



# TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2020-2023)

Pennsylvania TIP (FY2021-2024)

PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DVRPC Board | April 2021



# Route 76/676 Bridges and Pavement

Camden County | Remove Project from the TIP

- **TIP Amendment**
- **Action:** Remove the \$117 million (M) NHPP funded CON project from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP
- **Reason:** Break project out into 3 new projects, per next TIP Action
- **Background:**
  - *Improve safety, correct roadway deficiencies and maintain connectivity and mobility for all Route 76 and Route 676 users*
  - *Limits from Morgan Blvd. in Camden City to Route 130 in Gloucester City*
  - *Route 76 section: crash rates > statewide avg. for similar roadways by 3X from 2009-2012 data*
  - *Route 76 and Route 676 sections within project limits are "severely congested"*



- Break original project into 3 new projects to accelerate CON schedule to address the rapidly deteriorating Route 76 bridge deck over South Branch Newton Creek, Klemm Avenue and Conrail (“Klemm Avenue Bridge”)

Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1  
Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2  
Route 76/676 Bridges and Pavement, Contract 3  
Camden County | Add New Breakout Projects to TIP

- **TIP Amendment**

- **Action:** Add 3 new breakout projects from the Route 76/676 Bridges and Pavement project, totaling \$175.1 M (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX), to the TIP:

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1. *Rt. 76, Bridge over Klemm Avenue,  
Conrail and South Branch of Newton Creek,  
Contract 1*      \$89.9 M NHPP for FY21 CON

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2. *Route 76, Nicholson Road,  
Advanced Utility Relocation, Contract 2*      \$3.5 M NHPP for FY22 UTL

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3. *Route 76/676 Bridges and Pavement,  
Contract 3*      \$81.7 M CRRSAA-FLEX  
for FY23 CON





## Contract 1, Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek \$89.9 M NHPP for FY21 CON

- Construct improvements that are directly related to the “Klemm Avenue Bridge” superstructure replacement and overhead sign structure replacement
- Relocate utilities underneath the bridge
- Incidental work activities: infiltration basin construction, drainage, lighting, ITS Conduit, pavement rehabilitation, replacement of impacted noise walls and ramp reconstruction for the Route 76 Southbound (SB) to Route 130 SB exit ramp





**Contract 2,  
Route 76, Nicholson  
Road, Advanced Utility  
Relocation  
\$3.5 M NHPP  
FY22 UTL**

Utility relocation of  
overhead PSE&G power  
lines at Nicholson Avenue  
overpass to expedite  
Contract 3 construction



Source: NJDOT Draft FMP, 2021

## Contract 3, Route 76/676 Bridges and Pavement:

**\$81.7 M CRRSAA-FLEX for FY23 CON**

- Roadway work on Route 76 and Route 676 including the mainline and ramps;
- Widen & rehab the Route 76/676 NB bridge over Main Branch Newton Creek

- Rehab the Route 676 SB over Main Branch Newtown Creek and Route 76 over Nicholson Avenue bridges
- Shift the center barrier into final configuration
- Update drainage system
- Connect ITS system throughout project



# TIP ACTIONS | Proposed - NJ

## Request Board Approval of TIP Amendments:

- Remove the \$117 M NHPP funded CON project, **Route 76/676 Bridges and Pavement**, from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP
- Add 3 new breakout projects from the Route 76/676 Bridges and Pavement project, totaling \$175.1 M (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX) to the TIP:

**Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1** for \$89.9 M NHPP for FY21 CON

**Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2** for \$3.5 M NHPP for FY22 UTL

**Route 76/676 Bridges and Pavement, Contract 3**

for \$81.7 M CRRSAA-FLEX for FY23 CON





# Preventive Maintenance-Bus

NJ TRANSIT | Cost Decrease

- **TIP Modification**
- **Action:** Decrease FY21 Capital Acquisition (CAP) phase by \$57.013 M SECT 5307 from \$108.655 M SECT 5307 to \$51.642 M SECT 5307 funds
- **Reason:** Funds not needed as new buses are currently in service. Funds will be needed when they reach their useful life of 12 years.
- **Background:**
  - *Program line item provides funding for the overhaul of buses including preventive maintenance costs*
  - *The decreased amount will support subsequent TIP Actions*

# Northeast Corridor (NEC) Improvements

## NJ TRANSIT | Cost Increase

- **TIP Modification**

- **Action:** Increase the FY21 Engineering, Right-of-Way, or Construction (ERC) phase by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307

- **Reason:** Support Capital Lease payments for capital portions of rail trackage rights within the agreement for the Northeast Corridor

- **Background:**

- *Program line item provides for improvements to the Northeast Corridor line to maintain state of good repair, increase capacity, and improve efficiency*
- *Trains along the NEC carry 78% of the NJ TRANSIT rail system boardings*
- *NEC is the nation's busiest passenger railroad, utilized by > 2,000 daily commuter, intercity, and freight trains. Within NJ, the NEC is the state's busiest and most-used rail line*

# Rail Rolling Stock Procurement

## NJ TRANSIT | Cost Increase



Source: NJ TRANSIT, 2021

- **TIP Modification**
- **Action:** Increase FY21 CAP by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds
- **Reason:** Support the Dual Power Locomotive final debt service payments that run throughout NJ TRANSIT's rail systems
- **Background:**
  - *Program line item provides funding for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and the expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) that will accommodate ridership growth and other system enhancements over the next 10 years*

# TIP ACTIONS | Proposed - NJ

## Request Board Approval of TIP Modifications:

- **Preventive Maintenance-Bus**

Decrease FY21 Capital Acquisition (CAP) phase by \$57.013 M SECT 5307 from \$108.655 M SECT 5307 to \$51.642 M SECT 5307 funds

- **Northeast Corridor (NEC) Improvements**

Increase the FY21 Engineering, Right-of-Way, or Construction (ERC) phase by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307

- **Rail Rolling Stock Procurement**

Increase FY21 CAP by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds





# Thank

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# You!

PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)





# FEDERAL FUNCTIONAL CLASS SYSTEM CHANGES

West Chester Borough,  
Chester County

April 6, 2021  
RTC Meeting

Brad S. Lane, AICP

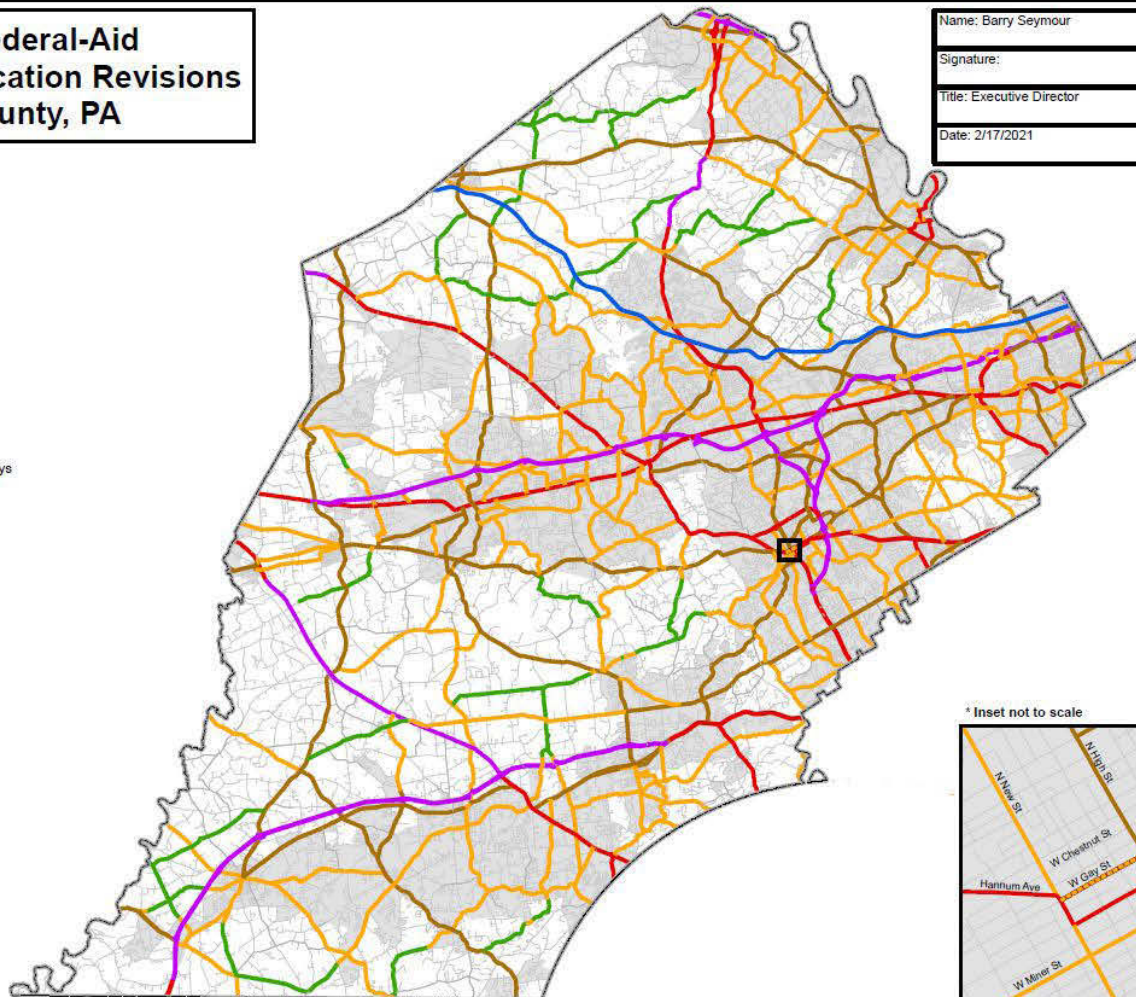
# West Chester Borough

## Proposed Federal-Aid Functional Classification Revisions Chester County, PA

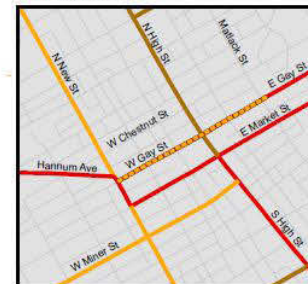
Name: Barry Seymour
Signature:
Title: Executive Director
Date: 2/17/2021

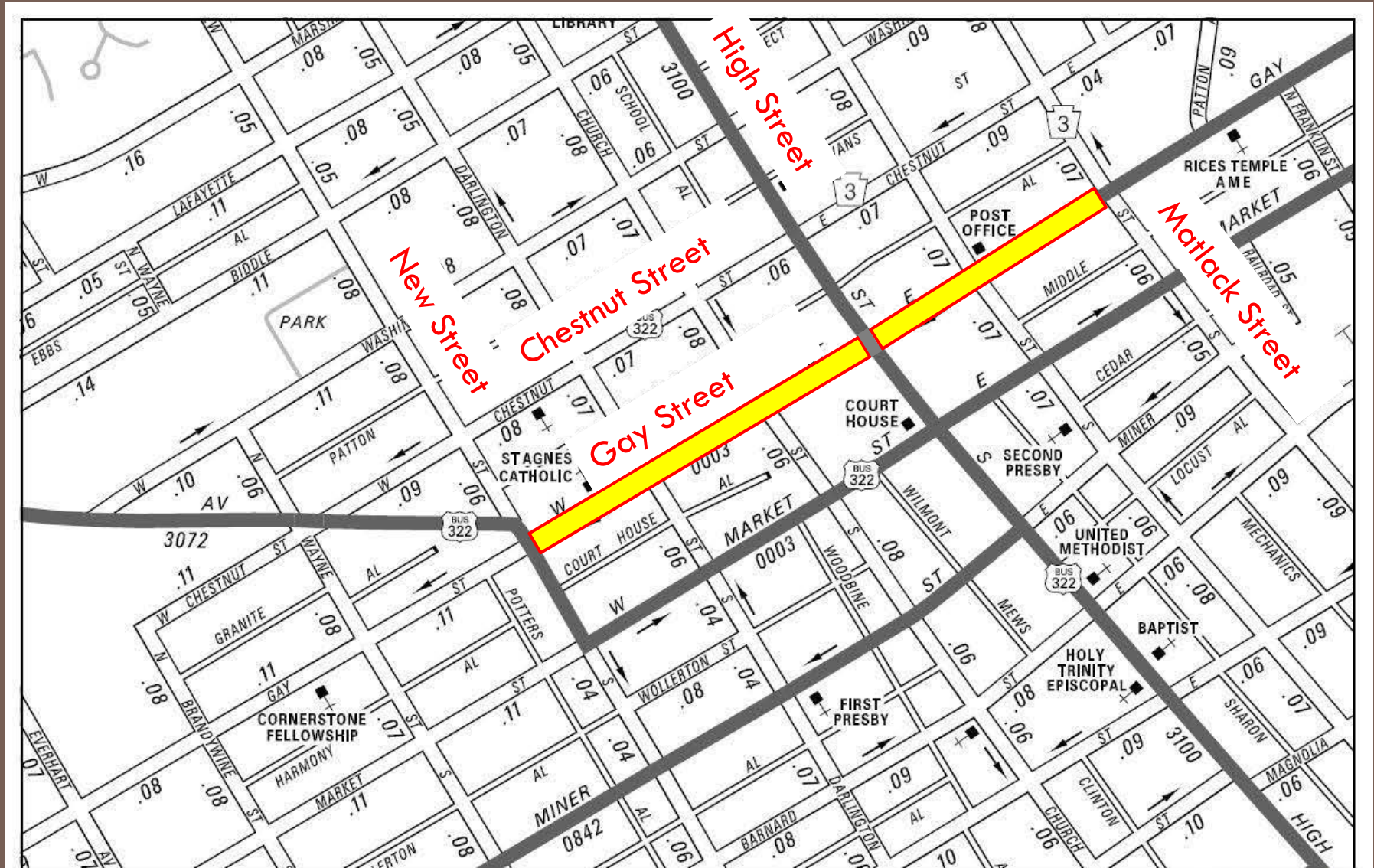
### Legend

- Urban Areas
- Functional Classification**
- Interstate
- Principal Arterial - Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Undetermined
- Proposed Functional Classification**
- Remove from federal aid system**
- Gay Street



\* Inset not to scale









22 W Gay St  
West Chester, Pennsylvania  
Google  
Street View



Google

# Motivation for Request

- Urban Principal Arterials in the Federal Aid System are primarily intended to facilitate the movement of vehicles through the urban area
- West Chester wants to help local businesses that are struggling to survive the COVID pandemic
- Re-classifying Gay Street as a Local Road and removing it from the Federal Aid System will allow:
  - West Chester to close Gay Street to traffic
  - The restaurants and bars to use the street for outdoor dining (weather permitting) while complying with social distancing guidelines

# Federal Functional Classification Change

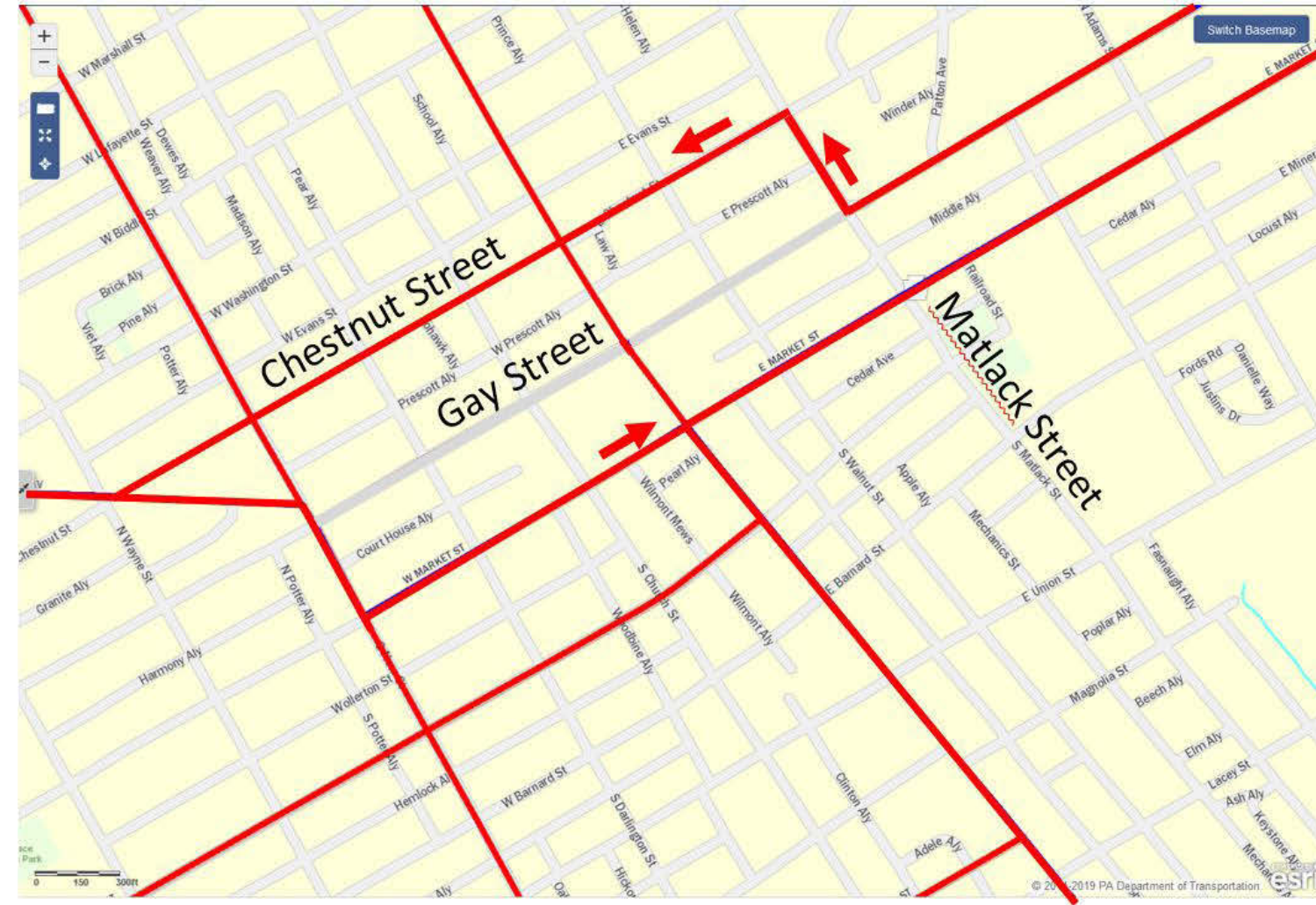
- Change from Urban Principal Arterial (FC 3) to Local Road (FC 7) and remove from the Federal Aid System
  - Gay Street Segments 0011 and 0021 (0.43 miles)
  
- Change from Local Road (FC 7) to Urban Principal Arterial (FC 3) and add to the Federal Aid System
  - Chestnut Street from Matlack Street to Hannum Avenue (0.46 miles)
  - Matlack Street from Market Street to Chestnut Street (0.07 miles)


# Current Federal Aid System



Federal Aid System 

# Proposed Federal Aid System



Federal Aid System 

# Action Requested

That the Board approve the Federal Functional Classification changes in West Chester Borough, Chester County.

— JERSEY BARRIER



# JERSEY BARRIER LOCATIONS

# Business District Recovery Plan

## COMMERCIAL BUSINESS DISTRICT RECOVERY PLAN

### OVERVIEW

The COVID-19 pandemic required the closing of the West Chester Commercial Business District (CBD) in March of 2020. This closure created significant economic hardships on the bars, restaurants, and businesses of West Chester Borough. As the Commonwealth of Pennsylvania begins to reopen, it is the goal of the West Chester Police Department to aggressively assist our commercial business partners with their economic recovery. The goal of this document is to outline a joint effort to assist our partners with getting their businesses back on their feet and mitigate the potential economic devastation to our town.

### PLAN

The goal of this recovery plan is to create a safe and desirable destination point for residents of the West Chester region. By closing the Gay Street corridor to vehicle traffic and opening the street to pedestrians, we believe that it will entice the residents of the region to once again come to our town and frequent our bars, restaurants, and businesses while still maintaining social distance.

Key to this goal is the closing of the 50 and 100 blocks of East Gay Street, the 50 and 100 blocks of West Gay Street, and select sections of parking along Market Street. This will allow an open air location for picnic style take-out eating, followed by table service as the Commonwealth lifts state-wide restrictions. Street closures will also help our local businesses by providing an open-air shopping experience for those businesses who chose to set up outside.

Street closures would be in place 24 hours a day, seven days a week. This will allow our businesses to expand their hours and increase their revenue streams to make up for the weeks lost during the height of the pandemic. In addition, the West Chester Police Department would









RESTAURANT  
FESTIVAL  
PARTERS

VOTE

EAT

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THE UNIVERSITY  
of MICHIGAN  
Library

Office of Project  
Implementation

Daniel Snyder, P.E.  
Board Meeting  
April 22, 2021

# Project Selections for the New Jersey TA-SA

# What is TA Set-Aside

- The Transportation Alternatives Set-Aside (TA-SA) program was established by Congress in 2012 under MAP-21 and was replaced with a set-aside of funds under the Surface Transportation Block Grant Program (STBG) by the FAST Act in 2015
- TA-SA provides federal funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system

# Eligible Activities

- Bicycle & Pedestrian Facilities
- Conversion of Abandoned Railroad Corridors for Trails
- Construction of Scenic Turnouts, Overlooks, and Viewing Areas
- Historic Preservation and Rehabilitation of Historic Transportation Facilities

# Eligible Activities (con't)

- Community Improvement Activities, Specifically:  
Streetscaping and Corridor Landscaping
- Environmental Mitigation to Address Stormwater
- Wildlife Mortality Mitigation

# Selection Process

- DVRPC Review Committee
  - Four New Jersey Counties, DVRPC Staff, and NJDOT
- Selection Criteria
  - Developed by the 3 New Jersey MPOs and NJDOT
- Application Period
  - TA-SA: July 31, 2020– November 24, 2020



# Applications

- TA Set-Aside
  - 28 Applications
  - Approx. \$23.0 Million in Requests

# TA-SA Selected Projects

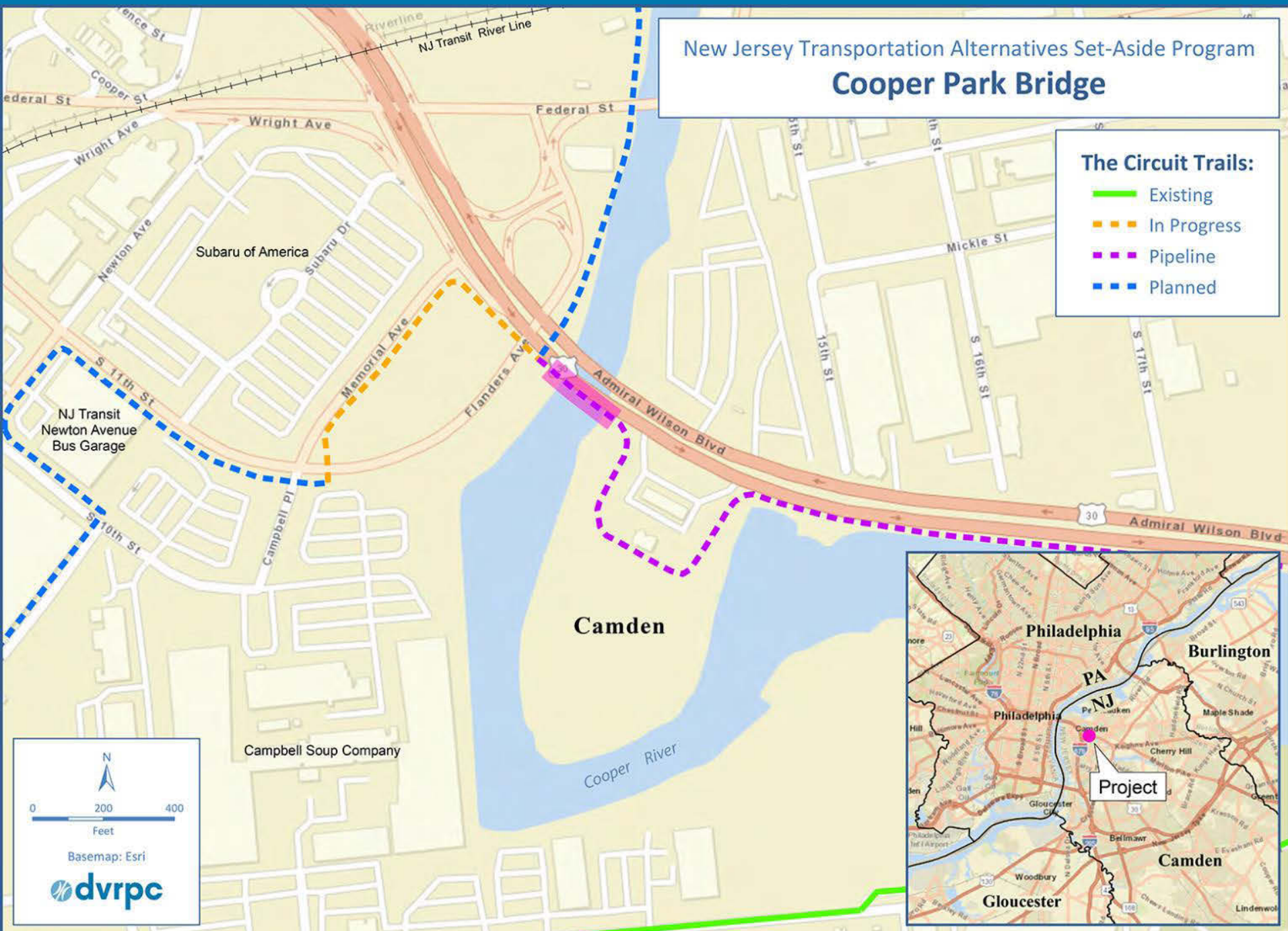
Project Title	Sponsor	Award Amount
<b>Greenwood Avenue Streetscape Project</b>	Trenton City, Mercer County	\$519,000
<b>Cooper River Bike/Ped Bridge Project</b>	Camden County	\$1,000,000
<b>Heritage Trail Shared-Use Path and On-Road Improvements</b>	Edgewater Park Township, Burlington County	\$440,000
	Total	\$1,959,000



# New Jersey Transportation Alternatives Set-Aside Program Cooper Park Bridge

## The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned



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Feet

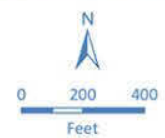
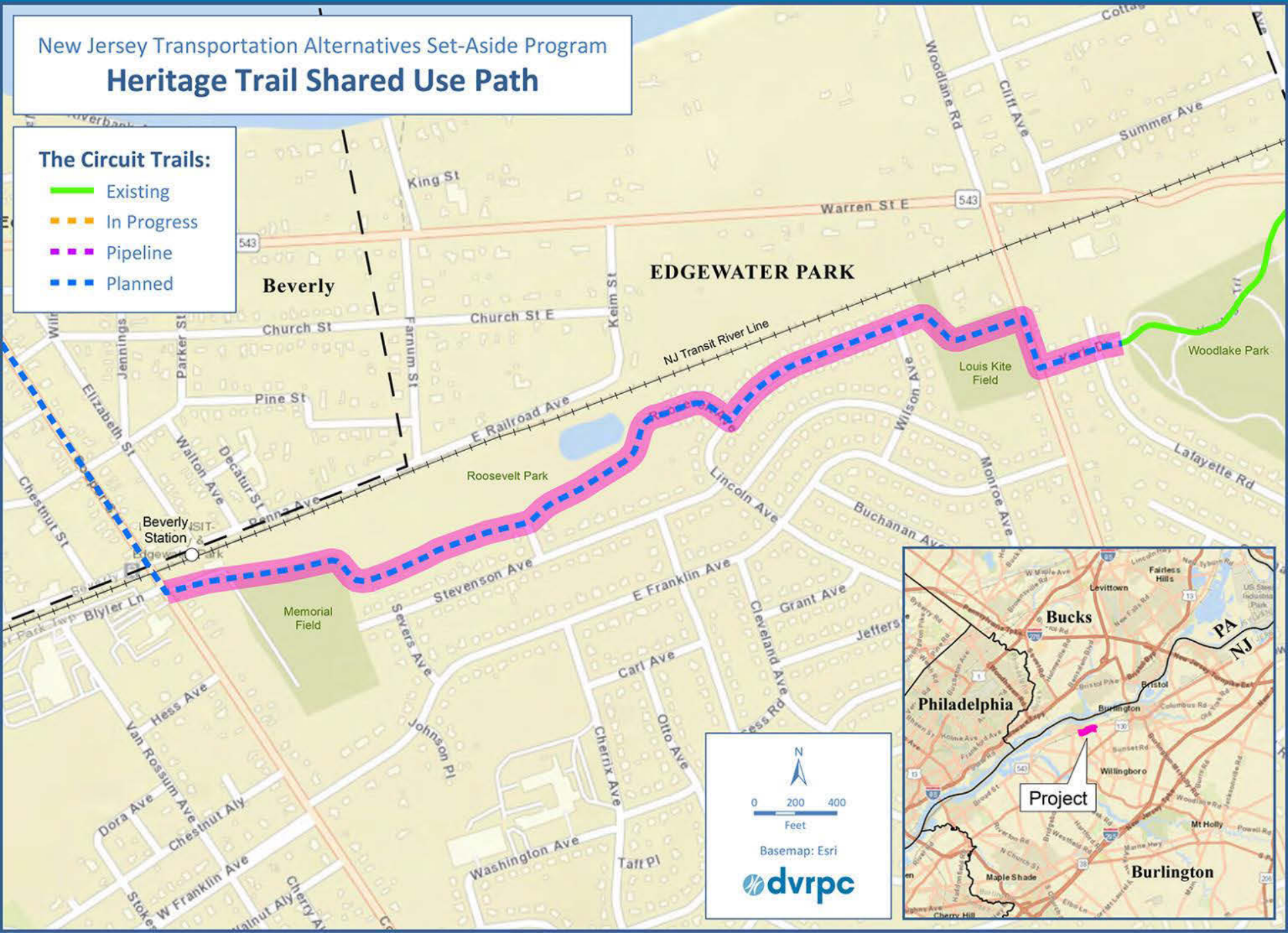
Basemap: Esri

# New Jersey Transportation Alternatives Set-Aside Program

## Heritage Trail Shared Use Path

### The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned



Basemap: Esri  
**dvrpc**

# Action Proposed

That the Board approves the list of selected Transportation Alternative Set-Aside (TA-SA) projects and amend them into the FY2020 S/TIP for New Jersey in the amount of \$1,959,000 TA (TIP Action NJ20-069,DB #X107).

# → Regional Trails Program: Phase 8 Grant Awards

*DVRPC Board  
April 22, 2021*



# Regional Trails Program

DVRPC's capital and technical assistance program for multi-use trail development in Greater Philadelphia. Supported by the William Penn Foundation.



# Phase 8 Timeline

- Sept. 2020 – Funding Opportunity Announcement Released
- Nov. 2020 – Applications Due
- Dec. 2020-March 2021 – Selection Committee Review and Consideration

# Phase 8 Guidelines

- Award Cap – \$300,000
- Match – At least 20% of total project costs
- Eligibility – Counties, municipalities, and non-profits
- Activities – Any phase of trail development

# Requests vs. Available Funds

- Forty Applications Received
- \$7,621,533 Requested
- Only \$2,643,667 Available

# Selection Committee

- Composed of representatives from the counties and major cities, state natural resource agencies, and the Circuit Trails Coalition.
- Met several times throughout January, February, and March.

# Selection Committee

- Asked to consider projects':
  - Readiness,
  - Current funding and leverage of additional funding,
  - Catalytic potential,
  - Provision of new transportation and recreational opportunities to underserved populations and communities of color, and
  - Overall quality.

# Equity

- Five projects recommended today will be located in Census tracts with IPD ratings of 20 or higher.
- These five projects total \$1,011,867.
- *Italicized* in following project lists.

# Summary by Phase

- 4 Planning Projects  
(Total: \$288,000)
- 7 Design Projects  
(Total: \$1,787,333)
- 3 Construction Projects  
(Total: \$568,334)

# Recommended Grant Awards

- 1. Rancocas Creek Greenway - Laurel Run (design),**  
Sponsor: Burlington County – \$225,000
- 2. *Camden County Link Bike/Ped Bridge over NJ 130***  
*(design), Sponsor: Camden County – \$300,000*
- 3. *Cramer Hill Waterfront Park Trail Connector***  
*(acquisition and construction), Sponsor: Cooper's Ferry*  
*Partnership – \$128,334*
- 4. *Union Transportation Trail Extension (design),***  
*Sponsor: East Windsor Township - \$227,888*



# Recommended Grant Awards

- 5. Schuylkill River Trail - Birdsboro and Robeson Township** (feasibility study), Sponsor: Schuylkill River Greenway National Heritage Area - \$18,000
- 6. Bristol Greenway** (feasibility study), Sponsor: Bristol Township - \$50,000
- 7. Neshaminy Creek Greenway Trail** (design and construction), Sponsor: New Britain Township - \$140,000
- 8. Newtown Rail Trail - Bristol Road to the Churchville Nature Center** (design), Sponsor: Bucks County - \$238,800

# Recommended Grant Awards

- 9. Chester Valley Trail - Enola Low Grade Segment**  
(design), Sponsor: Chester County - \$240,000
- 10. Darby Creek Trail - Southern Extension 1**  
(construction), Sponsor: Haverford Township - \$300,000
- 11. West 2nd Street - Chester Waterfront Trail (design),**  
*Sponsor: Riverfront Alliance of Delaware County -*  
*\$255,645*
- 12. Cross County Trail (feasibility study),**  
Sponsor: Montgomery County - \$120,000

# Recommended Grant Awards





- 13. Lower Schuylkill River Trail - Bartram's to Passyunk Phase II (feasibility study), Sponsor: Schuylkill River Development Corporation - \$100,000**
- 14. Wissahickon Gateway Trail (design), Sponsor: City of Philadelphia - \$300,000**

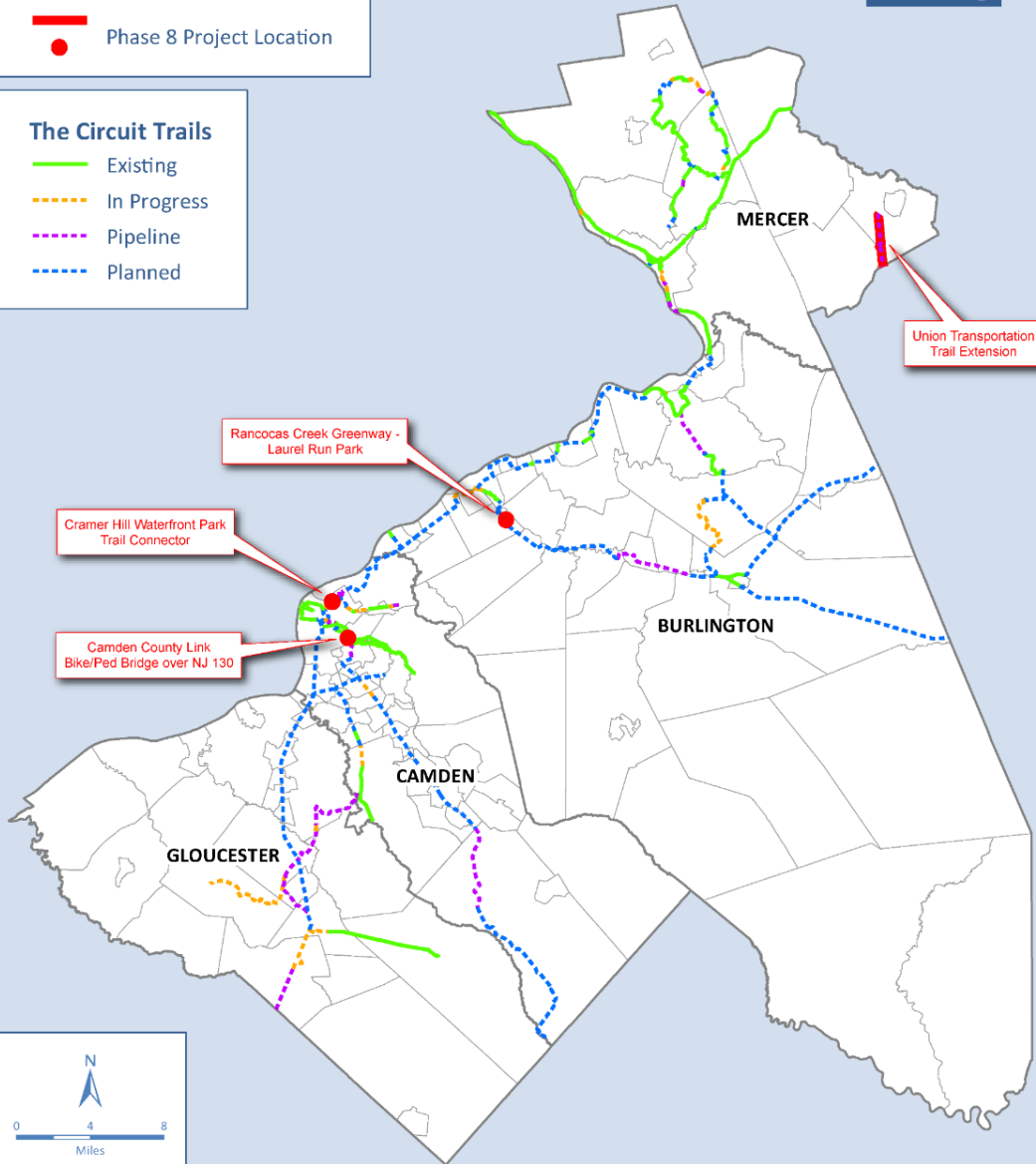
DVRPC Regional Trails Program  
**New Jersey Phase 8 Recommended Projects**

**THE  
CIRCUIT  
TRAILS**

 Phase 8 Project Location

**The Circuit Trails**

-  Existing
-  In Progress
-  Pipeline
-  Planned



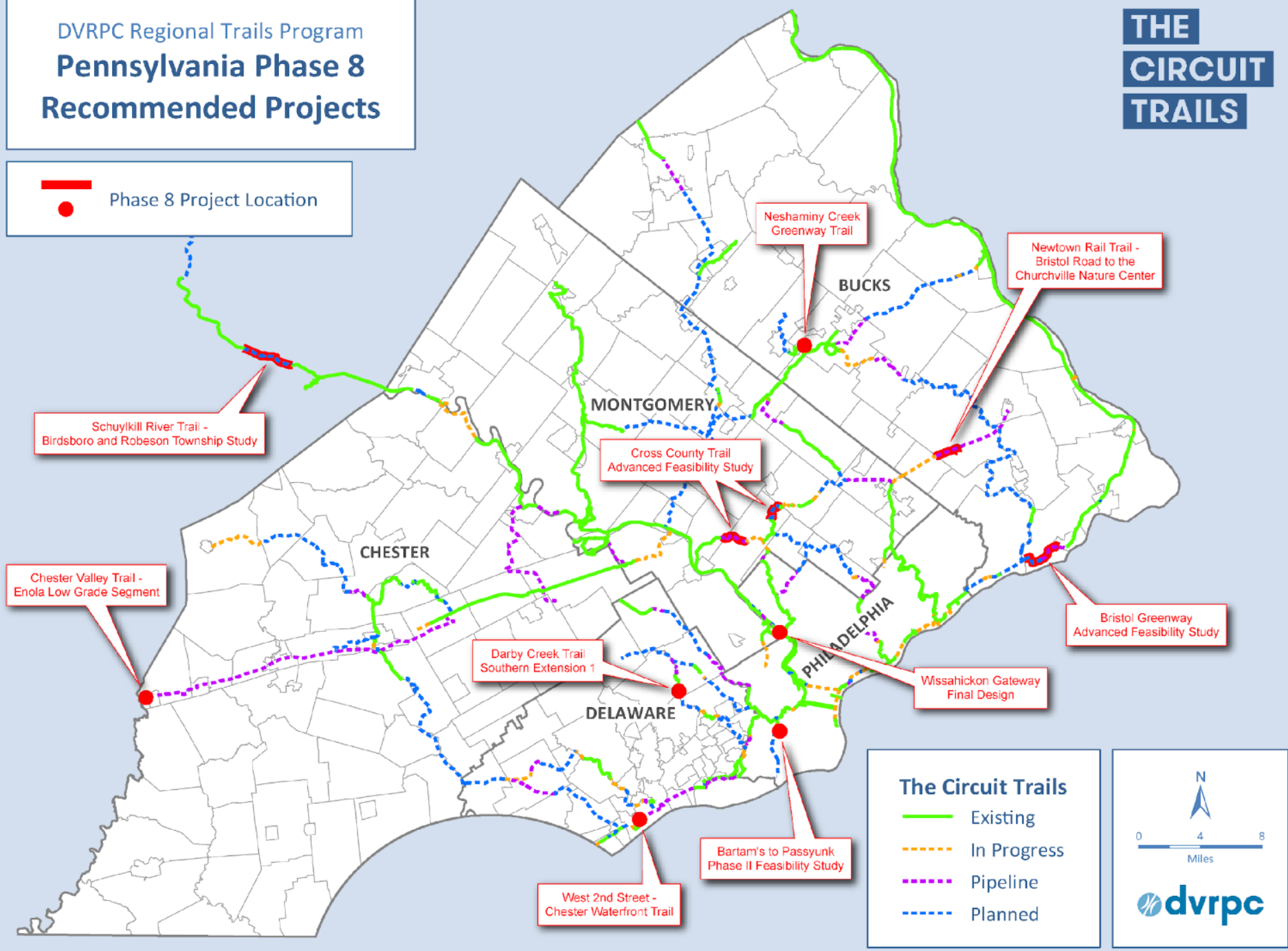
  
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DVRPC Regional Trails Program  
**Pennsylvania Phase 8  
Recommended Projects**

**THE  
CIRCUIT  
TRAILS**

 Phase 8 Project Location



**The Circuit Trails**

- Existing
- In Progress
- Pipeline
- Planned

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Miles



 **dvrpc**

# Action Proposed

That the Board approve these 14 Regional Trails Program Phase 8 grant awards totaling \$2,643,667.