



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2020-2023)

Pennsylvania TIP (FY2021-2024)



Mercer County's Electronic Traffic Control Devices Inventory

Mercer County | Remove Project from TIP

- **TIP Amendment**
- **Action:** Remove the FY21 \$225,000 “STBGP-TRENTON” funded Planning Study TIP project, Mercer County's Electronic Traffic Control Devices Inventory.
- **Reason:** Eliminating the project will make funding available for other projects.
- **Background:**
 - This is a Planning Study/Inventory project.
 - Project cannot advance without adequate staff in the county.



TIP ACTION | Proposed - NJ

Request Board approval of TIP Amendment

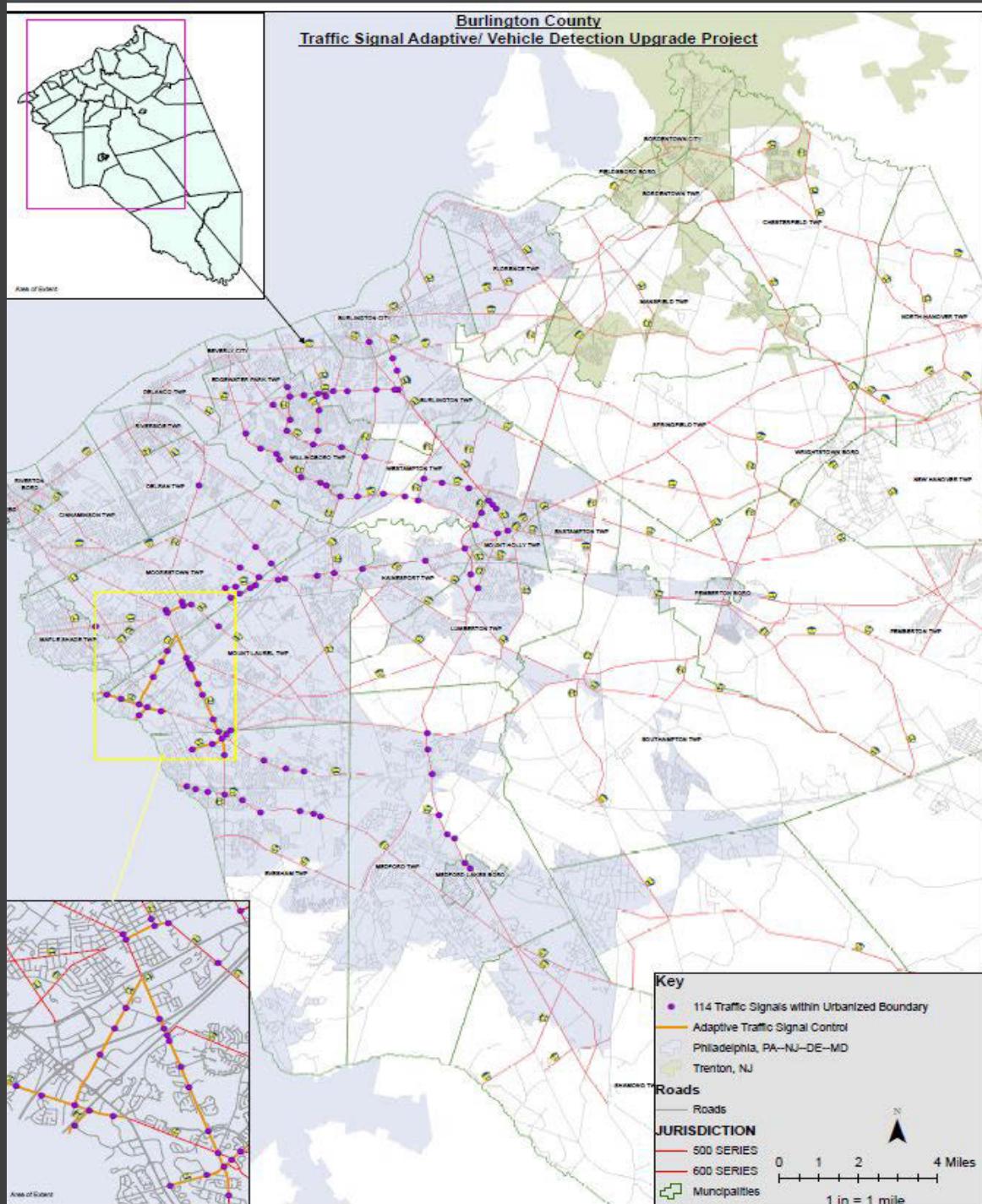
- **Mercer County's Electronic Traffic Control Devices Inventory**
Remove the FY21 \$225,000 STBGP-TRENTON funded Planning Study project from the TIP.

Traffic Signal Adaptive/Vehicle Detection System Upgrade

Burlington County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$3.8 million (M) “STBGP-PHILA” funded project, the Traffic Signal Adaptive/Vehicle Detection System Upgrade, for FY21 Construction (CON).
- **Reason:** Spend available New Jersey STBGP-PHILA funds in FY21. Federal highway funds are “use it or lose it”.
- **Background:**
 - Funds made available due to the delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

Traffic Signal Adaptive/Vehicle Detection System, Burlington County

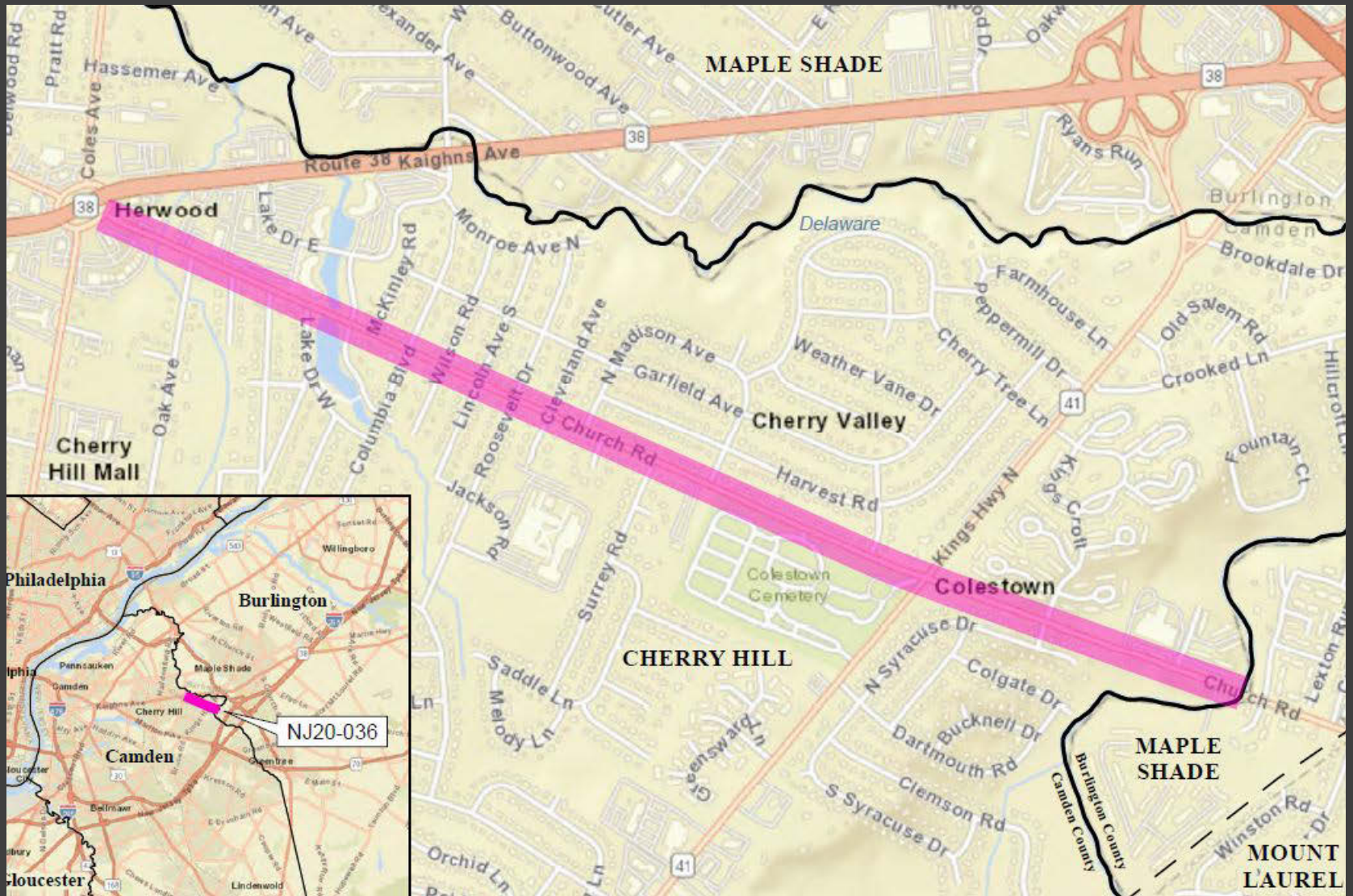


CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line

Camden County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$5.186 M “STBGP-PHILA” funded project, CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line, to the TIP for FY21 CON.
- **Reason:** Spend available New Jersey STBGP-PHILA funds in FY21. Federal highway funds are “use it or lose it”.
- **Background:**
 - Funds made available due to delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

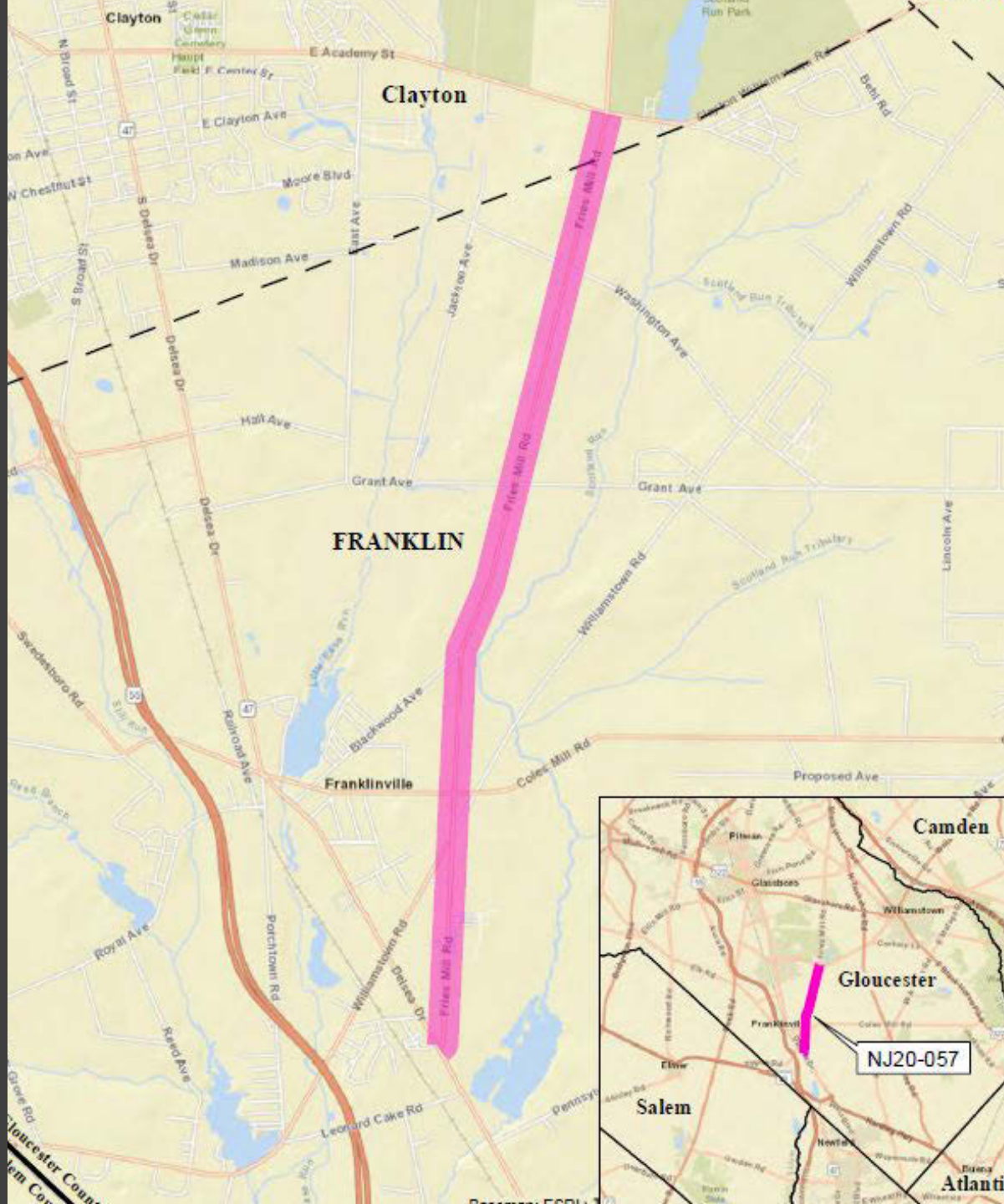
CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line



CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive) Gloucester County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$3.7 M STBGP-PHILA funded project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive), to the TIP for FY21 CON.
- **Reason:** Spend available STBGP-PHILA funds in FY21. Federal highway funds are “use it or lose it”.
- **Background:**
 - Funds made available due to the delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

CR 655
(Fries Mill Rd),
CR 610 (Clayton-
Williamstown Rd) to
NJ 47 (Delsea Drive),
Gloucester County





TIP ACTIONS | Proposed - NJ

Request Board approval of TIP Amendments

Add New Projects to the New Jersey TIP:

- 1. Burlington County Traffic Signal Adaptive/Vehicle Detection Upgrade**
Add a new \$3.8 M STBGP-PHILA funded project for FY21 CON
- 2. CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line**
Add a new \$5.186 M STBGP-PHILA funded project for FY21 CON
- 3. Gloucester County CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive)**
Add a new \$3.7 M STBGP-PHILA funded project for FY21 CON



Route 295/42/I-76, Direct Connection, Contract 4

Camden County | Cost Increase

- **TIP Amendment**

- **Action:** Increase the total CON cost by \$99.872 M from \$220.57 M to \$320.442 M, accordingly:

- Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M to \$110 M:
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
 - FY23: Increase \$34.528 M NHFP-HWY by \$8.811 M to \$43.339 M NHFP-HWY; and increase \$15.472 M NHPP by \$51.189 M to \$66.661 M NHPP.
- Increase the TIP's Out-Years by \$85.442 M from \$125 M to \$210.442 M:
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

Route 295/42/I-76, Direct Connection, Contract 4

Camden County | Cost Increase

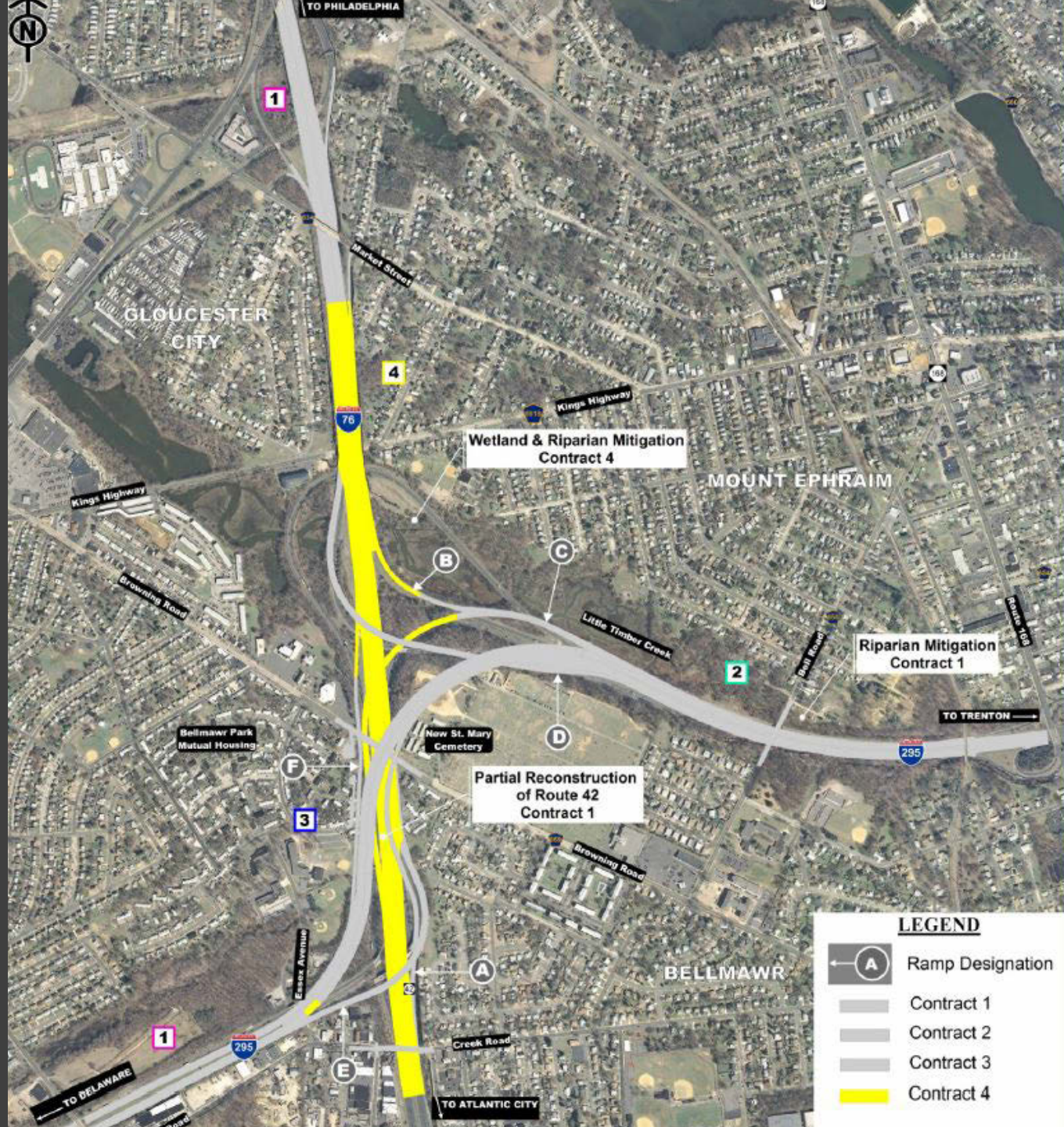
- **Reasons:**

- Construction (Structures) - \$58.379 M additional
- Construction (Roadway) - \$17.673 M additional
- Related Additional Costs (contingencies, mobilization, inflation, etc.)

- **Background:**

- This is the last of four contracts of South Jersey's largest federally funded transportation project (est. \$900 M total), I-295/I-76/Route 42 Interchange Direct Connection.
- This last contract includes the completion of work along I-76/42/295 NB, Ramp B, and the remainder of Ramp C and Ramp F.

Route 295/42/I-76,
Direct Connection,
Contract 4
Camden County





TIP ACTION | Proposed - NJ

Request Board approval of TIP Amendment

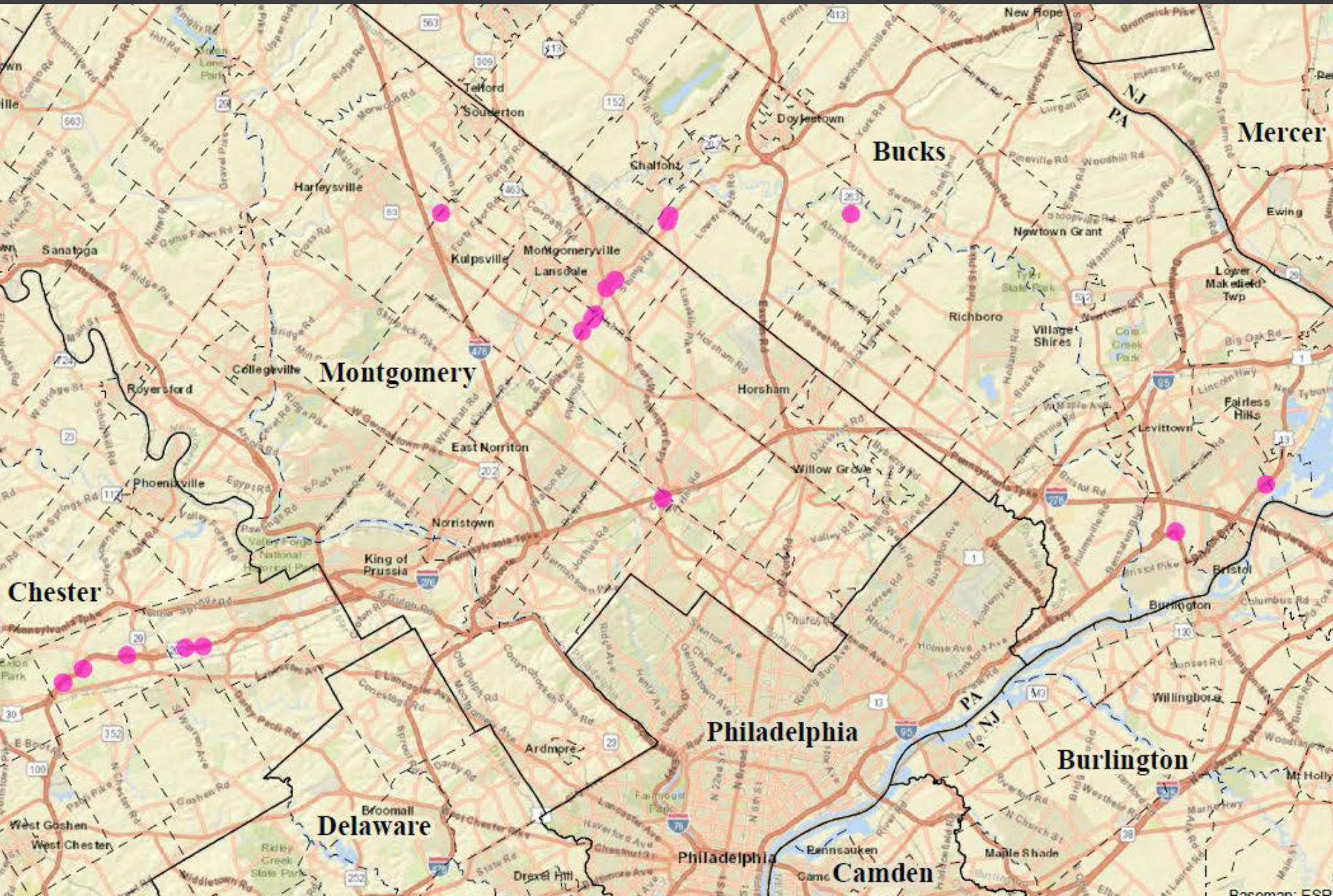
- **Route 295/42/I-76, Direct Connection, Contract 4**
- Increase the total CON cost by \$99.872 M from \$220.57 M to \$320.442 M, accordingly:
 - **Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M to \$110 M:**
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
 - FY23: Increase \$34.528 M NHFP-HWY by \$8.811 M to \$43.339 M NHFP-HWY; and increase \$15.472 M NHPP by \$51.189 M to \$66.661 M NHPP.
 - **Increase the TIP's Out-Years by \$85.442 M from \$125 M to \$210.442 M:**
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

Stormwater Management Site Repair 2020

Various Counties | Add New Breakout Project to PA TIP

- **TIP Amendment**
- **Action:** Add a new \$1.5 M State 581 funded breakout project, Stormwater Management Site Repair 2020, to the TIP for FY22 (\$750,000 State 581) and FY23 (\$750,000 State 581) CON.
- **Reason:** This project will allow PennDOT to remain in compliance with existing NPDES permits that have been issued for the listed project sites.
- **Background:**
 - Breakout project from the Stormwater Permits/Environmental Mitigation Line Item as locations are identified.
 - 17 stormwater control measures across Bucks, Chester, and Montgomery Counties for reconstruction work.

Stormwater Management Site Repair 2020, Locations





TIP ACTION | Proposed - PA

Request Board approval of TIP Amendment

- **PennDOT Stormwater Management Site Repair 2020**

Add a new \$1.5 M breakout project to the TIP for CON:

FY22 - \$750,000 State 581

FY23 - \$750,000 State 581

Substations and Power Improvements

SEPTA | Add New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$170,000 FTA Section 5312 funded Regional Rail Wire Scan project to the Substations and Power Improvements program for FY21.
Engineering/Right-of-Way/Construction (ERC).
- **Reason:** Deployment of an automated scanning technology to assess the condition of a portion of the overhead contact system wires.
- **Background:**
 - **These are additional funds to the region.**
 - Amendment only increases federal dollars; state and local match funds are already programmed in the Substations and Power Improvements Program.
 - Total Program Cost: \$31,798,000 (\$9,600,000 FTA Section 5307/\$170,000 FTA Section 5312/\$21,309,000 State 1514/\$710,000 Local).



TIP ACTION | Proposed - PA

Request Board approval of TIP Amendment

- **SEPTA Substations and Power Improvements**

Add a new \$170,000 FTA Section 5312 funded Regional Rail Wire Scan project to this program for FY21 ERC.



Thank You

Connect With Us!



www.dvrpc.org/TIP



T RANSPORTATION P ERFORMANCE M ANAGEMENT

DVRPC Board | 1.28.2021



TRANSPORTATION PERFORMANCE MANAGEMENT

TPM is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

- Is a regular on-going process that is systematically applied
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- Improves communications between decision makers, stakeholders and the traveling public
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information

MAP-21/FAST ACT PERFORMANCE MEASURES

FHWA

- Roadway Safety (PM1)
- Infrastructure Condition (PM2)
 - Pavement
 - Bridges
- System Performance (PM3)
 - NHS Reliability
 - Freight Reliability
 - CMAQ
 - Congestion
 - Emissions

FTA

- Transit Asset Management
- Transit Safety

WHAT WE NEED TO DO

TPM Requirements for States/Transit Operators & MPOs

- Set “Targets” & Report on Progress
 - MPOs can either develop their own targets or support the States’/Transit Operators’ targets
- Incorporate Measures into the Planning Process
- Develop Agreements between Planning Partners

TRANSPORTATION PERFORMANCE MANAGEMENT: TRANSIT SAFETY



TRANSIT SAFETY TARGETS: FATALITIES AND INJURIES

| | NJ TRANSIT | DRPA/PATCO | SEPTA ⁺ |
|--------------------------------------|--|------------|--|
| FATALITIES (Number / Rate) | Light Rail (River Line): 1 / 0.79* Bus: 4 / 0.055* | 0 / 0** | -- / 0.0173** |
| INJURIES (Number / Rate) | Light Rail (River Line) Passenger Injuries: 4 / 3.18* Employee Injuries: 0 / 0* Bus Customer Injuries: 244 / 3.35* Employee Injuries: 423 / 7.99*** | 41 / 1** | <u>Passenger Injuries</u> Bus: -- / 5.53** Trolley Bus: -- / 5.75** Heavy Rail (MFL): -- / 0.79** Heavy Rail (BSL): -- / 0.40** Heavy Rail (NHSL): -- / 3.48** Light Rail: -- / 6.48** Commuter Rail: -- / 0.69** <u>Employee Injuries</u> -- / 3.28*** |

* per Million Miles **per 100,000 Miles ***per 200,000 Work Hours
⁺ SEPTA has only submitted rates, not numbers, for their Fatalities and Injuries targets



TRANSIT SAFETY TARGETS: SAFETY EVENTS

SAFETY EVENTS (Number / Rate)

| NJ TRANSIT | DRPA/PATCO | SEPTA ⁺ |
|--|-----------------|---|
| Light Rail (River Line) Collisions: 12 / 9.53* Fire Events: 2 / 1.59* | 50 / 1** | <u>Vehicle Accidents</u> Bus: -- / 8.18** Trolley Bus: -- / 9.51** Heavy Rail (MFL): -- / 0.09** Heavy Rail (BSL): -- / 0.07** Heavy Rail (NHSL): -- / 2.30** Light Rail: -- / 8.38** Commuter Rail: -- / 0.07** |
| Bus Collisions: 264 / 3.63* Fire Events: 12 / 0.16* | | <u>Station Accidents</u> Heavy Rail (MFL): -- / 1.59** Heavy Rail (BSL): -- / 0.56** Heavy Rail (NHSL): -- / 0.72** Light Rail: -- / 1.01** Commuter Rail: -- / 0.95** |
| | | <u>Safety Events</u> Bus: 595 Trolley Bus: 13 Heavy Rail: 132 Light Rail: 104 Commuter Rail: 3 |

TRANSIT SAFETY TARGETS: SYSTEM RELIABILITY

SYSTEM RELIABILITY
(Mean Distance in Miles
between Major Service Failures)

| NJ TRANSIT | DRPA/PATCO | SEPTA |
|--------------------------------|------------|---------------------------|
| Light Rail (River Line): 6,284 | 230** | Heavy Rail (MFL): 85,000 |
| Bus: 135.45* | | Heavy Rail (BSL): 130,000 |
| | | Heavy Rail (NHSL): 35,000 |
| | | Light Rail (City): 8,000 |
| | | Light Rail (MSHL): 20,000 |
| | | Commuter Rail: 30,000 |

* per Million Miles

** Total Failures

4A ACTION PROPOSED

- DVRPC agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO initial targets for Transit Safety, and will support the transit operators' efforts at achieving those targets.


TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT:
INFRASTRUCTURE CONDITION (PM₂)
AND SYSTEM PERFORMANCE (PM₃)



INFRASTRUCTURE CONDITION (PM₂) TARGETS: PAVEMENT

| Performance Measure | 2017 Baseline | | 2-Year (2019) Performance | | 2-Year Target | | 4-Year Original Target | | 4-Year Adjusted Target | |
|--|---------------|------|---------------------------|------|---------------|----|------------------------|----|------------------------|----|
| | NJ | PA | NJ | PA | NJ | PA | NJ | PA | NJ | PA |
| % of Interstate Pavement in Good Condition | | | 62.1 | 71.5 | | | 50 | 60 | -- | -- |
| % of Interstate Pavement in Poor Condition | | | 1.8 | 0.4 | | | 2.5 | 2 | -- | -- |
| % of Non-Interstate NHS Pavement in Good Condition | 41.9 | 47.8 | 44.4 | 49 | | | | | -- | -- |
| % of Non-Interstate NHS Pavement in Good Condition (Full Distress + IRI) | | | 33 | 37.6 | 25 | 35 | 25 | 33 | -- | -- |
| % of Non-Interstate NHS Pavement in Poor Condition | 26.5 | 15.9 | 26.9 | 15.2 | | | | | -- | -- |
| % of Non-Interstate NHS Pavement in Poor Condition (Full Distress + IRI) | | | 10.7 | 2 | 2.5 | 4 | 2.5 | 5 | 15 | -- |


 New Jersey

 Pennsylvania

INFRASTRUCTURE CONDITION (PM₂) TARGETS: BRIDGES

| Performance Measure | 2017 Baseline | | 2-Year (2019) Performance | | 2-Year Target | | 4-Year Original Target | | 4-Year Adjusted Target | |
|------------------------------------|---------------|------|---------------------------|-----|---------------|------|------------------------|----|------------------------|----|
| | NJ | PA | NJ | PA | NJ | PA | NJ | PA | NJ | PA |
| % of NHS Bridges in Good Condition | 21.7 | 23.7 | 22.1 | 27 | 19.4 | 25.8 | 18.6 | 26 | 21.3 | -- |
| % of NHS Bridges in Poor Condition | 6.5 | 5.1 | 6.8 | 5.1 | 6.5 | 5.6 | 6.5 | 6 | 6.8 | -- |

 New Jersey

 Pennsylvania

SYSTEM PERFORMANCE (PM₃) TARGETS: NHS RELIABILITY


| Performance Measure | 2017 Baseline | | 2-Year (2019) Performance | | 2-Year Target | | 4-Year Original Target | | 4-Year Adjusted Target | |
|--|---------------|------|---------------------------|------|---------------|------|------------------------|------|------------------------|------|
| | NJ | PA | NJ | PA | NJ | PA | NJ | PA | NJ | PA |
| % of Person Miles Traveled on the Interstate that are Reliable | 82.1 | 89.8 | 80.6 | 89.9 | 82 | 89.8 | 82 | 89.8 | -- | 89.5 |
| % of Person Miles Traveled on the Non-Interstate NHS that are Reliable | | | 86.2 | 88.5 | | | 84.1 | 87.4 | -- | -- |

New Jersey
 Pennsylvania

SYSTEM PERFORMANCE (PM₃) TARGETS: FREIGHT RELIABILITY

| Performance Measure | 2017 Baseline | | 2-Year (2019) Performance | | 2-Year Target | | 4-Year Original Target | | 4-Year Adjusted Target | |
|-------------------------------|---------------|------|---------------------------|------|---------------|------|------------------------|------|------------------------|-----|
| | NJ | PA | NJ | PA | NJ | PA | NJ | PA | NJ | PA |
| Truck Travel Time Reliability | 1.82 | 1.35 | 1.89 | 1.36 | 1.9 | 1.34 | 1.95 | 1.34 | -- | 1.4 |


 New Jersey

 Pennsylvania

SYSTEM PERFORMANCE (PM₃) TARGETS: CMAQ CONGESTION & EMISSIONS

| Performance Measure | 2017 Baseline | | 2-Year (2019) Performance | | 2-Year Target | | 4-Year Original Target | | 4-Year Adjusted Target | |
|--------------------------------|---------------|---------|---------------------------|----------|---------------|--------|------------------------|---------|------------------------|-----|
| | NJ | PA | NJ | PA | NJ | PA | NJ | PA | NJ | PA |
| Annual Pk Hrs Excessive Delay: | | | | | | | | | | |
| Phila UZA | | | 14.6 | 14.6 | | | 17.2 | 17.2 | -- | -- |
| NYC UZA | | | 22.3 | | | | 22 | | -- | -- |
| % Non-SOV Travel: | | | | | | | | | | |
| Phila UZA | 27.9 | 27.9 | 28.2 | 28.2 | 28 | 28 | 28.1 | 28.1 | -- | -- |
| NYC UZA | 51.6 | | 51.6 | | 51.6 | | 51.7 | | -- | -- |
| Total Emission Reductions: | | | | | | | | | | |
| PM 2.5 | 9.572 | 25.870 | 162.02 | 143.21 | 4.29 | 10.76 | 8.52 | 20.49 | -- | -- |
| NOx | 244.301 | 971.78 | 1,500.52 | 971.05 | 114.401 | 337.7 | 231.85 | 612.82 | -- | -- |
| VOCs | 44.493 | 302.38 | 157.75 | 231.78 | 17.682 | 109.46 | 36.324 | 201.73 | -- | -- |
| CO | | 1,135.4 | | 2,969.64 | | 567.7 | | 1,135.4 | | 250 |

 New Jersey

 Pennsylvania

4B ACTION PROPOSED

- DVRPC agrees to plan and program projects that contribute toward meeting or exceeding PennDOT's and NJ DOT's statewide Infrastructure Condition and System Performance targets.

TRANSPORTATION PERFORMANCE MANAGEMENT: TRANSIT ASSET MANAGEMENT



PROGRESS TOWARD TARGETS

TRANSIT ASSET MANAGEMENT

- Transit operators are responsible for developing a TAM Plan that monitors system condition, sets performance targets, and prioritizes investments to achieve state-of-good-repair targets
- Transit operators annually submit system condition data and performance targets for the following year to the NTD
- Operators also submit an annual narrative that provides a description of any change in condition of the system from the previous year and describes progress made toward meeting the performance targets

TRANSIT ASSET MANAGEMENT TARGETS: % OF REVENUE VEHICLES THAT MEET OR EXCEED ULB

| | | |
|--|---------------|----------------|
| SEPTA | | |
| Articulated Bus | 0 % | 0 % |
| Bus | 10 % | 17.9 % |
| Heavy Rail Passenger Car | 0 % | 0 % |
| Light Rail Vehicle | 100 % | 100 % |
| Commuter Rail Locomotive | 0 % | 0 % |
| Commuter Rail Passenger Coach | 0 % | 0 % |
| Commuter Rail Self-Propelled Passenger Car | 66 % | 66 % |
| Cutaway Car | 0 % | 0 % |
| Trolley Bus | 0 % | 0 % |
| Vintage Trolley/Streetcar | 100 % | 100 % |
| DRPA/PATCO | 0 % | 0 % |
| NJ TRANSIT | | |
| Articulated Bus | 20 % | 95.4 % |
| Automobile | 52.76 % | 27.06 % |
| Over-the-Road Bus | 46.4 % | 52.01 % |
| Bus | 0 % | 19.32 % |
| Cutaway Car | 1.5 % | 23.61 % |
| Light Rail Vehicle | 0 % | 0 % |
| Minivan | 4.35 % | 8.4 % |
| Commuter Rail Locomotive | 6.37 % | 6.37 % |
| Commuter Rail Passenger Coach | 17.94 % | 17.94 % |
| Commuter Rail Self-Propelled Passenger Car | 100 % | 100 % |
| Sport Utility Vehicle | 0 % | 0 % |
| Van | 1.53 % | 0 % |

TRANSIT ASSET MANAGEMENT TARGETS: % OF NON-REVENUE VEHICLES THAT MEET OR EXCEED ULB

| NTD CATEGORY | 2020 TARGET | 2020 PERFORMANCE | 2021 TARGET |
|---------------------------------------|-------------|------------------|-------------|
| SEPTA | | | |
| Automobiles | 50 % | 41 % | 50 % |
| Trucks and Other Rubber Tire Vehicles | 25 % | 33 % | 25 % |
| Steel Wheel Vehicles | 55 % | 49 % | 55 % |
| DRPA/PATCO | 28 % | 16 % | 22 % |
| NJ TRANSIT | | | |
| Automobiles | 40 % | 77.05 % | 0 % |
| Trucks and Other Rubber Tire Vehicles | 50.63 % | 34.26 % | 64.24 % |
| Steel Wheel Vehicles | 24.1 % | 25.81 % | 33.9 % |

Draft Pending FTA Approval, Not Intended for Public Circulation

TRANSIT ASSET MANAGEMENT TARGETS: AVERAGE CONDITION OF FACILITIES

| NTD CATEGORY | 2020 TARGET | 2020 PERFORMANCE | 2021 TARGET |
|--|-------------|------------------|-------------|
| SEPTA | | | |
| Passenger Facilities | 5 % | 2 % | 5 % |
| Administrative /Maintenance Facilities | 5 % | 4 % | 5 % |
| DRPA/PATCO | | | |
| Passenger Facilities | 0 % | 7.7 % | 0 % |
| Administrative/Maintenance Facilities | 0 % | 0 % | 0 % |
| NJ TRANSIT | | | |
| Passenger/Parking Facilities | 0 % | 3.45 % | 4 % |
| Administrative/Maintenance Facilities | 0 % | 3.12 % | 4 % |

Draft Pending FTA Approval, Not Intended for Public Circulation

TRANSIT ASSET MANAGEMENT TARGETS: % OF TRACK SEGMENTS W/ PERFORMANCE RESTRICTIONS

| NTD CATEGORY | 2020 TARGET | 2020 PERFORMANCE | 2021 TARGET |
|-------------------|---------------|------------------|---------------|
| SEPTA | | | |
| Commuter Rail | 10 % | 3 % | 10 % |
| Heavy Rail | 10 % | 1.6 % | 10 % |
| Streetcar Rail | 5 % | 1.1 % | 5 % |
| DRPA/PATCO | 0.76 % | 0.32 % | 0.43 % |
| NJ TRANSIT | | | |
| Commuter Rail | 1 % | 0.94 % | 1 % |
| Light Rail | 4.1 % | 2.38 % | 2.38 % |
| Hybrid Rail | 0.43 % | 0.18 % | 0.18 % |

Draft Pending FTA Approval, Not Intended for Public Circulation

4C ACTION PROPOSED

- DVRPC agrees to be consistent with the respective SEPTA, NJ TRANSIT, and DRPA/PATCO annual Transit Asset Management targets, and will support the transit operators' efforts at achieving those targets.

TRANSPORTATION PERFORMANCE MANAGEMENT: ROADWAY SAFETY (PM₁)



ROADWAY SAFETY PROGRESS TOWARD TARGETS

HIGHWAY SAFETY

- 4 out of 5 targets must be met, or have better performance than the baseline
- Penalty for not meeting targets or making significant progress:
 - State DOT must submit an HSIP Implementation Plan
 - Use obligation authority equal to the HSIP apportionment for the prior year, only for highway safety projects
- Assessment of Significant Progress began in December 2019

ROADWAY SAFETY (PM1)

PERFORMANCE AND TARGETS

| Performance Measure | 2013-2017 Baseline | | 2015-2019 Target | | 2015-2019 Performance / New 2017-2021 Baseline | | Met Previous Target? | | 2017-2021 Target | |
|---|--------------------|---------|------------------|---------|--|---------|----------------------|----|------------------|---------|
| | NJ | PA | NJ | PA | NJ* | PA | NJ | PA | NJ | PA |
| Number of Fatalities | 577.6 | 1,185.6 | 605 | 1,146.3 | 582.6 | 1,154.8 | Y | N | 574 | 1,088.2 |
| Fatality Rate per 100 M VMT | 0.761 | 1.179 | .780 | 1.121 | 0.756 | 1.135 | Y | Y | .740 | 1.059 |
| Number of Serious Injuries | 1,092.5 | 3,588.4 | 1,101.4 | 3,971.2 | 1,469.2 | 4,166.6 | N | N | 2,124.8 | 4,551.2 |
| Serious Injury Rate per 100 M VMT | 1.439 | 3.569 | 1.422 | 3.883 | 1.9 | 4.097 | N | N | 2.724 | 4.431 |
| Number of Non-motorized Fatalities and Serious Injuries | 379.1 | 629.8 | 393.9 | 698.4 | 463.7 | 741.6 | N | N | 588.5 | 800.8 |

* Data is preliminary

4D ACTION PROPOSED

- DVRPC agrees to plan and program projects that contribute toward meeting or exceeding PennDOT's and NJ DOT's statewide Roadway Safety targets. DVRPC will also work with its member governments and agencies to explore setting a regional target for future annual updates, in coordination with the state DOTs.

TPM RESOURCES

TPM Web Page
<https://dvrpc.org/TPM/>





Regional Vision

An equitable, resilient, and sustainable region that:

- Preserves and protects the natural **environment**.
- Develops inclusive, healthy, and walkable **communities**.
- Grows a prosperous and innovative **economy**.
- Maintains an integrated, **multimodal transportation network**.

DVRPC FY 2022

Unified Planning Work Program

DVRPC Board Meeting | January 28, 2021

John Ward | Deputy Executive Director



DVRPC Final FY22 UPWP Adoption

- Outreach process started August/September 2020
- Draft document to Board in December for review and comment
- Board adoption of Final FY22 UPWP in January 2021
- Make edits in February based on comments received
- Deliver to funding agencies in March 2021 for approval

DVRPC FY22 UPWP Development

What's New for FY 2022

•New Program Areas

- Socioeconomic and Land Use Analytics
- Mobility Analysis and Design Program (in name only)

•New Project Initiatives

- Regional Housing Initiatives Study – Smart Growth Program Area
- SEPTA Regional Rail Equity and Fare Structure Analysis
- Climate Change Vulnerability Analysis – Heat Vulnerability in Mont. Co.
- Impacts of the Pandemic on Regional Travel
- Future Impacts of e-Commerce Retail and Distribution
- NJ Local HSIP Program Assistance

DVRPC FY22 UPWP Development

What's New for FY 2022

- Funding Uncertainties
- Move PA SRHPP Pass-Thru funding to the PA TIP for FY22
- Decrease in funding from the TIP for FY22 vs FY 2021
- Overall budget of the UPWP decreased by 6.9% from FY 2021 due mostly to the hiatus of the TCDI Program and the NJ Local Concept Development Program
- DVRPC's Internal Budget increased by 2.02%

DVRPC Final FY22 UPWP Adoption

- Addresses federal requirements from the FAST Act
- Reflects the Policy Direction provided by the DVRPC Board as the aim is to Include a priority idea from each Board Member
- Some projects are subject to competitive funding programs which will not be fully decided upon until Spring 2021
- Some projects require approval from other outside funding sources such as the TIP which will be part of this action
- Developed jointly with member governments and Federal Agencies

DVRPC Final FY22 UPWP Adoption

Funding Sources

Core Formula Federal PL Funds from FAST Act

PA State Funds (Matching Funds)

Member Government Contributions (Matching Funds)

Public and Foundation Grants

TIP

Competitive Programs

DVRPC Final FY22 UPWP Adoption

Three Key Parts of the Document

1. Table 2
2. Program Area and Project Descriptions (Chapter 2)
3. Pass Through Program (Chapters Three and Four)
 - Supportive Regional Highway Planning Program
 - Transit Support Program

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Comments Received

- PennDOT
- NJ DOT
- FHWA-PA Division
- FHWA-NJ Division
- FTA Region II
- General Public
- Sierra Club
- Internal Review

DVRPC Final FY22 UPWP Adoption

Comments Summary

- Commended DVRPC on our outreach process and a well done UPWP document
- Requested clarification on funding tables, details on sources of funds and identification of PennDOT MPMS#
- Requested clarification on products to be developed, reporting on products in progress reports, and posting on the web site

DVRPC Final FY22 UPWP Adoption

Comments Summary

- Thanked DVRPC for inclusion of specific projects or planning activities
- Requested additional projects or planning activities (some outside our scope of influence)
- Identified a couple typos/edits



Questions?

DVRPC Final FY22 UPWP Adoption

Action Proposed

- That the Board adopt the FY22 Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements pending the resolution of any outstanding comments and issues.
- Further, that the Board approve the actions to amend the FY2020 TIP for NJ and the FY2021 TIP for PA to fund select projects.