will increase access to greenspace, and reconnect the two sides of Chinatown divided by the Expressway.

Specific project components include:

1. Construction of a 1.3-acre, 730-foot-long cap over the Vine Street Expressway between 10th and 12th streets, with green space and other community amenities;
2. Implementation of a road diet, extensive streetscaping, and other pedestrian and bike improvements along the local Vine Street lanes; and
3. Rehabilitation of the 10th and 11th Street bridges including rehab of the sidewalks and ADA curb ramps.

The construction phase that is not shown in FY25-FY36 is in the Long-Range Plan. \$204.8M (2025 CON estimate of \$130M YO'E'd to FY37) is programmed for construction beginning in FY37.

#### Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by removing \$138,037,000 of Reconnecting Communities Pilot (RCP) grant funding from the Construction (CON) Phase of the Reconnecting our Chinatown (MPMS #119896) project and replacing the \$12,477,000 RCP Final Design (FD) funding with \$12,500,000 (\$10,000,000 NHPP/\$2,500,000 LOC) in FFY26.

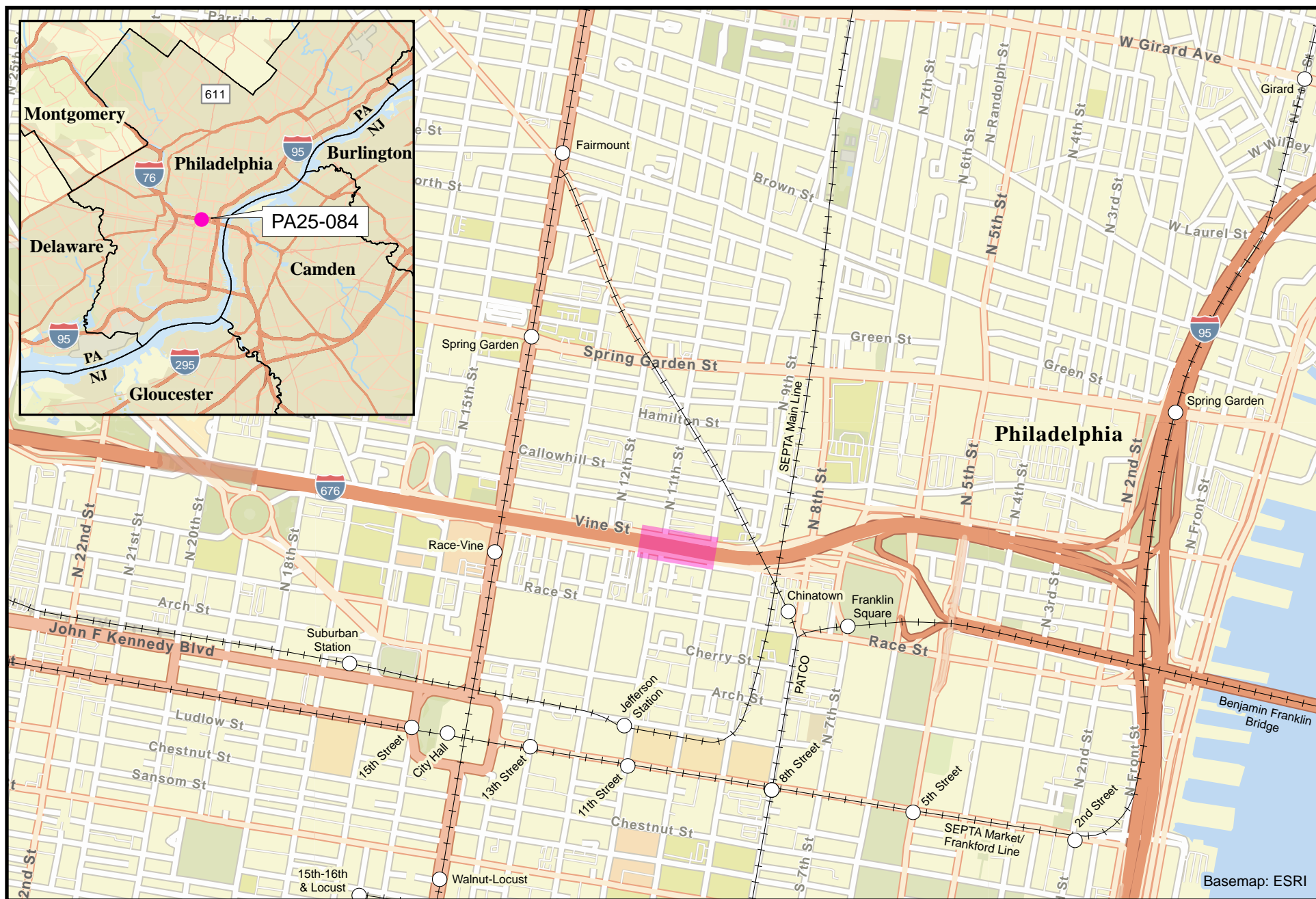
#### Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	RCP	8,397											
FD	RCP	12,476											
CON	RCP		138,037										
		20,873	138,037	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		158,910		Total FY2029-2032				0		Total FY2033-2036	
												0	

#### After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	RCP	8,397											
FD	NHPP		10,000										
FD	LOC		2,500										
		8,397	12,500	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		20,897		Total FY2029-2032				0		Total FY2033-2036	
												0	

## PA25-084: Reconnecting our Chinatown





**DELWARE VALLEY REGINAL PLANNING COMMISION (DVRPC)**  
**METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**District 6**

**SUBJECT: Reconnecting Our Chinatown**

COUNTY ..... Philadelphia	FED-AID SYSTEM ..... NHS
SR/SEC ..... 676/RCP	PROGRAM STATUS ..... Active
ADT ..... 73,237	CAPITAL BUDGET ..... No
TRUCK ADT ..... 2,929 (4%)	DOI ..... No
MPMS NUMBER ..... 119896	ESTIMATED LET DATE ..... TBD
LENGTH ..... 1.24 miles	OPEN TO TRAFFIC ..... TBD

**DESCRIPTION/LOCATION:**

The project is located in the City of Philadelphia and involves constructing a cap over the I-676 Vine Street Expressway from just east of 10<sup>th</sup> street to halfway between 11<sup>th</sup> and 12<sup>th</sup> streets. It includes provisions for a future pedestrian bridge from the cap to the proposed Reading Viaduct Rail Park. There will also be bicycle facility and pedestrian improvements on Vine Street eastbound and westbound.

**REQUEST:**

Approve a \$23,220 final design increase, which includes the utilization of \$12,500,000 in regional TIP funding to replace federal grant funding.

**TOTAL ESTIMATED COST:**

Funding	STUDY	PE	FD	UTL	ROW	CON	Total
Federal	\$1,805,000	\$8,397,608	\$10,000,000	\$0	\$0	\$0	<b>\$20,202,608</b>
State	\$600,000	\$0	\$0	\$0	\$0	\$0	<b>\$600,000</b>
Local	\$1,650,000	\$0	\$2,500,000	\$0	\$0	\$138,037,276	<b>\$142,187,276</b>
<b>Total</b>	<b>\$4,055,000</b>	<b>\$8,397,608</b>	<b>\$12,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$138,037,276</b>	<b>\$162,989,884</b>

**FINAL DESIGN REQUESTED COST:**

Funding	Previously Committed	Programmed	Estimate	Request
Federal (RCP)	\$0	\$12,476,780	\$0	<b>(\$12,476,780)</b>
Federal (NHPP)	\$0	\$0	\$10,000,000	\$10,000,000
Local	\$0	\$0	\$2,500,000	\$2,500,000
<b>Total</b>	<b>\$0</b>	<b>\$12,476,780</b>	<b>\$12,500,000</b>	<b>\$23,220</b>

**DISCUSSION:**

1. This request is for \$12,500,000 final design funding to replace the final design funding that was rescinded on July 4, 2025, by H.R. 1 The One Big Beautiful Bill Act.
2. On March 11, 2024, the project was awarded a 100% federal \$158,911,664 grant from the Neighborhood Access and Equity (NAE) program in the H.R. 5376 Inflation Reduction Act of 2022. When H.R. 1 was passed, unobligated funding (\$150,514,056) from the NAE program was rescinded. This included all the final design and construction funding for this project.

3. The project is designed to mitigate impacts to the Philadelphia Chinatown community created by the Vine Street Expressway I-676.
4. Preliminary Engineering was obligated and PE activities are continuing. NEPA approval is anticipated for spring 2026.
5. There is very significant City of Philadelphia, federal and state elected official, and community support for the project. To avoid losing momentum and delays, the City requested that final design funding be identified.
6. Construction funding is included in the DVRPC Long Range Transportation Plan (LRTP).

#### **FUNDING SOURCE:**

1. Funding for the requested final design funding is available from the region's NHPP Reserve Line Item (MPMS 82216).
2. See the attached fiscal constraint chart (FCC) for additional details.

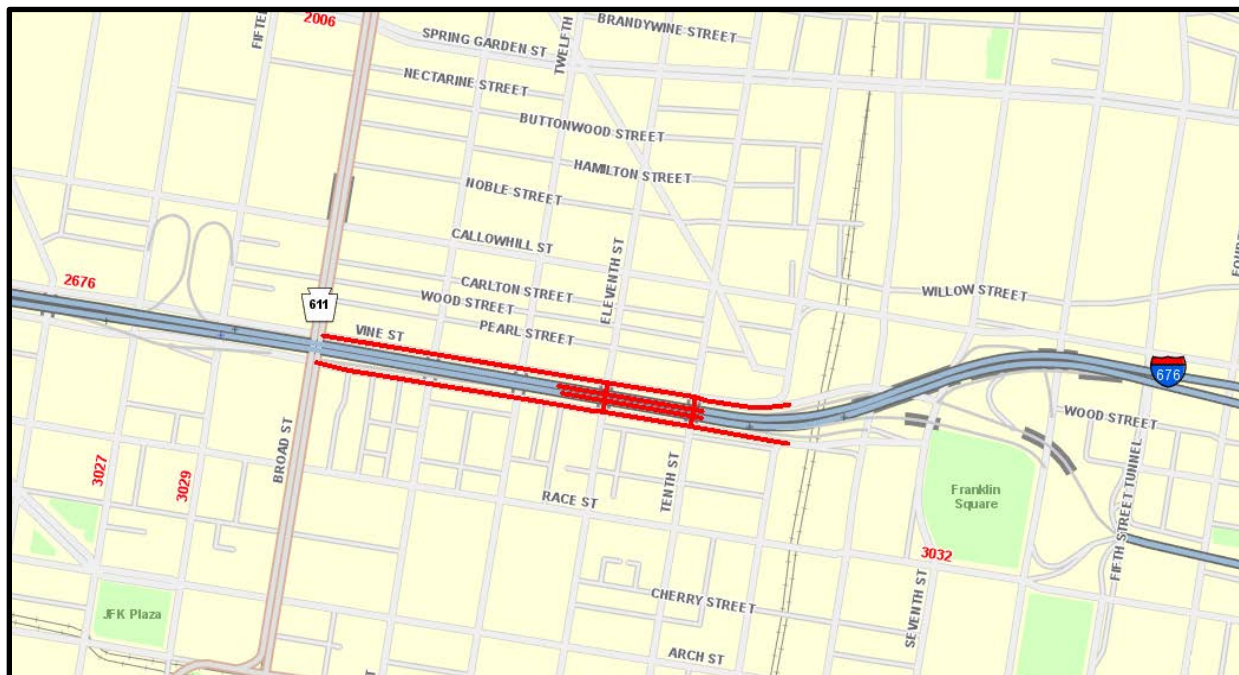
#### **OPTIONS:**

1. Approve the request.
2. Disapprove the request.

#### **RECOMMENDATION:**

Option 1.

#### **RECONNECTING OUR CHINATOWN – PROJECT LOCATION MAP**





# ***PennDOT Fiscal Constraint Charts*** ***(February 2026)***

---

MA IDs:

Chart: 104

\* 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		
STU LINE ITEM	79980	CON	Before	STU	581	0	0	0	8,804,644	1,223,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	34,457,203	LINE ITEM
BUCKS			Adjust	STU	581	0	0	0	(2,800,000)	(700,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,500,000)		
			After	STU	581	0	0	0	6,004,644	523,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	30,957,203	
PHILMONT/TOMLINS ON/PINE RD INTERSECTION	110315	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 TIP TO ADVACNE ACQUISITIONS.
MONTGOMERY			Adjust	STU	581	0	0	0	2,800,000	700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,500,000		
SR,2013,PTP			After	STU	581	0	0	0	2,800,000	700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,500,000		
Before FFY Totals						0	0	0	8,804,644	1,223,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	34,457,203	
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	8,804,644	1,223,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	34,457,203	

MA IDs:

**Chart: 105**

\* Positive number denotes a surplus/Negative denotes a deficit

LINE ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...
6	...	...	...	...
7	...	...	...	...
8	...	...	...	...
9	...	...	...	...
10	...	...	...	...
11	...	...	...	...
12	...	...	...	...
13	...	...	...	...
14	...	...	...	...
15	...	...	...	...
16	...	...	...	...
17	...	...	...	...
18	...	...	...	...
19	...	...	...	...
20	...	...	...	...
21	...	...	...	...
22	...	...	...	...
23	...	...	...	...
24	...	...	...	...
25	...	...	...	...
26	...	...	...	...
27	...	...	...	...
28	...	...	...	...
29	...	...	...	...
30	...	...	...	...
31	...	...	...	...
32	...	...	...	...
33	...	...	...	...
34	...	...	...	...
35	...	...	...	...
36	...	...	...	...
37	...	...	...	...
38	...	...	...	...
39	...	...	...	...
40	...	...	...	...
41	...	...	...	...
42	...	...	...	...
43	...	...	...	...
44	...	...	...	...
45	...	...	...	...
46	...	...	...	...
47	...	...	...	...
48	...	...	...	...
49	...	...	...	...
50	...	...	...	...
51	...	...	...	...
52	...	...	...	...
53	...	...	...	...
54	...	...	...	...
55	...	...	...	...
56	...	...	...	...
57	...	...	...	...
58	...	...	...	...
59	...	...	...	...
60	...	...	...	...
61	...	...	...	...
62	...	...	...	...
63	...	...	...	...
64	...	...	...	...
65	...	...	...	...
66	...	...	...	...
67	...	...	...	...
68	...	...	...	...
69	...	...	...	...
70	...	...	...	...
71	...	...	...	...
72	...	...	...	...
73	...	...	...	...
74	...	...	...	...
75	...	...	...	...
76	...	...	...	...
77	...	...	...	...
78	...	...	...	...
79	...	...	...	...
80	...	...	...	...
81	...	...	...	...
82	...	...	...	...
83	...	...	...	...
84	...	...	...	...
85	...	...	...	...
86	...	...	...	...
87	...	...	...	...
88	...	...	...	...
89	...	...	...	...
90	...	...	...	...
91	...	...	...	...
92	...	...	...	...
93	...	...	...	...
94	...	...	...	...
95	...	...	...	...
96	...	...	...	...
97	...	...	...	...
98	...	...	...	...
99	...	...	...	...
100	...	...	...	...

FUNDS AVAILABLE VIA  
DEOBLIGATION OF  
\$64,145.03 FPN Z230-  
K061-257.

FUNDS AVAILABLE VIA  
DEOBLIGATION OF  
\$49,882.40 FPN Y230-  
K063-260.

LINE ITEM

FUNDS AVAILABLE VIA  
DEOBLIGATION OF  
\$500,000 FPN Y240-  
K065-434.

SAVINGS BASED ON  
RECENT LOW BID  
(12/11/25) RESULT.

LINE ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...
6	...	...	...	...
7	...	...	...	...
8	...	...	...	...
9	...	...	...	...
10	...	...	...	...
11	...	...	...	...
12	...	...	...	...
13	...	...	...	...
14	...	...	...	...
15	...	...	...	...
16	...	...	...	...
17	...	...	...	...
18	...	...	...	...
19	...	...	...	...
20	...	...	...	...
21	...	...	...	...
22	...	...	...	...
23	...	...	...	...
24	...	...	...	...
25	...	...	...	...
26	...	...	...	...
27	...	...	...	...
28	...	...	...	...
29	...	...	...	...
30	...	...	...	...
31	...	...	...	...
32	...	...	...	...
33	...	...	...	...
34	...	...	...	...
35	...	...	...	...
36	...	...	...	...
37	...	...	...	...
38	...	...	...	...
39	...	...	...	...
40	...	...	...	...
41	...	...	...	...
42	...	...	...	...
43	...	...	...	...
44	...	...	...	...
45	...	...	...	...
46	...	...	...	...
47	...	...	...	...
48	...	...	...	...
49	...	...	...	...
50	...	...	...	...
51	...	...	...	...
52	...	...	...	...
53	...	...	...	...
54	...	...	...	...
55	...	...	...	...
56	...	...	...	...
57	...	...	...	...
58	...	...	...	...
59	...	...	...	...
60	...	...	...	...
61	...	...	...	...
62	...	...	...	...
63	...	...	...	...
64	...	...	...	...
65	...	...	...	...
66	...	...	...	...
67	...	...	...	...
68	...	...	...	...
69	...	...	...	...
70	...	...	...	...
71	...	...	...	...
72	...	...	...	...
73	...	...	...	...
74	...	...	...	...
75	...	...	...	...
76	...	...	...	...
77	...	...	...	...
78	...	...	...	...
79	...	...	...	...
80	...	...	...	...
81	...	...	...	...
82	...	...	...	...
83	...	...	...	...
84	...	...	...	...
85	...	...	...	...
86	...	...	...	...
87	...	...	...	...
88	...	...	...	...
89	...	...	...	...
90	...	...	...	...
91	...	...	...	...
92	...	...	...	...
93	...	...	...	...
94	...	...	...	...
95	...	...	...	...
96	...	...	...	...
97	...	...	...	...
98	...	...	...	...
99	...	...	...	...
100	...	...	...	...

SAVINGS BASED ON  
RECENT LOW BID  
(12/11/25) RESULT.

Chart: 105

\* Positive number denotes a surplus/Negative denotes a deficit

CMAQ LINE ITEM  BUCKS SR,----,SSS	84318	CON	Before	CAQ		0	0	0	10,228,083	0	0	6,195,000	0	0	3,000,000	0	0	0	0	0	0	4,345,000	0	0	7,407,000	0	0	56,986,000	0	0	88,161,083	LINE ITEM		
			Adjust	CAQ		0	0	0	70,231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,231				
			After	CAQ		0	0	0	10,298,314	0	0	6,195,000	0	0	3,000,000	0	0	0	0	0	0	0	4,345,000	0	0	7,407,000	0	0	56,986,000	0	0		88,231,314	
AIR QUALITY ACTION SUPPLEMENTAL SERVICES 22-23  DELAWARE  SR,----,---	115970	PRA	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$55,382.04 FPN Y400- X060-179.			
			Adjust	CAQ		0	0	0	(55,382)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(55,382)				
			After	CAQ		0	0	0	(55,382)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(55,382)				
TRANSPORTATION OPERATIONS 22-23  MONTGOMERY  SR,----,---	115964	PRA	Before	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FUNDS AVAILABLE VIA DEOBLIGATION OF \$14,848.98 FPN Y400- X060-174.			
			Adjust	CAQ		0	0	0	(14,849)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(14,849)				
			After	CAQ		0	0	0	(14,849)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(14,849)				
REGIONAL SAFETY INITI  DISTRICT LINE ITEM	57927	CON	Before	HSIP		0	0	0	44,677	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	210,895,677	LINE ITEM
			Adjust	HSIP		0	0	0	65,304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65,304				
			After	HSIP		0	0	0	109,981	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	210,960,981	
HENRY AVE CONGESTED CORR2(C )  PHILADELPHIA  SR,4001,SI2	102134	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	FUNDS AVAILABLE VIA DEOBLIGATION OF \$65,303.83 FPN Z530- X065-412.			
			Adjust	HSIP		0	0	0	(65,304)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(65,304)				
			After	HSIP		0	0	0	(65,304)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(65,304)				
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM  MONTGOMERY	117997	CON	Before	BRIP		0	0	0	834,706	0	0	527,003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LINE ITEM			
			Adjust	BRIP		0	0	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63,000				
			After	BRIP		0	0	0	897,706	0	0	527,003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,424,709				
MLK DRIVE BRIDGE(C )  PHILADELPHIA  SR,7301,MLK	108129	CON	Before	BRIP		2,708,000	0	0	4,292,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	ADVACNE CONSTRUCT FULLY CONVERTED. REMAINING FUNDS NOT NEEDED.			
			Adjust	BRIP		0	0	0	(63,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(63,000)					
			After	BRIP		2,708,000	0	0	4,229,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,937,000				
TAP/HTS/SR2S LINE ITEM RESERVE  DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	6,609,117	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	94,229,117	LINE ITEM
			Adjust	TAU		0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000				
			After	TAU		0	0	0	6,619,117	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	94,239,117	
HISTORIC SHAWMONT STATION GENERAL(C ) PHILADELPHIA  SR,----,RHS	110782	CON	Before	TAU		0	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 \$10,000 FPN Z301-T065- 243.			
			Adjust	TAU		0	0	0	(10,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,000)				
			After	TAU		0	0	0	(10,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,000)				
Before FFY Totals						2,708,000	0	1,450,500	32,395,513	3,547,298	1,104,000	22,186,003	1,848,338	0	33,929,000	2,853,000	0	36,153,000	51,000	0	36,939,000	189,000	0	39,926,000	0	0	41,656,000	0	0	190,347,600	47,526,714	0	494,809,966	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						2,708,000	0	1,450,500	32,395,513	3,547,298	1,104,000	22,186,003	1,848,338	0	33,929,000	2,853,000	0	36,153,000	51,000	0	36,939,000	189,000	0	39,926,000	0	0	41,656,000	0	0	190,347,600	47,526,714	0	494,809,966	

## MA IDs:

**TIP MODIFICATIONS FOR JANUARY 2026**  
**Chart #106**

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			Before	STU	581	0	0	0	6,118,671	523,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	31,071,230	LINE ITEM	
BUCKS	79980	CON	Adjust	STU	581	0	0	0	(1,520,000)	(380,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,900,000)			
			After	STU	581	0	0	0	4,598,671	143,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	29,171,230		
BRISTOL RD EXTENSION: BUTLER PIKE-PARK AVE			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		
BUCKS	12923	FD	Adjust	STU	581	0	0	0	1,520,000	380,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900,000			
SR,2025,002			After	STU	581	0	0	0	1,520,000	380,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900,000			
STP LINE ITEM			Before	STP	581	0	0	0	4,104,179	461,000	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,963,179	LINE ITEM		
BUCKS	79927	CON	Adjust	STP	581	0	0	0	(1,475,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,475,000)			
			After	STP	581	0	0	0	2,629,179	461,000	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,488,179			
CHEROKEE ST O/ VALLEY GREEN RD			Before	STP	TC	3,890,000	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	3,890,000	ADDITION FUNDS TO MATCH CURRENT PHASE COST.		
PHILADELPHIA	111515	CON	Adjust	STP	TC	0	0	0	1,450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000			
SR,7301,CSB			After	STP	TC	3,890,000	0	0	1,450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,340,000			
CHEROKEE ST O/ VALLEY GREEN RD			Before	sSTP	TC	1,660,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,660,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST WITH SPIKE STP FUNDS.		
PHILADELPHIA	111515	CON	Adjust	sSTP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,7301,CSB			After	sSTP	TC	1,660,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,660,000			
PENLLYN PIKE O/ WISSAHICKON CR			Before	STP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MONTGOMERY	103440	PE	Adjust	STP	TC	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	PREVIOUSLY OBLIGATED, ADDING FUNDS FOR MINOR PHASE INCREASE.		
SR,7046,289			After	STP	TC	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000			
PENLLYN PIKE O/ WISSAHICKON CR			Before	STU	TC	103,000	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	103,000	NO CHANGE. INCLUDED TO SHOW OVERALL PHASE COST.		
MONTGOMERY	103440	PE	Adjust	STU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,7046,289			After	STU	TC	103,000	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	103,000			
BRIDGE RESERVE LINE ITEM			Before	BOF	185	0	0	1,450,500	378,107	808,339	267,000	995,000	292,338	0	407,000	1,289,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	55,148,998	LINE ITEM
BUCKS	79929	CON	Adjust	BOF	185	0	0	0	0	(104,000)	(26,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(130,000)			
			After	BOF	185	0	0	1,450,500	378,107	704,339	241,000	995,000	292,338	0	407,000	1,289,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	55,018,998	
SOUTH AVE O/ MUCKINIPATTIS CR			Before		183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DELAWARE	98218	FD	Adjust		183	0	0	0	0	104,000	26,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130,000	PREVIOUSLY ENCUMBERED, ADDING FUNDS TO INCORPORATE A RELOCATION DESIGN FOR AN EXISTING SEWER MAIN INTO THE NEW BRIDGE ABUTMENTS.		
SR,7023,142			After		183	0	0	0	0	104,000	26,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130,000			

\* Positive number denotes a surplus/Negative denotes a deficit

LINE ITEM
<p>ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION.</p>
LINE ITEM
<p>ADDING ADDITIONAL FUNDS DUE TO A CHANGE IN THE PROJECT LIMITS, WHICH REQUIRES ADDITIONAL DESIGN AND ENVIRONMENTAL EFFORT AND UTILITY COORDINATION.</p>
<p>ADDING PHASE TO THE TIP. PROJECT RECEIVED ENVIRONMENTAL CLEARANCE AND IS READY TO MOVE INTO FINAL DESIGN.</p>
LINE ITEM
<p>ADDING ADDITIONAL FUNDS FOR AN ADDITIONAL 145 RAMPS AND 96 PEDESTRIAN STUDIES.</p>
LINE ITEM
<p>PHASE NOT NEEDED ALL DESIGN WORK WILL BE DONE UNDER THE PHASE.</p>

\* Positive number denotes a surplus/Negative denotes a deficit

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	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM			
MONTGOMERY			Adjust	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		
			After	CRP			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0		3,320,000		
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU			0	0	0	1,090,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	5,596,000	LINE ITEM		
MONTGOMERY			Adjust	CRPU			0	0	0	(552,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(552,000)			
			After	CRPU			0	0	0	538,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0		5,044,000	
CROSS COUNTY TRAIL EAST-SECTION A	81785	PE	Before	CRP	LOC	208,000	0	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COSTS.			
MONTGOMERY			Adjust	CRP	LOC	0	0	0	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,,,,,ESA			After	CRP	LOC	208,000	0	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		260,000		
CROSS COUNTY TRAIL EAST-SECTION A	81785	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	ADDING FUNDS TO MATCH CURRENT PHASE COST.			
MONTGOMERY			Adjust	CRPU	LOC	0	0	0	552,000	0	138,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		690,000		
SR,,,,,ESA			After	CRPU	LOC	0	0	0	552,000	0	138,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		690,000		
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	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM			
MONTGOMERY			Adjust	CRP			0	0	0	252,000	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	315,000	
			After	CRP			0	0	0	252,000	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0		3,635,000		
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU			0	0	0	538,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	5,044,000	LINE ITEM		
MONTGOMERY			Adjust	CRPU			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(260,000)	0		0	(260,000)
			After	CRPU			0	0	0	538,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,246,000	0	0		4,784,000	
CROSS COUNTY TRAIL EAST-SECTION B	82084	FD	Before	CRP	LOC	0	0	0	252,000	0	63,000	252,000	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	630,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
MONTGOMERY			Adjust	CRP	LOC	0	0	0	(252,000)	0	(63,000)	260,000	0	65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000			
SR,,,,,ESB			After	CRP	LOC	0	0	0	0	0	0	512,000	0	128,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		640,000	
CROSS COUNTY TRAIL EAST-SECTION B	82084	ROW	Before	CRP	LOC	0	0	0	0	0	0	480,000	0	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
MONTGOMERY			Adjust	CRP	LOC	0	0	0	0	0	0	(260,000)	0	(65,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(325,000)	
SR,,,,,ESB			After	CRP	LOC	0	0	0	0	0	0	220,000	0	55,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		275,000	
CROSS COUNTY TRAIL EAST-SECTION B	82084	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	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
MONTGOMERY			Adjust	CRPU	LOC	0	0	0	0	0	0	0	0	0	0	260,000	0	65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		325,000	
SR,,,,,ESB			After	CRPU	LOC	0	0	0	0	0	0	0	0	0	0	260,000	0	65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		325,000	
CROSS COUNTY TRAIL EAST-SECTION B	82084	CON	Before	CRPU	LOC	0	0	0	0	0	0	0	0	0	919,000	0	231,000	2,310,000	0	578,000	1,391,000	0	347,000	0	0	0	0	0	0	0	0	5,776,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
MONTGOMERY			Adjust	CRPU	LOC	0	0	0	0	0	0	0	0	0	0	(260,000)	0	(65,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,,,,,ESB			After	CRPU	LOC	0	0	0	0	0	0	0	0	0	0	659,000	0	166,000	2,310,000	0	578,000	1,391,000	0	347,000	0	0	0	0	0	0	260,000	0		65,000	5,776,000

**Chart: 106**

\* Positive number denotes a surplus/Negative denotes a deficit

CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	252,000	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 IDs:

Chart: 107

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

TIP MODIFICATIONS FOR FEBRUARY 2026  
Chart #107

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 INVESTMENT PROGRAM(BRIP) LINE ITEM  MONTGOMERY	117997	CON	Before	BRIP		0	0	0	897,706	0	0	0	527,003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,424,709	LINE ITEM		
			Adjust	BRIP		0	0	0	1,253,294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,253,294			
			After	BRIP		0	0	0	2,151,000	0	0	0	527,003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,678,003			
ST U LINE ITEM  BUCKS	79980	CON	Before	STU	581	0	0	0	4,598,671	143,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	29,171,230	LINE ITEM
			Adjust	STU	581	0	0	0	(1,253,294)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,253,294)		
			After	STU	581	0	0	0	3,345,377	143,959	0	4,810,000	1,556,000	0	2,702,000	1,564,000	0	3,129,000	0	0	4,315,000	0	0	2,957,000	0	0	1,625,000	0	0	1,141,600	629,000	0	27,917,936	
PA 611(OLD YORK RD) O/ SEPTA  MONTGOMERY  SR,0611,MBR	16214	CON	Before	BRIP	TC	0	0	0	8,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,200,000	FREEMING UP BRIP FUNDS.		
			Adjust	BRIP	TC	0	0	0	(1,253,294)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,253,294)			
			After	BRIP	TC	0	0	0	6,946,706	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,946,706			
PA 611(OLD YORK RD) O/ SEPTA  MONTGOMERY  SR,0611,MBR	16214	CON	Before	STU	TC	1,170,000	0	0	1,519,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,689,000	BACKFILLING BRIP FUNDS WITH STU.		
			Adjust	STU	TC	0	0	0	1,253,294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,253,294			
			After	STU	TC	1,170,000	0	0	2,772,294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,942,294			
PA 611(OLD YORK RD) O/ SEPTA  MONTGOMERY  SR,0611,MBR	16214	CON	Before	NHPP	TC	4,502,000	0	0	999,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	NHPP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	NHPP	TC	4,502,000	0	0	999,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,501,000			
Administrative Action																																		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM  MONTGOMERY	117997	CON	Before	BRIP		0	0	0	2,151,000	0	0	0	527,003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,678,003	LINE ITEM		
			Adjust	BRIP		0	0	0	1,477,000	0	0	1,477,000	0	0	1,477,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,431,000			
			After	BRIP		0	0	0	3,628,000	0	0	2,004,003	0	0	1,477,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,109,003		
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	378,107	704,339	241,000	995,000	292,338	0	407,000	1,289,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	55,018,998	LINE ITEM
			Adjust	BOF	185	0	0	0	368,000	0	0	368,000	0	0	(289,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,878,000)	0	(3,431,000)	
			After	BOF	185	0	0	1,450,500	378,107	1,072,339	241,000	995,000	660,338	0	407,000	1,000,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	43,019,714	0	51,587,998	
COUNTY/CITY BRDG RESERV  BUCKS  SR,-----	95447	CON	Before		183	0	0	1,237,760	0	251,387	0	0	863,000	331,000	0	504,137	720,534	0	3,600,000	896,000	0	3,620,375	841,125	0	2,791,437	630,814	0	3,585,000	896,000	0	8,332,000	3,896,000	32,996,569	LINE ITEM
			Adjust		183	0	0	0	0	0	0	0	0	0	0	0	0	(250,000)	0	0	(250,000)	0	0	(250,000)	0	0	(250,000)	0	0	0	0	(1,000,000)		
			After		183	0	0	1,237,760	0	251,387	0	0	863,000	331,000	0	504,137	720,534	0	3,350,000	896,000	0	3,370,375	841,125	0	2,541,437	630,814	0	3,335,000	896,000	0	8,332,000	3,896,000	31,996,569	
OLD BETHLEHEM RD O/ KIMPLES CR  BUCKS  SR,4101,76S	13240	CON	Before	BRIP	185	0	0	0	1,477,000	368,000	0	1,477,000	368,000	0	1,477,000	368,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,535,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE, AND SWITCHING PHASE TO 100% STATE.		
			Adjust	BRIP	185	0	0	0	(1,477,000)	(368,000)	0	(1,477,000)	(368,000)	0	(1,477,000)	289,000	0	0	250,000	0	0	250,000	0	0	250,000	0	0	250,000	0	0	3,878,000	0	0	
			After		185	0	0	0	0	0	0	0	0	0	0	657,000	0	0	250,000	0	0	250,000	0	0	250,000	0	0	250,000	0	0	3,878,000	0	5,535,000	
Administrative Action																																		
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM  MONTGOMERY	117997	CON	Before	BRIP		0	0	0	3,628,000	0	0	2,004,003	0	0	1,477,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,109,003	LINE ITEM		
			Adjust	BRIP		0	0	0	4,544,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,544,000		
			After	BRIP		0	0	0	8,172,000	0	0	2,004,003	0	0	1,477,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,653,003		
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	378,107	1,072,339	241,000	995,000	660,338	0	407,000	1,000,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	43,019,714	0	51,587,998	LINE ITEM
			Adjust	BOF	185	0	0	0	1,137,000	0	0	0	0	0	0	(190,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(189,000)	0	758,000	
			After	BOF	185	0	0	1,450,500	378,107	2,209,339	241,000	995,000	660,338	0	407,000	810,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	42,830,714	0	52,345,998	

\* Positive number denotes a surplus/Negative denotes a deficit

S T U LINE ITEM BUCKS	79980	CON	Before	STU	581					3,345,377	143,959			0	4,810,000	1,556,000			0	2,702,000	1,564,000			0	3,129,000			0	4,315,000			0	2,957,000			0	1,625,000			0	1,141,600	629,000			27,917,936	LINE ITEM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			Adjust	STU	581						0				0		0			(758,000)			0			(757,000)				(757,000)				(757,000)				(757,000)			(4,544,000)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
			After	STU	581						3,345,377	143,959			0	4,810,000	1,556,000			0	1,944,000	1,564,000			0	2,372,000			0	3,557,000			0	2,200,000			0	868,000			0	384,600	629,000				23,373,936																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
COUNTY/CITY BRDG RESERV BUCKS SR,-----	95447	CON	Before		183				0		251,387			0	863,000	331,000			0	504,137	720,534			0	3,350,000	896,000		0	3,370,375	841,125		0	2,541,437	630,814		0	3,335,000	896,000		0	8,332,000	3,896,000			31,996,569	LINE ITEM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			Adjust		183					0		0		0		0		0		0		0		0		(189,000)			0	(190,000)			0	(189,000)			0	(189,000)		0	0		(757,000)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
			After		183					0		0		251,387			0	863,000	331,000			0	504,137	720,534			0	3,161,000	896,000		0	3,180,375	841,125		0	2,352,437	630,814		0	3,146,000	896,000		0	8,332,000	3,896,000				31,239,569																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
MARSHALL RD O/ COBBS CREEK DELAWARE SR,2024,MCC	92808	CON	Before	BRIP	185				0		0		0	1,249,000	312,000			0	3,200,000	800,000			0	3,249,000	812,000		0		0		0		0		0		0		0		0		0		15,303,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			Adjust	BRIP	185					0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		(5,681,000)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			After	BRIP	185					0		0		0		0	1,249,000	312,000			0	3,200,000	800,000			0	3,249,000	812,000		0		0		0		0		0		0		9,622,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
MARSHALL RD O/ COBBS CREEK DELAWARE SR,2024,MCC	92808	CON	Before						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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			Adjust	STU	185					0		0		0		0		0		0		758,000	190,000		0	757,000	189,000		0	758,000	190,000		0	757,000	189,000		0	757,000	189,000		0	757,000	189,000		0		5,680,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
			After	STU	185					0		0		0		0		0		0		758,000	190,000			757,000	189,000		0	758,000	190,000		0	757,000	189,000		0	757,000	189,000		0	757,000	189,000		0		5,680,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Administrative Action																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

MA IDs:

Chart: 108

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

TIP MODIFICATIONS FOR FEBRUARY 2026  
Chart #106

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			
BRIDGE RESERVE LINE ITEM  BUCKS	79929	CON	Before	BOF	185	0	0	1,450,500	378,107	2,209,339	241,000	995,000	660,338	0	407,000	810,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	42,830,714	0	52,345,998	LINE ITEM	
			Adjust	BOF	185	0	0	0	180,000	(350,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(170,000)			
			After	BOF	185	0	0	1,450,500	558,107	1,859,339	241,000	995,000	660,338	0	407,000	810,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	42,830,714	0	52,175,998		
PICKERING DAM RD O/ BR PICKERING CR  CHESTER	110765	FD	Before	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	350,000	PROJECT CANNOT USE FEDERAL FUNDS BASED ON SPAN LENGTH. NEED TO PROGRAM PHASE 100% STATE.		
			Adjust	BOF	TC	0	0	0	(350,000)	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SR,1017,CB9			After		185	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
COVENTRYVILLE RD O/ FRENCH CR  CHESTER	86272	PE	Before	BOF		0	0	0	367,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367,000	ADDING FUNDS TO MATCH CURRENT PHASE ESTIMATE.		
			Adjust	BOF		0	0	0	170,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170,000			
SR,7015,198			After	BOF		0	0	0	537,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	537,000			
LANSDOWNE AVE. CORRIDOR SAFETY IMP(C)  DELAWARE	115427	UTL	Before	CRPU	TC	0	0	0	287,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287,000	FUNDS PROGRAMMED ON THE WRONG PHASE. SHOULDVE BEEN ON CON PHASE.		
			Adjust	CRPU	TC	0	0	0	(287,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(287,000)			
SR,2005,SP2			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			
LANSDOWNE AVE. CORRIDOR SAFETY IMP(C)  DELAWARE	115427	CON	Before	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS FOR COSTS RELATED TO UTL WORK ON PROJECT.	
			Adjust	CRPU	TC	0	0	0	287,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287,000		
SR,2005,SP2			After	CRPU	TC	0	0	0	287,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287,000		
LANSDOWNE AVE. CORRIDOR SAFETY IMP(C)  DELAWARE	115427	CON	Before	HSIP	TC	163,286	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163,286	NO CHANGE INCLUDED TO SHOW OVERALL PHASE COST.		
			Adjust	HSIP	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
SR,2005,SP2			After	HSIP	TC	163,286	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163,286			
TAP/MTS/SR25 LINE ITEM RESERVE  DISTRICTWIDE	64984	CON	Before	TAU		0	0	0	6,619,117	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	0	35,048,000	0	0	94,239,117	LINE ITEM
			Adjust	TAU		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	0	(1,000,000)		
			After	TAU		0	0	0	5,619,117	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	0	35,048,000	0	0	93,239,117	
BETTER BUS STOPS- S 7TH & 8TH STREETS  PHILADELPHIA	81230	CON	Before	TAU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2024 REGIONAL TASA AWARDED PROJECT.	
			Adjust	TAU	TC	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	0	1,000,000		
SR,----,BBS			After	TAU	TC	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			

Chart: 108  
\* Positive number denotes a surplus/Negative denotes a deficit

STU LINE ITEM  BUCKS	79980	CON	Before	STU	581	0	0	0	0	3,345,377	872,959	0	4,810,000	1,556,000	0	1,944,000	1,564,000	0	1,400,000	0	0	2,585,000	0	0	1,229,000	0	0	0	868,000	0	0	384,600	629,000	0	21,187,936	LINE ITEM
			Adjust	STU	581	0	0	0	0	0	0	0	(90,000)	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STU	581	0	0	0	0	3,345,377	872,959	0	4,720,000	1,646,000	0	1,944,000	1,564,000	0	1,400,000	0	0	2,585,000	0	0	1,229,000	0	0	0	868,000	0	0	384,600	629,000	0	21,187,936	
ALMSHOUSE & JACKSONVILLE RD ROUNDABOUT  BUCKS  SR,2089,ALM	110310	UTL	Before	STU	581	0	0	0	0	0	360,000	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	PROGRAMMING AS 100% FEDERAL. PROJECT IS ELIGIBLE FOR 100% SAFETY NEEDING NO MATCH.		
			Adjust	STU	581	0	0	0	0	0	0	90,000	(90,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			After	STU		0	0	0	0	0	0	0	450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		450,000	
GREEN LN/BELMONT AVE O/ SCHUYLKILL RIVER  PHILADELPHIA  SR,7301,GLB	110313	PE	Before	STU	183	0	0	0	0	985,000	111,000	99,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,195,000	CORRECTING THE STATE MATCH FROM 185 TO 183 AS THIS IS A LOCAL AND NOT A STATE BRIDGE.		
			Adjust	STU	183	0	0	0	0	185,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185,000			
			After	STU	183	0	0	0	0	985,000	296,000	99,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,380,000	
GREEN LN/BELMONT AVE O/ SCHUYLKILL RIVER  PHILADELPHIA  SR,7301,GLB	110313	PE	Before	STP	185	0	0	0	0	594,000	185,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	779,000	CORRECTING THE STATE MATCH FROM 185 TO 183 AS THIS IS A LOCAL AND NOT A STATE BRIDGE.		
			Adjust	STP	185	0	0	0	0	(185,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(185,000)			
			After	STP		0	0	0	0	594,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	594,000			
NHPP RESERVE LINE ITEM  DISTRICT WIDE	82216	CON	Before	NHPP	581	0	0	0	0	10,861,850	2,968,000	0	3,480,000	0	0	2,194,000	0	0	1,000,000	0	0	0	0	0	1,456,000	0	0	0	0	0	2,838,149	766,200	0	25,564,199	LINE ITEM	
			Adjust	NHPP	581	0	0	0	0	(850,000)	(213,000)	0	(430,000)	0	0	0	0	0	344,000	86,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,063,000)		
			After	NHPP	581	0	0	0	0	10,011,850	2,755,000	0	3,050,000	0	0	2,194,000	0	0	1,344,000	86,000	0	0	0	0	1,456,000	0	0	0	0	0	2,838,149	766,200	0	24,501,199		
US322: CLAYTON PARK -CHELSEA PARKWAY  DELAWARE  SR,0322,102	69817	ROW	Before	NHPP	581	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	ADDING FUNDS TO ADDRESS #1 DISTRICT AUC.			
			Adjust	NHPP	581	0	0	0	850,000	213,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,063,000				
			After	NHPP	581	400,000	100,000	0	850,000	213,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1,563,000		
PA 452 @ I-95 INTERCHANGE  DELAWARE  SR,0452,I95	119435	ROW	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	344,000	86,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430,000	ADVANCING FUNDS FOR OBLIGATION AND SWITCHING PROGRAMMING TO 100% FED.		
			Adjust	NHPP	581	0	0	0	0	0	0	430,000	0	0	0	0	0	(344,000)	(86,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			After	NHPP		0	0	0	0	0	0	0	430,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430,000			
Before FFY Totals						563,286	100,000	1,450,500	23,787,451	6,346,298	340,000	18,407,000	2,306,338	0	13,307,000	2,374,000	0	11,906,000	137,000	0	11,347,000	189,000	0	11,447,000	0	0	9,630,000	0	0	39,994,749	44,225,914	0	197,858,536			
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						563,286	100,000	1,450,500	23,787,451	6,346,298	340,000	18,407,000	2,306,338	0	13,307,000	2,374,000	0	11,906,000	137,000	0	11,347,000	189,000	0	11,447,000	0	0	9,630,000	0	0	39,994,749	44,225,914	0	197,858,536			

MA IDs:

Chart: 109

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

TIP MODIFICATIONS FOR FEBRUARY 2026  
Chart #107

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 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	10,011,850	2,755,000	0	3,050,000	0	0	2,194,000	0	0	1,344,000	86,000	0	0	0	0	0	1,456,000	0	0	0	2,838,149	766,200	0	24,501,199	LINE ITEM	
			Adjust	NHPP	581	0	0	0	(10,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(10,000,000)		
			After	NHPP	581	0	0	0	11,850	2,755,000	0	3,050,000	0	0	2,194,000	0	0	1,344,000	86,000	0	0	0	0	0	1,456,000	0	0	0	2,838,149	766,200	0	14,501,199		
RECONNECTING OUR CHINATOWN	119896	FD	Before	RCP		12,476,780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,476,780	REMOVING RESCINDED FD GRANT FUNDING.	
PHILADELPHIA			Adjust	RCP		(12,476,780)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(12,476,780)		
SR,0676,RCP			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RECONNECTING OUR CHINATOWN	119896	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING REGIONAL NHPP AND LOCAL FUNDS TO REPLACE THE RESCINDED GRANT FUNDS.
PHILADELPHIA			Adjust	NHPP	LOC	0	0	0	10,000,000	2,500,000	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,0676,RCP			After	NHPP	LOC	0	0	0	10,000,000	2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,500,000		
RECONNECTING OUR CHINATOWN	119896	CON	Before	RCP		0	0	0	138,037,276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138,037,276	REMOVING RESCINDED CON GRANT FUNDING.	
PHILADELPHIA			Adjust	RCP		0	0	0	(138,037,276)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(138,037,276)		
SR,0676,RCP			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Before FFY Totals						12,476,780	0	0	148,049,126	2,755,000	0	3,050,000	0	0	2,194,000	0	0	1,344,000	86,000	0	0	0	0	1,456,000	0	0	0	2,838,149	766,200	0	175,015,255	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS AND REMOVAL OF RCP GRANT FUNDS.		
FFY Adjustment Totals						(12,476,780)	0	0	(138,037,276)	0	2,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(148,014,056)			
After FFY Totals						0	0	0	10,011,850	2,755,000	2,500,000	3,050,000	0	0	2,194,000	0	0	1,344,000	86,000	0	0	0	0	1,456,000	0	0	0	2,838,149	766,200	0	27,001,199			

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 143394) D6-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP					59,974,428			40,226,060			37,471,909			Interstate Contingency line item used as source of funds to maintain fiscal constraint.
			Adjust	NHPP				(1,316,520)										
			After	NHPP				58,657,908			40,226,060			37,471,909				
I-95: Tioga St to Wheatsheaf Ln 95/AF3 Philadelphia	103557	CON	Before	NHPP					40,000,000			43,379,647			36,370,542			Increase CON phase to relieve PMC hold.
			Adjust	NHPP				1,316,520										
			After	NHPP				41,316,520			43,379,647			36,370,542				
Before Totals						\$0	\$0	\$0	\$99,974,428	\$0	\$0	\$83,605,707	\$0	\$0	\$73,842,451	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$99,974,428	\$0	\$0	\$83,605,707	\$0	\$0	\$73,842,451	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 143449) District 6-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before Adjust	NHPP NHPP					58,657,908 (612,300)			40,226,060			37,471,909			Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			After	NHPP					58,045,608			40,226,060			37,471,909			
I-476 Travel Management 476/HSR	104821	PE	Before Adjust	NHPP NHPP		900,000												Increase to funds E04325 WO1 Amendment 8.
Delaware			After	NHPP		900,000												
I-476 Advance Travel Management(C) 476/ATC	116225	CON	Before Adjust															Increase to funds E04325 WO4 Amendment 1.
Delaware			After	NHPP														
Before Totals						\$900,000	\$0	\$0	\$58,657,908	\$0	\$0	\$40,226,060	\$0	\$0	\$37,471,909	\$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						\$900,000	\$0	\$0	\$58,657,908	\$0	\$0	\$40,226,060	\$0	\$0	\$37,471,909	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART  
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 142975) DVRPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Lancaster Ave & Remington Rd Int. Improvements	114948	UTL	Before	sHSIP					50,000									Fund swap to sHVRU due to stated goals and VRU improvements presented in HSIP application (2019-06-38) as well as per BOO approval on 8/1/23 referencing VRU penalty	
30/SIP			Before	sHVRU															
			Adjust	sHSIP					(50,000)										
Montgomery			Adjust	sHVRU					50,000										
			After	sHSIP															
			After	sHVRU					50,000										
	Lancaster Ave & Remington Rd Int. Improvements	114948	ROW	Before	sHSIP				100,000									Fund swap to sHVRU due to stated goals and VRU improvements presented in HSIP application (2019-06-38) as well as per BOO approval on 8/1/23 referencing VRU penalty	
30/SIP	Before			sHVRU															
	Adjust			sHSIP					(100,000)										
Montgomery	Adjust			sHVRU					100,000										
	After			sHSIP															
	After			sHVRU					100,000										
	Lancaster Ave & Remington Rd Int. Improvements	114948	FD	Before	sHSIP				90,000									Fund swap to sHVRU due to stated goals and VRU improvements presented in HSIP application (2019-06-38) as well as per BOO approval on 8/1/23 referencing VRU penalty	
30/SIP	Before			sHVRU															
	Adjust			sHSIP					(90,000)										
Montgomery	Adjust			sHVRU					90,000										
	After			sHSIP															
	After			sHVRU					90,000										
	Before Totals						\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			

NOTES



# ***NJDOT Fiscal Constraint Charts***

## ***(February 2026)***

---

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

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

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

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

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

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

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



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

# ***DVRPC Local Fiscal Constraint Charts (February 2026)***

---

**DVRPC FFY2026 TIP for New Jersey (FFY26-FY29)**  
**Fiscal Constraint Chart #2**  
**DVRPC Local Highway Program (in Millions)**

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

Informational and Formal TIP Actions					First Four Years of the TIP (FY24–27)					Out Years (FY28–33)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2026	2027	2028	2029	4-Yr Total	2030	2031	2032	2033	2034	2035	Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-PHILA	0.298470	0.000000	0.000000	0.000000	0.298470	0.000000	0.000000	0.000000	4.612000	11.006000	12.174000	27.792000	28.090470	Administrative action to modify the TIP by increasing the FFY26 ERC Phase by \$0.2 M STBGP-PHILA from \$0.29847 M STBGP-PHILA to \$0.49847 M STBGP-PHILA and increasing the FFY32 ERC Phase by \$3.014 M STBGP-PHILA from \$0.0 M STBGP-PHILA to \$3.014 M STBGP-PHILA.
			Adjust	STBGP-PHILA	0.200000	0.000000		0.000000	0.200000	0.000000	0.000000	3.014000	0.000000	0.000000	0.000000	3.014000	3.214000	
			After	STBGP-PHILA	0.498470	0.000000	0.000000	0.000000	0.498470	0.000000	0.000000	3.014000	4.612000	11.006000	12.174000	30.806000	31.304470	
New or Upgraded Traffic Signal Systems at Intersections, Phase 2 Local Camden	D2021	DES	Before	STBGP-PHILA	0.200000	0.000000	0.000000	0.000000	0.200000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.200000	
			Adjust	STBGP-PHILA	-0.200000	0.000000		0.000000	-0.200000	0.000000	0.000000	0.000000				0.000000	-0.200000	
			After	STBGP-PHILA	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	
New or Upgraded Traffic Signal Systems at Intersections, Phase 2 Local Camden	D2021	CON	Before	STBGP-PHILA	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	3.014000	0.000000	0.000000	0.000000	3.014000	3.014000	Formal action to amend the TIP by removing the New or Upgraded Traffic Signal Systems at Intersections, Phase 2 (DB #D2021) project from the TIP, including the Final Design (DES) and Construction (CON) phases in the amount of \$3.214 M STBGP-PHILA funding (\$0.2 M FFY26 DES Phase/\$3.014 M FFY32 CON Phase).
			Adjust	STBGP-PHILA	0.000000	0.000000		0.000000	0.000000	0.000000	-3.014000					-3.014000	-3.014000	
			After	STBGP-PHILA	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	
Total Before					0.498470	0.000000	0.000000	0.000000	0.498470	0.000000	0.000000	0.000000	4.612000	11.006000	12.174000	15.618000	16.116470	Fiscal Constraint is maintained.
Total Adjust					0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	
Total After					0.498470	0.000000	0.000000	0.000000	0.498470	0.000000	0.000000	0.000000	4.612000	11.006000	12.174000	15.618000	16.116470	

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

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

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

---

Updated as of August 23, 2022

## Index of Transportation Acronyms, Codes, and Terminology

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

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

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

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

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

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

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

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

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

## HIGHWAY PROJECT FUNDING SOURCES

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

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

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

## HIGHWAY PROJECT FUNDING SOURCES (Continued)

	<b>Acronym</b>	<b>Definition</b>	<b>Description</b>
<b>F</b>	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.
<b>F</b>	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.
<b>F</b>	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 <sup>st</sup> 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.
<b>F</b>	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
<b>F</b>	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.
<b>S</b>	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
<b>F</b>	*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.
<b>F</b>	*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.
<b>F</b>	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.



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

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

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

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

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

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

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

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

## TRANSIT PROJECT FUNDING SOURCES

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

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

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

## TRANSIT PROJECT FUNDING SOURCES (Continued)

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

## TRANSIT PROJECT FUNDING SOURCES (Continued)

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

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

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

## TRANSIT PROJECT FUNDING SOURCES

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

## OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

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



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



190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Connect With Us!     

*The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://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](mailto:public_affairs@dvrpc.org).*

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

**February 10, 2026**

**Agenda Item:**

**6. Adoption of a New Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP) for New Jersey**

**Background/Analysis/Issues:**

A Memorandum of Understanding (MOU) exists between DVRPC, North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), NJ DOT, and NJ TRANSIT to establish agreed upon procedures for modifying or amending the TIP for New Jersey, as required by federal regulations. From time to time, this MOU requires changes or revisions to improve, clarify, or streamline the process to advance all TIP programmed projects as quickly as possible. To deal with cost increases, the MOU is structured in a tiered manner, allowing some changes below a certain threshold to occur without further action by DVRPC; other changes within a specified range to occur by an administrative action of the MPO Executive Director; while all other changes require a formal action by the Regional Technical Committee and DVRPC Board.

This action would approve a new MOU for the New Jersey TIP/STIP that would continue to consistently address TIP actions throughout the state. There has been a statewide effort over the last year to update the set of procedures with the intent to streamline the process and provide consistency. Changes to the existing MOU address several issues, including the following:

- 1) Updates to definitions of relevant terms and acronyms.
- 2) Language that specifically outlines circumstances that impact federal transit funding for NJ TRANSIT and PATCO with regards to Prior-Year Unobligated Balances.
- 3) Changes to cost thresholds for TIP Actions that are classified as informational and administrative to more appropriately address current project costs and increases, and formal actions that require RTC and/or DVRPC Board approval.

In general, there are three types of TIP modifications. They are detailed below, along with the level of action required. Specific cost thresholds are detailed in the draft MOU.

- Informational Modifications
  - Do not require action by RTC or Board
- Administrative Modifications
  - Do not require action by RTC or Board
  - Are handled by the Executive Director in consultation with affected subregions
- Committee Modifications and Board Actions
  - Require RTC and Board review

Please note that with the Committee Modifications, DVRPC will continue our established policy to invoke the clause that states, “the Executive Director of the MPO can determine at any time that Board action is necessary,” on page 12 and will generally take Committee Modifications to the DVRPC Board. The other MPOs only take Committee Modifications to their Technical Committees. This approach does allow flexibility in certain situations. For example, if there is an action towards the end of the Federal Fiscal Year that would be categorized as a Committee Modification and it is absolutely necessary that the action take place before the Board can vote on it, or funds will be lost, or a project would miss authorization, the Executive Director can direct the action to be a Committee Modification that only requires approval by the RTC.

There are two classes of amendments, minor and major. Any amendment that does not affect Conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. Any action that affects Conformity and would require a new regional conformity determination is a Major Amendment. All actions rising to the level of Minor or Major Amendments will be reviewed by the RTC and require approval by the Board.

Cost and Source of Funds:

N/A

Date Action Required:

February 10, 2026

Recommendations:

RTC – Will make a recommendation at the February 10, 2026, RTC Meeting.

Staff – Recommends approval.

Action Proposed:

The Regional Technical Committee recommends the DVRPC Board approve the revised Memorandum of Understanding for Procedures to Amend or Modify the TIP for

New Jersey.

Staff Contact:

Rick Murphy, Manager, Office of TIP Development and Maintenance

Attachments:

- 1) Revised MOU
- 2) Current MOU (dated 2012)

# **MEMORANDUM OF UNDERSTANDING**

## **Statewide Procedures for TIP/STIP Revisions**

**Among the**

**Delaware Valley Regional Planning Commission,  
North Jersey Transportation Planning Authority,  
South Jersey Transportation Planning Organization,  
New Jersey Transit Corporation,  
and  
New Jersey Department of Transportation**





## PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

At the discretion of the MPO, the procedures outlined shall also apply to any third-party agencies who request a revision to the TIP/STIP.



## DEFINITIONS

For the purpose of this MOU the following meanings apply:

**Advance Construction** - A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal aid; however, no present or future federal funds are committed to the project. 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.

**Congestion Management Process (CMP)** – A federally mandated systematic approach to managing congestion which is required in Transportation Management Areas (TMAs) with a population exceeding 200,000. It provides information on transportation systems' performance regarding accessibility, mobility, reliability and a range of strategies to address congestion and enhance the movement of people and goods. As outlined in 23 C.F.R. § 450.322.

**Design Build (DB)** - A project delivery method in which a single entity, the Design Builder, manages both the design and construction phases. This approach fosters communication, minimizes risks for the owner, encourages innovation in design and construction, and often results in faster project completion compared to the traditional design-bid-build method.

**e-STIP**<sup>1</sup> - A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing, and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions, and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

**Federal Fiscal Year (FFY)** - The U.S. federal government 12-month budgetary period that begins October 1<sup>st</sup> and ends September 30<sup>th</sup>.

**Fiscal Constraint** - A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

**Flexing Funds** - The transfer of federal funds between the federal highway and transit programs, as outlined in 23 U.S.C. § 104(f); and 49 U.S.C. § 5334(i).

**Interagency Consultation Group (ICG)** - A group of stakeholders consisting of state and federal agency representatives designated to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation-including both the FHWA and the Federal Transit Administration (FTA)-the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection (NJDEP), the NJDOT, NJ TRANSIT, and neighboring MPO's. This group works cooperatively to ensure the MPO's conformity demonstrations and processes follow federal guidance and meet all federal requirements.

**Memorandum of Understanding (MOU)** - This agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

**Metropolitan Planning Organization (MPO)** - A federally mandated and federally funded transportation organization that is made up of representatives from local government and governmental transportation authorities to carry out the metropolitan transportation planning process. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

- **Delaware Valley Regional Planning Commission (DVRPC)** – The MPO that serves the New Jersey counties of Burlington, Camden, Gloucester and Mercer. This MPO also serves the Greater Philadelphia region.
- **North Jersey Transportation Planning Authority (NJTPA)** – The MPO that serves the New Jersey counties of Bergen, Essex, Hudson, Hunterdon,

---

<sup>1</sup> Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP can process such actions in a manner acceptable to FTA Region 2 and FTA Region 3.



---

Memorandum of Understanding- MPOs, NJTRANSIT & New Jersey Department of Transportation

Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren.

- **South Jersey Transportation Planning Organization (SJTPO)** – The MPO that serves the New Jersey counties of Atlantic, Cape May, Cumberland, and Salem.

**New Project** - A project that has no prior obligations or programming in a previous STIP.

**Parties** – The parties to this MOU are the DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT.

**Program Line Item** - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

**Project** - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

**Project Sponsor** - The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

**Regionally Significant Project** – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 C.F.R. Part 93, Subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Regional Transportation Plan (RTP)** - A federally mandated long-range transportation plan prepared by an MPO for its region. Also known as Long-Range Transportation Plan (LRTP), aka Long-Range Plan (LRP), aka Metropolitan Transportation Plan (MTP).

**Statewide Transportation Improvement Program (STIP)** - A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

**Subregion** - The jurisdictions that comprise an MPO. This may include a county or city government.

**Transportation Conformity (Air Quality)** - A Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that

transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations (40 C.F.R. Part 93, Subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

**Transportation Improvement Program (TIP)** - A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

**Unobligated Prior Year Balance** - Federal funds programmed for obligation in a Federal Fiscal Year (FFY) prior to the current FFY and that were not obligated in an FTA grant.

**U.S. Environmental Protection Agency (EPA)** – Federal regulatory agency that leads the nation’s environmental science, research, education and assessment efforts.



## AGREEMENT

In adopting a TIP, the parties agree to a shared set of capital investments that implement each of the MPO’s Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to FHWA and FTA for approval. The approved STIP serves as the reference document required under federal regulations (23 C.F.R. § 450.218) for use by FHWA, FTA and EPA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 C.F.R. Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 C.F.R. § 450.328 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 C.F.R. Part 450 and 49 C.F.R. Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.



## **A. AMENDMENTS**

TIP/STIP revisions that involve a major change to a project or program in the TIP/STIP are classified as amendments. Requests for amendments are submitted to the MPO Board for action, require public involvement and the approval of FHWA or FTA. Major changes may include significant changes to the purpose and need for the project and/or, changes in project scope (e.g. changing the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects), or major changes in project funding needs. Minor changes to projects, and/or changes to project funding needs will be addressed under Section B. Modifications. There are two classes of amendments, minor and major.



### **1. Minor Amendment**

Any TIP/STIP amendment that does not affect Transportation Conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances.
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP.
- c) When there is an addition of a development phase to a project that results in moving all major phases of work out of the 4-year TIP/STIP.
- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds.
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT.

If none of these conditions exist, and the action does not affect conformity, then the change may qualify as a Minor Board Amendment (Section 1A) or Modification (Section B). As described within Definitions, a New Project is a project that has no prior obligations or was not included in a previous STIP. If a project was included in a previous STIP document or appendix, identified as receiving State or Federal funding, or identified within any sections of the STIP, such as NJDOT projects, NJ TRANSIT projects, MPO Local projects, DRPA-PATCO projects, PANYNJ-PATH/ GDC projects, Transportation Authorities projects, Competitive grants, Earmark projects, and Study and Development program, it is not considered to be a new project and any proposed changes to that project will be managed under provisions provided for Amendments and Modifications.



## 1A. Minor Board Amendment

The parties agree that the following circumstances require action by the MPO at the Board level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary. In cases when TIP/STIP Minor Board Amendment or Modification would result in an actual loss of federal funding, obligation authority or as documented in the August Redistribution Strategic Authorization Plan, the Minor Board Amendment or Modification can be processed as an Administrative Modification, provided that all parties agree in writing. Alternatively, the MPO may choose to conduct a special Committee and/or Board meeting to review and approve the action. If the Minor Board Amendment or Modification is processed as an Administrative Modification, it will be presented at the next board meeting rather than submitted for board approval prior to implementation.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way, or Advanced Utility phase of work of a project increases by more than \$15,000,000.
- b) When the programmed cost of a Program Line Item increases by more than \$15,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (<\$25M) project increases by more than \$15,000,000.
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases more than \$20,000,000.
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases more than \$30,000,000.

Board Amendment	
<b>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</b>	More than \$15,000,000
<b>Program Line Item</b>	More than \$15,000,000
<b>Construction, Design/Build (Between \$0- \$25M)</b>	More than \$15,000,000
<b>Construction, Design/Build (Between &gt;\$25M - \$100M)</b>	More than \$20,000,000
<b>Construction, Design/Build (Greater than \$100M)</b>	More than \$30,000,000



## 2. Major Amendment

Any TIP/STIP action that affects Transportation Conformity and would require a new

regional conformity determination is a Major Amendment. The MPO, in consultation with the ICG as necessary, will determine if the change to, or the addition of, a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity regulations (40 C.F.R. §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding); or
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 C.F.R. §§ 93.126 and 93.127); or
- c) Change a non-exempt project’s completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.



### **3. Amendment Procedures**

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary committee and board level approvals. The Project Sponsor shall provide documentation, via eSTIP, that adequately details the TIP revision, with a clear explanation justifying the amendment. The project data required for the TIP/STIP listing shall include the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination.

In the event it is not possible to submit a TIP/STIP action request in eSTIP, a requesting agency may submit the TIP/STIP action request via letter or e-mail correspondence to the appropriate MPO(s) and federal agency. The written correspondence will include all required information about the requested TIP/STIP action that would normally be provided in eSTIP. The MPO(s) and federal agency may also submit their respective approvals or responses via written correspondence. The requesting agency shall follow up with a submission of the same TIP/STIP action request via eSTIP as soon as the eSTIP system is available for processing the requested action.

In the event of immediate emergency repairs to a highway, bridge, or transit project, and upon written agreement of all parties that any delay would present a significant risk to the health, safety, or security of the public due to damaged infrastructure, the project sponsor may add a project utilizing any federal funding source as an administrative modification. The amendment will be presented at the next board meeting rather than submitted for board approval prior to implementation.

The MPO, in consultation with the ICG, shall determine if the proposed amendment

requires a new TIP/SIP conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 C.F.R. Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS.

The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, NJDOT and/or NJ TRANSIT shall forward the conformity determination for its projects to FHWA and/or FTA and apply for joint conformity finding to be made by FHWA and/or FTA after consultation with USEPA. Following FHWA and/or FTA approval, NJDOT and/or NJ TRANSIT will notify the MPO of the approval.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to NJDOT and/or NJ TRANSIT via e-STIP a completed package containing the following documentation:

- a) A document acknowledging Board approval, requesting approval from FHWA or FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements);
- b) The TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and
- c) The revised TIP/STIP page(s). Upon receipt of this approval package from the MPO, the NJDOT or NJ TRANSIT shall submit the STIP amendment via e-STIP to FHWA or FTA for review and approval.



## **B. MODIFICATIONS**

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications, of which there are three classes as defined below.

### **1. Informational Modifications -**

The parties agree that federal funding changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount less than or equal to \$1,500,000.
- b) When the programmed cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount less than or equal to \$5,000,000.
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount less than or equal to \$7,500,000.
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount less than or equal to \$10,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount less than or equal to \$15,000,000.
- g) When there is an additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$500,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.
- h) When either NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- i) When NJDOT and NJ TRANSIT modify and use statewide Program Line-Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).

- j) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).
- k) When a competitive FHWA or FTA grant is awarded directly to a recipient for a specific project and is not required by regulation to be in the STIP; NJ TRANSIT, NJDOT, or an MPO can add it for informational purposes.

<b>Informational Modifications</b>	
<b>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</b>	\$1,500,000 or less
<b>Program Line Item</b>	\$5,000,000 or less
<b>Construction, Design/Build (Between \$0- \$10M)</b>	\$5,000,000 or less
<b>Construction, Design/Build (Between &gt; \$10M - \$25M)</b>	\$7,500,000 or less
<b>Construction, Design/Build (Between &gt;\$25M - \$100M)</b>	\$10,000,000 or less
<b>Construction, Design/Build (Greater than \$100M)</b>	\$15,000,000 or less

## **2. Administrative Modifications**

The parties agree that, under the following circumstances, federal funding changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected subregions may approve the action administratively.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$1,500,000 but less than or equal to \$5,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- c) When the programmed cost of a Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$10M - \$25M) project increases by an amount more than \$7,500,000



but less than or equal to \$10,000,000.

- e) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$25M - \$100M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- f) When the programmed cost of a Construction phase or the cost of a Design/Build (> \$100M) project increases by an amount more than \$15,000,000 but less than \$20,000,000.
- g) When a phase of work of a project is moved among the constrained years, first 4-years, of the TIP/STIP.
- h) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- i) When changing a federally funded NRS project to non-federal funding.
- j) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
  - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
  - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
  - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- k) When federal unobligated prior year balances are added to a federally funded project or program.
- l) When other modifications, not defined in this sub-section, are identified as an administrative action.
- m) When the Executive Director of the MPO determines that administrative action is appropriate.

<b>Administrative Modifications</b>	
<b><i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i></b>	\$1,500,001 <> \$5,000,000
<b><i>Program Line Item</i></b>	\$5,000,001 <> \$10,000,000
<b><i>Construction, Design/Build (Between \$0- \$10M)</i></b>	\$5,000,001 <> \$7,500,000
<b><i>Construction, Design/Build (Between &gt; \$10M - \$25M)</i></b>	\$7,500,001 <> \$10,000,000
<b><i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i></b>	\$10,000,001 <> \$15,000,000
<b><i>Construction, Design/Build (Greater than \$100M)</i></b>	\$15,000,000<>\$20,000,000

### **3. Committee Modifications**

The parties agree that the following circumstances pertaining to federal funding require action by the MPO at the Committee level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$15,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount more than \$15,000,000 but less than or equal to \$20,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount more than \$20,000,000 but less than or equal to \$30,000,000.
- g) When advancing projects from a local program and adding them to the TIP as an individual project, contingent upon that project's appearance in another section of

the STIP

- h) When flexing funds from FHWA to FTA by an amount greater than \$5,000,000 but less than \$15,000,000.
- i) When the Executive Director of the MPO determines that Committee action is appropriate.

<b>Committee Modifications</b>	
<b><i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i></b>	\$5,000,001 <> \$15,000,000
<b><i>Program Line Item</i></b>	\$10,000,001 <> \$15,000,000
<b><i>Construction, Design/Build (Between \$0- \$10M)</i></b>	\$7,500,001 <> \$15,000,000
<b><i>Construction, Design/Build (Between &gt; \$10M - \$25M)</i></b>	\$10,000,001 <> \$15,000,000
<b><i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i></b>	\$15,000,001 <> \$20,000,000
<b><i>Construction, Design/Build (Greater than \$100M)</i></b>	\$20,000,001 <> \$30,000,000



## **C. Fiscal Constraint Bank**

The federal statewide and metropolitan planning regulations (23 C.F.R. Part 450 and 49 C.F.R. Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a “Fiscal Constraint Bank” for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

### **1. Addition of Funds**

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

## **2. Fiscal Constraint Procedures**

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A. and B.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (Section A of this MOU) or modifications (Section B of this MOU), the net result for the first two fiscal years must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the third and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply the above procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.



## **D. PUBLIC PARTICIPATION**

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. NJDOT shall provide access to public participation by linking to

the MPO's websites. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

## **E. PROJECT REPORTING**

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS) and a Project Management and Reporting System (PMRS). Project- specific information from the PRS and/or PMRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be NJDOT's responsibility to keep the information in the PRS/PMRS current. It will be the responsibility of the MPOs to re-format the data into reports they deem usable.

The NJDOT Division of Capital Investment & Program Coordination will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of

Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include NJDOT and/or NJ TRANSIT staff, local elected officials and staff, and MPO staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and should supplement information provided to the MPO in the reporting requirements enumerated above.

NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) calendar days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. Subsequently, each MPO will publish the Annual Listing of Obligated Projects report, on its respective website, no later than ninety (90) calendar days after the close of the federal fiscal year. NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

## **F. DISPUTE RESOLUTION**

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) business days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) business days after meeting or may mutually

agree to extend the time for resolution.



## **G. MISCELLANEOUS**

### **1. Captions.**

The captions or headings in this MOU are strictly for convenience and shall not be considered in interpreting this MOU.

### **2. Authority.**

The individuals executing this MOU on behalf of their respective principals represent that they have the authority to so bind their respective principals.

### **3. No Personal Liability.**

No official, commissioner, agent or employee of any Party shall be charged personally by any Party or by its employees, agents, contractors or subcontractors with any liability or held liable to any Party or its employees, agents, contractors or subcontractors under any term or provision of this MOU or because of a Party's execution or attempted execution or because of any breach or attempted or alleged breach of this MOU.

### **4. No Third-Party Beneficiaries.**

This Agreement does not create in any individual or entity the status of third-party beneficiary, and this Agreement shall not be construed to create such status. The rights, duties and obligations contained in this Agreement shall operate only among the Parties and shall inure solely to the benefit of the Parties. The provisions of this Agreement are intended only to assist the Parties in determining and performing their obligations under this Agreement. The Parties intend and expressly agree that only the Parties shall have any legal or equitable right to seek to enforce this Agreement, to seek any remedy arising out of a Party's performance or failure to perform any term or condition of this Agreement, or to bring any action for breach of this Agreement.

### **5. Governing Law.**

This MOU shall be governed by and construed under the laws of the State of New Jersey and is subject to the New Jersey Tort Claims Act, N.J.S.A. 59:1-1 through -12-3 and the New Jersey Contractual Liability Act, N.J.S.A. 59:13-1 through -10.

### **6. Digital Signatures.**

The Parties agree that this MOU may be executed with electronic signatures. The Parties agree to accept and submit electronic signatures in connection with this MOU. The Parties acknowledge the right to opt-out of this arrangement and can request hard

---

Memorandum of Understanding- MPOs, NJTRANSIT & New  
Jersey Department of Transportation

copies of the applicable documents to sign and review upon thirty (30) days written notice to the other party.



## SIGNATURES

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

---

Ariella Maron, Executive Director  
Delaware Valley Regional Planning Commission

---

Date

---

Charles Kenny, Chair,  
North Jersey Transportation Planning Authority

---

Date

---

Leonard Desidero, Policy Board Chairman  
South Jersey Transportation Planning Organization

---

Date

---

Kris Kolluri, Esq., President & CEO  
New Jersey Transit Corporation

---

Date

---

Joseph Bertoni, Interim Commissioner  
(May change to Priya Jain prior to signing)  
New Jersey Department of Transportation

---

Date



## Modification & Amendment Table

	Informational Modifications	Administrative Modifications	Committee Modifications	Board Amendments
<b>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility Program Line Item</b>	\$1,500,000 or less	\$1,500,001 <> \$5,000,000	\$5,000,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between \$0- \$10M)</b>	\$5,000,000 or less	\$5,000,001 <> \$10,000,000	\$10,000,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between &gt; \$10 - \$25M)</b>	\$5,000,000 or less	\$5,000,001 <> \$7,500,000	\$7,500,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between &gt; \$10 - \$25M)</b>	\$7,500,000 or less	\$7,500,001 <> \$10,000,000	\$10,000,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between &gt; \$25 - \$100M)</b>	\$10,000,000 or less	\$10,000,001 <> \$15,000,000	\$15,000,001 <> \$20,000,000	More than \$20,000,000
<b>Construction, Design/Build (Greater than \$100M)</b>	\$15,000,000 or less	\$15,000,001 <> \$20,000,000	\$20,000,001 <> \$30,000,000	More than \$30,000,000
<b>Major Amendment:</b> Any TIP/STIP actions which affect air quality conformity and would require a new regional conformity determination, and the action can be classified under conditions A.2. of this agreement.				
<b>Minor Amendment:</b> Any TIP/STIP action which does not affect air quality conformity and does not require a new regional conformity determination, and the action can be classified under conditions A.1. of this agreement.				



## APPENDIX D

### Memorandum of Understanding on Procedures to Amend and Modify the TIP

**This page is intentionally left blank.**

# **MEMORANDUM OF UNDERSTANDING**

## **Statewide Procedures for TIP/STIP Revisions**

### **Among the**

**Delaware Valley Regional Planning Commission,  
North Jersey Transportation Planning Authority,  
South Jersey Transportation  
Planning Organization,  
New Jersey Transit Corporation,  
and New Jersey Department of Transportation**

## PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

## DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. 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.

e-STIP<sup>1</sup> – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

---

<sup>1</sup> Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration’s assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO’s conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region’s current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

## **AGREEMENT**

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

## **A. AMENDMENTS**

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

### **1. Major Amendment**

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

### **2. Minor Amendment**

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;



- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

### **3. Procedures**

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

## **B. MODIFICATIONS**

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

### **1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)**

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

## **2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)**

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
  - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
  - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
  - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

### **3. Modifications Requiring Committee Action (*Committee Modifications*)**

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

#### **4. Procedures**

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

### **C. FISCAL CONSTRAINT BANK**

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

#### **1. Addition of Funds**

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

## **2. Procedures**

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.



## **D. PUBLIC PARTICIPATION**

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

## **E. PROJECT REPORTING**

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

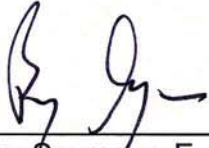
The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

## **F. DISPUTE RESOLUTION**

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.



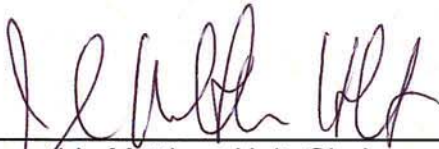
We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).



Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission

9/27/12


Date



Honorable Matthew Holt, Chairman  
North Jersey Transportation Planning Authority

9/26/12

Date



Honorable Frank Sutton, Chairman  
South Jersey Transportation Planning Organization

10-1-2012

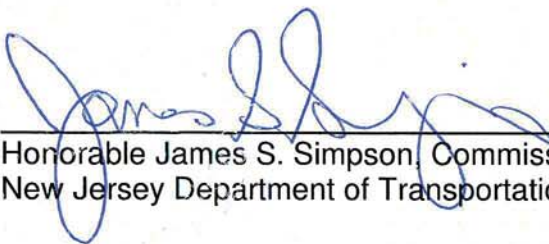
Date



James Weinstein, Executive Director  
New Jersey Transit Corporation

10-9-2012

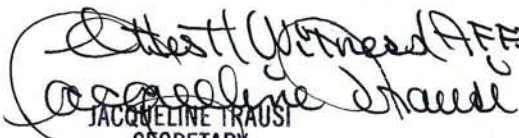
Date



Honorable James S. Simpson, Commissioner  
New Jersey Department of Transportation

10/24/12

Date

  
JACQUELINE TRAUSI  
SECRETARY  
NEW JERSEY  
DEPARTMENT OF TRANSPORTATION

October 24, 2012

**ACTION ITEM**

Date Prepared: January 14, 2026

**REGIONAL TECHNICAL COMMITTEE SUMMARY SHEET****DELAWARE VALLEY REGIONAL PLANNING COMMISSION****REGIONAL TECHNICAL COMMITTEE****FEBRUARY 10, 2026****Agenda Item:****7. Pennsylvania Transportation Alternatives Set-Aside Program (TASA)  
Regionally Selected & Statewide Recommended Projects****Background/Analysis/Issues:**

The Pennsylvania Transportation Alternatives Set-Aside Program (TASA) is a competitive federal program established for projects that contribute to alternative transportation projects, including on- and off-road pedestrian and bicycle facilities. The two-year Pennsylvania TASA program provided approximately \$17.5 million TASA funds for projects in the DVRPC region and at approximately \$70 million statewide.

DVRPC received forty-one (41) project applications requesting approximately \$52 million in TASA funds from the region. The projects were evaluated by the TASA subcommittee using agreed upon selection criteria. The TASA subcommittee has recommended 12 projects to be added to the TASA Line Item (MPMS #64984) at this time totaling \$17,500,000 in regional funds. Each project will be broken out of the Line Item as an individual project at the appropriate time. Also, there are 22 projects, totaling approximately \$22.8 million to be recommended for funding through the Statewide TASA selection process.

**Cost and Source of Funds:**

\$17,500,000 TAU

**Date Action Required:**

February 10, 2026

**Recommendations:**

RTC – Will make recommendations at the February 10, 2026, RTC Meeting

Staff – Recommends approval.

Action Proposed:

The RTC recommends the DVRPC Board approve:

- the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FFY2025 PA TIP (TIP Action PA25-086) for \$17,500,000 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time), and,
- the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.

Attachment:

- 1) Proposed list of Transportation Alternatives Set-Aside Program (TASA) Regionally Selected and Statewide Recommended Projects

2025 TASA Projects Selected for Regional Funds			
County	Sponsor	Project Title	Amount
Montgomery	Cheltenham Township	Tookany Creek Parkway Trail	\$1,500,000
Philadelphia	City of Philadelphia	Tabor Avenue	\$1,000,000
Bucks	Bristol Township	Building the East Coast Greenway in Bristol Township	\$2,200,000
Bucks	Lower Makefield	Taylorsville Road Sidewalk and Drainage Project	\$1,500,000
Chester	West Whiteland	Chester Valley Trail Connector via Exton Park	\$1,500,000
Chester	Downingtown	Downingtown Pedestrian Connectivity	\$1,600,000
Delaware	Swarthmore Borough	Myers Avenue Corridor Improvement	\$1,500,000
Delaware	Concord Township	Octoraro Trail Phase 1a	\$1,500,000
Montgomery	Bridgeport Borough	Bridgeport Rail Trail Connector to Chester Valley	\$1,000,000
Montgomery	Upper Gwynedd	Pennbrook Middle School to Gwyn-Nor Elementary SRTS Trail	\$1,200,000
Philadelphia	City of Philadelphia	Gay Street Staircase Rehabilitation	\$1,500,000
Philadelphia	City of Philadelphia	Walnut Lane Sidewalk Gap Closure	\$1,500,000
<b>Total:</b>			<b>\$17,500,000</b>

2025 TASA Projects Recommended for Statewide Funds			
County	Sponsor	Project Title	Amount
Montgomery	Cheltenham Township	Tookany Creek Parkway Trail	\$793,200
Philadelphia	City of Philadelphia	Tabor Avenue	\$500,000
Bucks	Borough of Perkasie	Park Avenue Pedestrian & Stormwater Improvement	\$1,500,000
Bucks	Solebury Township	202 (Lower York Rd) Shared Use Path Connections Phase 1 (Solebury Green Pkwy)	\$1,497,400
Chester	Tredyffrin Township	Gateway Multimodal Connections	\$1,333,600
Delaware	Nether Providence Township	Walkable Wallingford - Plush Mill Road Sidewalk	\$1,500,000
Montgomery	PFT	Bike/Ped Education with Boys & Girls Clubs	\$116,500
Montgomery	GVF TMA	My School in Motion 2026 - 2028	\$427,500
Montgomery	Upper Dublin Township	Pennsylvania Ave Complete Streets Initiative	\$1,228,212
Philadelphia	City of Philadelphia	48th Street Bus Boarding Islands	\$841,120
Philadelphia	City of Philadelphia	Parkside-Wynnfield-Cynwyd Trail	\$1,000,000
Philadelphia	City of Philadelphia	Woodland Ave (42nd-Baltimore) Complete Streets	\$1,166,423
Bucks	Bucks Planning Comm.	Frosty Hollow Park Trail - Phase 1	\$1,439,953
Bucks	Doylestown Borough	Green Street Complete Street	\$1,171,761
Bucks	Newtown Borough	North State Street Sidewalk Project	\$1,307,000
Bucks	Middletown Township	Woodbourne Corridor Pedestrian Improvement Project	\$1,470,221
Delaware	Ridley Township	Ridley Township Pedestrian Safety Improvements	\$719,365
Montgomery	Whitpain Township	Mermaid Park Connector Pedestrian Trail	\$1,000,457
Philadelphia	City of Philadelphia	Hunting Park Ave: Close the Bike Gap to the Park	\$1,343,218
Philadelphia	City of Philadelphia	Indego System Expansion	\$500,150
Philadelphia	City of Philadelphia	Safe Routes Philly - Strategic Plan & Bicycle Education Pilot	\$450,000
Philadelphia	City of Philadelphia	Willard School Slow Zone - Phase 2 Upgrades	\$1,494,267
<b>Total:</b>			<b>\$22,800,347</b>

		<b>Statewide Fund Recommendations:</b>	
		<b>Regional Extension</b>	<b>\$1,293,200</b>
		<b>Highly Recommend</b>	<b>\$10,610,755</b>
		<b>Recommend</b>	<b>\$10,896,392</b>