



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2022-2025)

Pennsylvania TIP (FY2021-2024)

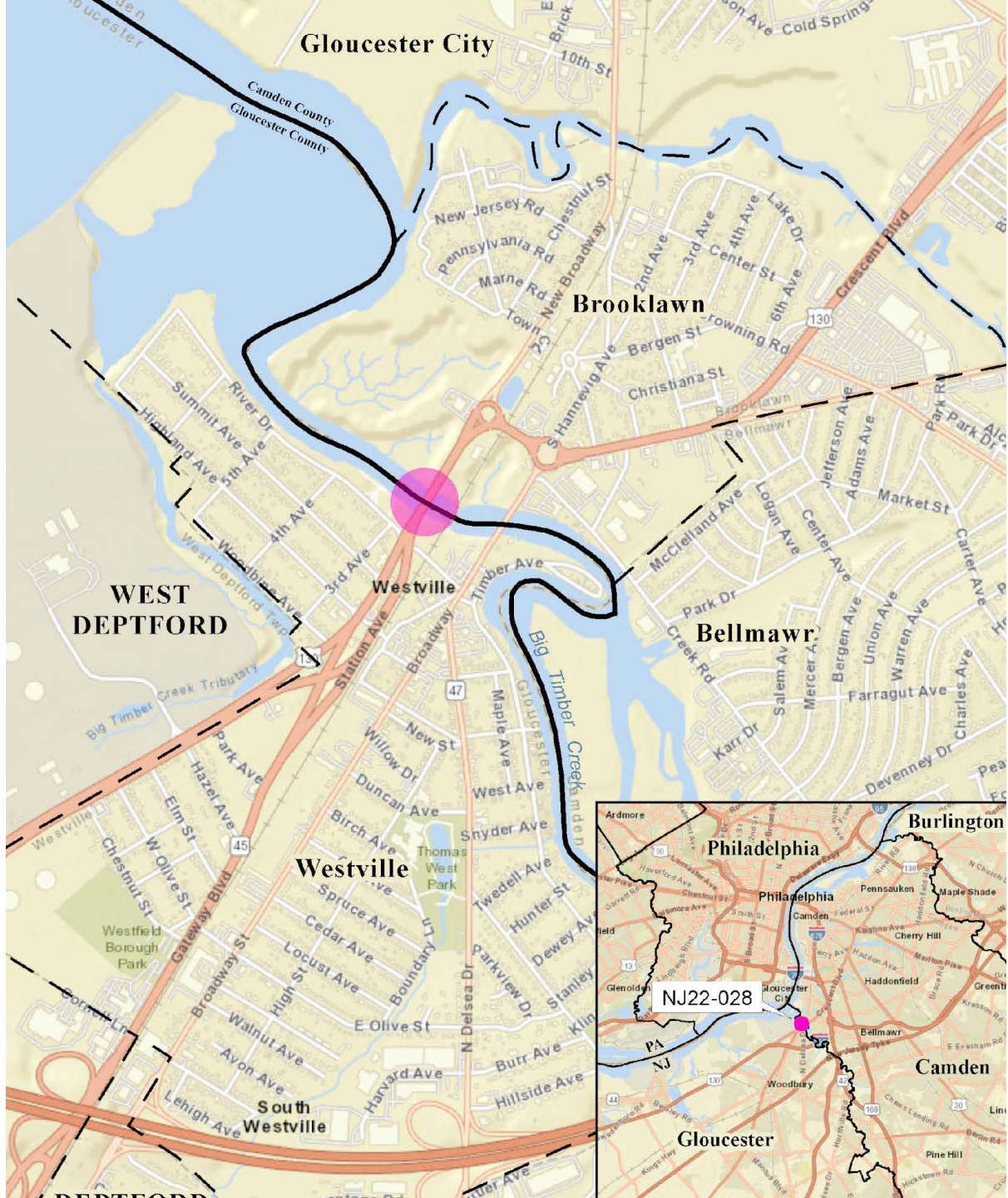
DVRPC BOARD | April 2022



Route 130, Bridge over Big Timber Creek

Camden and Gloucester Counties | Cost Increase

- **TIP Amendment**
- **Action:** Increase FY22 CON phase by \$16.4 M NHPP from \$45.6 M to \$62 M
- **Reason:** Design changes increased the project CON
- **Background:**
 - *Project will replace existing bridge*



Route 130, Bridge over Big Timber Creek

CON increase due to:

- Adjustment of retaining wall for utilities & to reduce environmental impacts;
- Relocation of outfall;
- Addition of concrete blocks along embankment on Westville side;
- Turf pavers for access road;
- Increased unit costs due to inflation and supply chain issues.

TIP ACTION | Proposed - NJ

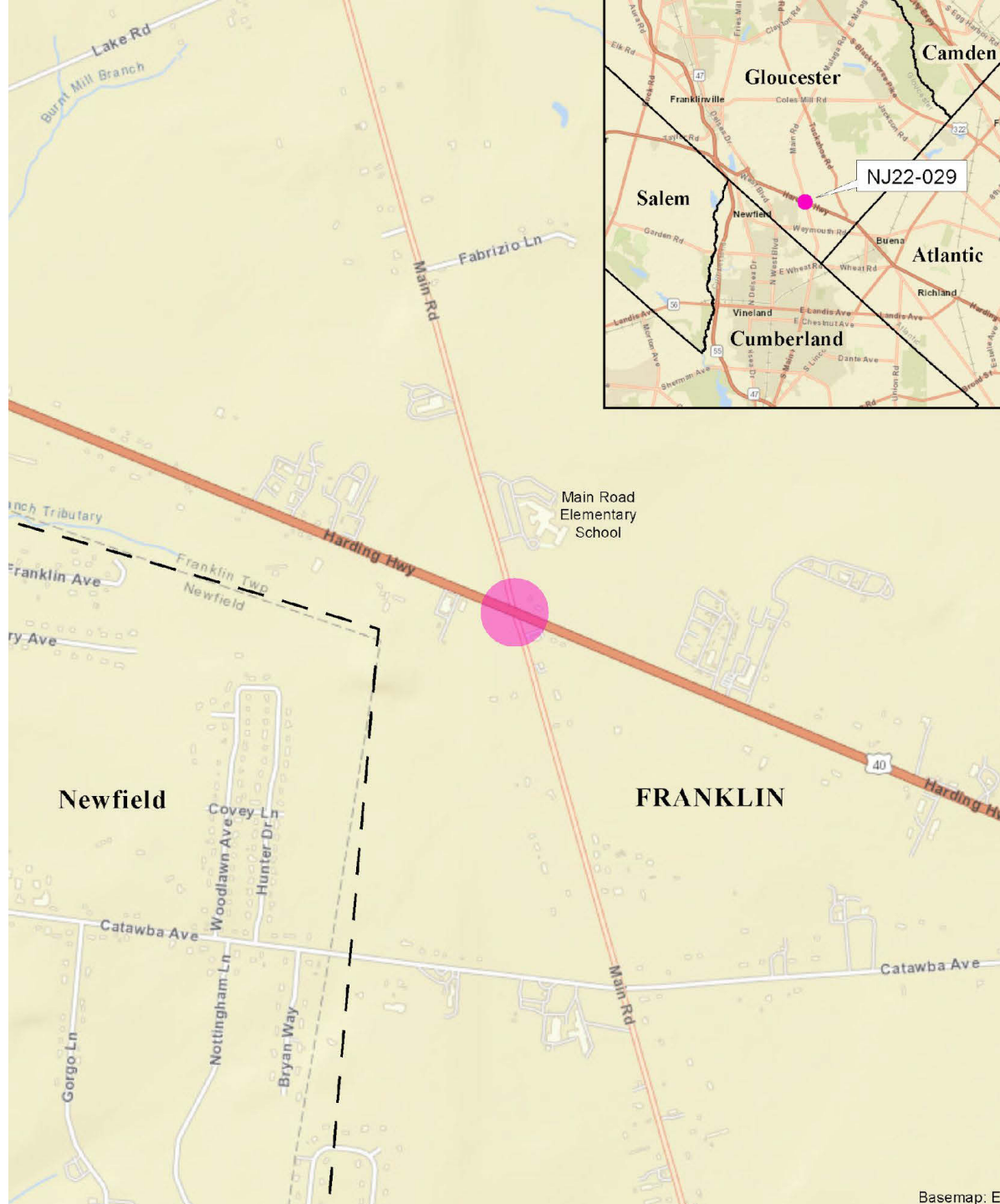


- **Request Board Approval of TIP Amendment**
- **Route 130, Bridge over Big Timber Creek**
Increase CON phase by \$16.4 M NHPP in FY22
 - *From \$45.6 M (\$44.1 M CRRSAA-FLEX/\$1.5 M NHPP)*
To \$62 M (\$44.1 CRRSAA-FLEX/\$17.9 M NHPP)

Route 40, CR 555 Intersection, Operational & Safety Improvements

Gloucester County | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add \$2.8 M NHPP project back into TIP for FY22 CON
- **Reason:** CON originally programmed in FY2020 TIP; did not meet authorization deadline but is ready to submit for federal authorization in FY2022 TIP
- **Background:**
 - *Operational, physical, & safety improvements at existing intersection of Route 40 and CR 555*



Route 40, CR 555 Intersection, Operational & Safety Improvements

Improvements include:

- Curb line improvements;
- Addition of channelization islands;
- Shoulder widening; geometric improvements;
- New traffic signal system.

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendment**
- **Route 40, CR 555 Intersection, Operational, & Safety Improvements**
Add project back into the TIP for \$2.8 M NHPP for CON in FY22

IIJA/BIL FFY 2022 Funding Allocation

Various Counties | Additional Funding Availability

- **TIP Amendment**
- **Action:** Add \$16.38 M in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)
- Funds will be moved to existing/new line items
- **Reason:** The DVRPC region is receiving \$115.259 M in additional FY22 federal funding from the IIJA/BIL
- \$16.38M is being added to the TIP with this action
- **Background:**
 - *FFY 2022 IIJA/BIL funds are additional to the region*
 - *\$98.879 M was added to the TIP last month*

IIJA/BIL FFY 2022 Funding Allocation

Adding the following funds to their respective line items:

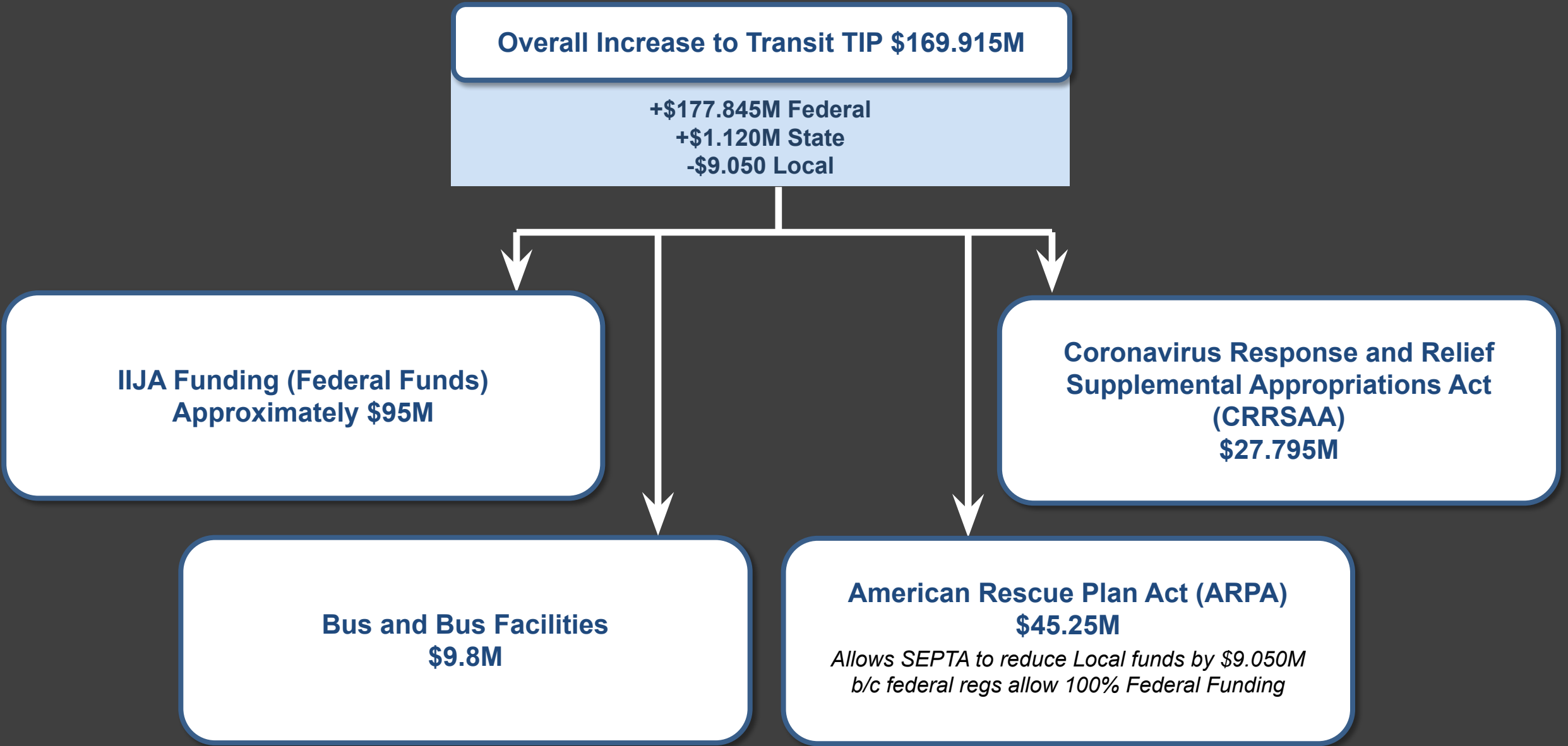
- \$7,346,000 STU in FY22 to STU Reserve Line Item
- \$697,000 STP to Highway Reserve Line Item – STP
- \$3,838,000 TAU to Transportation Alternatives – Urban (TAU) Line Item
- \$4,499,000 BOF to Bridge Reserve Line Item

TIP ACTION | Proposed - PA



- **Request Board Approval of TIP Amendment**
- **IIJA/BIL FFY 2022 Funding Allocation**
Add \$16.38 M in additional funds in FY22 from the IIJA/BIL. Funds will be moved to their respective line items:
 - \$7.346 M STU in FY22 to STU Reserve Line Item
 - \$697,000 STP to Highway Reserve Line Item – STP
 - \$3.838 M TAU to Transportation Alternatives – Urban (TAU) Line Item
 - \$4.499 M BOF to Bridge Reserve Line Item

Overall Impact of Additional Funding to the DVRPC Transit Program



Capital Asset Lease Program

SEPTA | Decrease Funding

- **TIP Amendment**
- **Action:** Remove \$56.922 M from the FY22 CAL phase
- **Reason:** Due to fiscal impacts of COVID-19 and federal relief funding, Amtrak lease costs have decreased and SEPTA using prior year funds to cover amounts owed
- **Background:**
 - *Program provides for lease payments of communications antennas, copiers, and Amtrak trackage*
 - *Lease provides for right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark, and Paoli/Thorndale Regional Rail Service*
 - *Funding will be used by other programs whose cost/schedules have changed*

Parking Improvements

SEPTA | Decrease Funding and Scope Change

- **TIP Amendment**
- **Action:** Change scope of project to defer parking expansion projects to LRP Unfunded Vision Plan. Remove \$175.133 M from the ERC phase in FY23-32 as detailed on next slide
- **Reason:** Reduced ridership from COVID-19 pandemic
- **Background:**
 - *SEPTA will revisit schedule for this phase at a time when ridership levels increase*
 - *Deferring parking expansion at: Ardmore, Exton, Paoli, Noble, Gwynned Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and the 69th Street Transportation Center*
 - *Projects above are included in Connections 2050 Vision Plan (unfunded)*
 - *Aligns the TIP with Connections 2050 LRP*

Parking Improvements

Removing \$175,133,000 from ERC phase as follows:

- FY23: removing \$7,735,000 State 1514/\$259,000 LOC
- FY24: removing \$4,594,000 State 1514/\$153,000 LOC
- FY25: removing \$9,924,000 State 1514/\$330,000 LOC
- FY26: removing \$9,678,000 State 1514/\$322,000 LOC
- FY27: removing \$10,612,000 State 1514/\$354,000 LOC
- FY28: removing \$22,748,000 State 1514/\$758,000 LOC
- FY29: removing \$24,935,000 State 1514/\$831,000 LOC
- FY30: removing \$33,620,000 State 1514/\$1,120,000 LOC
- FY31: removing \$15,716,000 State 1514/\$524,000 LOC
- FY32: removing \$29,923,000 State 1514/\$997,000 LOC

TIP ACTION | Proposed - PA



- **Request Board Approval of TIP Amendments**
- **Capital Asset Lease Program**
Remove \$56.922 M (\$29.804 M Federal Section 5337/\$18.949 M Federal Section 5307/\$7.906 M State 1514/\$263,000 LOC) from FY22 CAL phase
- **Parking Improvements**
Change scope of project to defer Ardmore, Exton, Paoli, Noble, Gwynedd Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and 69th Street Transportation Center, which are included in the Connections 2050 Vision Plan (unfunded);
Remove \$175,133,000 (\$169,485,000 State 1514/\$5,648,000 LOC) from the ERC phase over FY23-FY32

Communication, Signals, & Technology Improvements

SEPTA | Increase Funding

- **TIP Amendment**

- **Action:** Increase CAP phase by \$9.101 M overall in FY22

- **Reason:** Current program needs are greater, and the increase reflects current needs

- **Background:**

- *Improvements to SEPTA's communications system, signal systems, IT infrastructure, and vehicle & facility video systems*

Communication, Signals, & Technology Improvements

- Adding \$23.050 M (\$8.040 M Federal Section 5307/\$10.4 M Federal Section 5337/\$4.461 M State 1514/\$149,000 LOC) in FY22
- Removing \$13.949 M (\$13.499 M State 1514/\$450,000 LOC) in FY22
- Total is an increase of \$9.101 M

Transit & Regional Rail Station Program

SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Add \$56.946 M to ERC phase in FY22
- **Reason:** Aligning the TIP with SEPTA's FY2022 Capital Budget
- **Background:**
 - *Construction, reconstruction, or rehabilitation of transit & regional rail stations and terminals; bus & trolley loop facilities; transportation centers; bike facilities; and parking expansions/improvements*
 - *All improvements comply with Americans with Disabilities Act of 1990*
 - *Adding \$56.946 M (\$9.6 M Federal Section 5307/\$14 M Federal Section 5337/\$32.271 M State 1514/\$1.075 M LOC)*

Bus Purchase Program

SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Add \$54.332M to PUR phase in FY22
- **Reason:** Aligning the TIP with SEPTA's FY2022 Capital Budget
- **Background:**
 - *SEPTA's Bus Fleet Management Plan provides for acquisition of different size buses based upon needs and route characteristics*
 - *SEPTA awarded contract to New Flyer of America in November 2021 for purchase of 220 hybrid-electric 40-foot buses*
 - *Increasing funds to support project cash flow needs by obligating more funding now and placing it into a grant*



Source: SEPTA

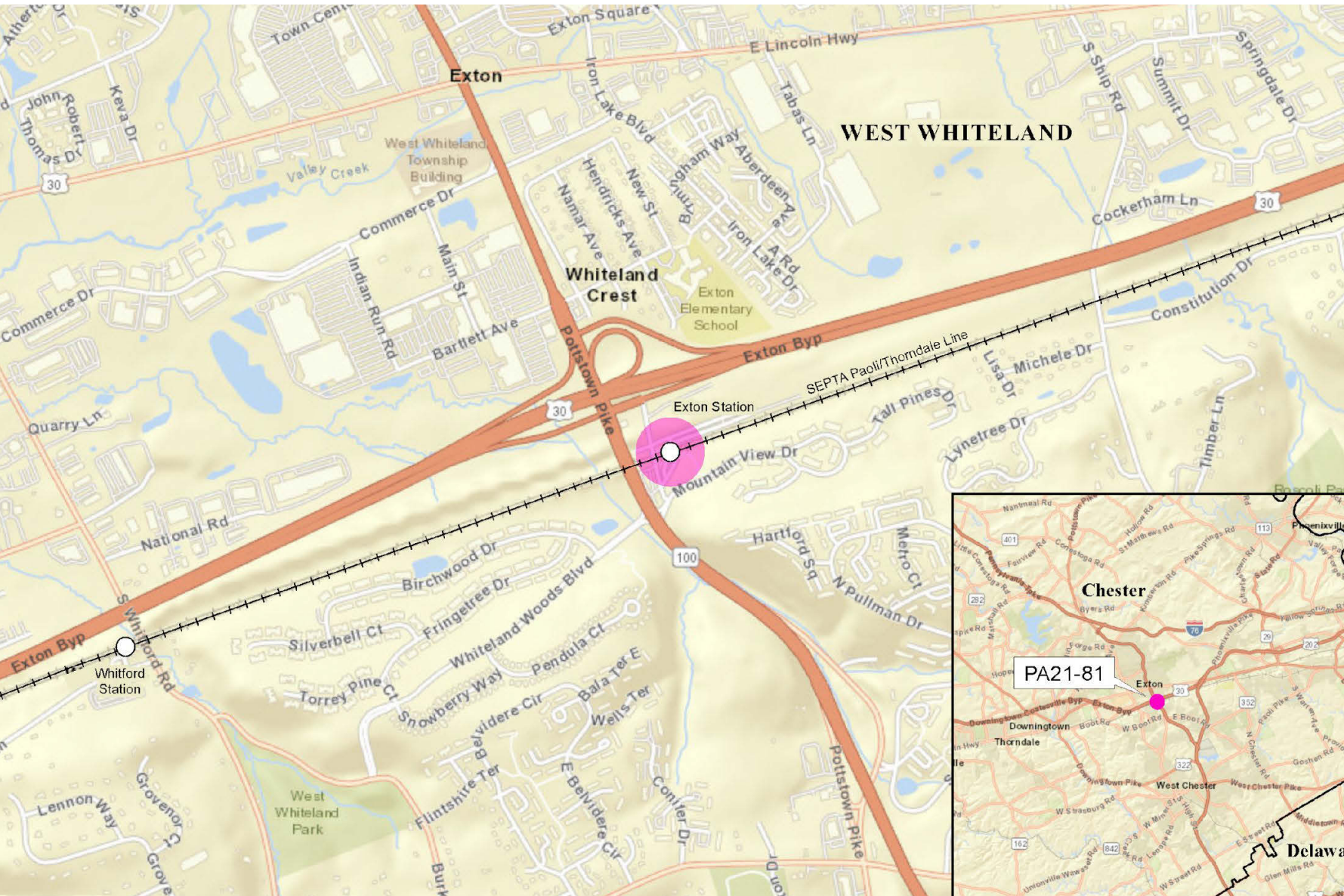
Bus Purchase Program

- Adding \$69.605 M (\$49.166 M Federal Section 5307/\$16.995 M State 1514/\$3.444 M LOC)
- Removing \$15.273 M (FY22: \$2 M Federal Section 5339/\$10.273 M State 1514; FY23: \$2.4 M Federal Section 5307/\$580,000 State 1514/\$20,000 LOC)
- Total is an increase of \$54.332 M

Exton Station

SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Add \$6 M to ERC phase in FY22
- **Reason:** Additional IIJA funds to increase funding and advance phase 2
- **Background:**
 - *Phase 1 – complete*
 - *Advancing this project in phases*



Exton Station Phase 2 Improvements

- Bus circulation loops
- Bus shelters
- Will promote multimodal access to station

Regional Rail Car & Locomotive Acquisition

SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Add \$27.836 M to PUR phase in FY22
- **Reason:** Replace rail cars that are beyond useful life; expand current fleet to meet current & projected increases to ridership needs
- **Background:**
 - *Fully funds Multi-Level Rail Car procurement*
 - *Cars comply with ADA requirements + passenger amenities*
 - *Vehicle delivery anticipated in Fall 2023*

Regional Rail Car & Locomotive Acquisition

- Adding \$16.792 M Federal Section 5337/\$10.4 M Federal Section 5307/\$2.516 M State 1514/\$84,000 LOC
- Removing \$893,000 State 1514/\$1.063 M LOC
- Total is an increase of \$27.836 M

Bridge Program

SEPTA | Increase Funding

- **TIP Amendment**
- **Action:** Add \$14.4 M to PUR phase in FY22
- **Reason:** Align TIP with SEPTA's FY2022 Capital Budget
- **Background:**
 - *Replace or rehabilitate bridges as necessary to maintain state of good repair*

Bridge Program

- Increasing by \$16 M Federal Section 5307/\$4.839 M State 1514/\$161,000 LOC in FY22
- Reducing by \$1.6 M Federal Section 5307/\$4.838 M State 1514/\$162,000 LOC in FY22
- Total is an increase of \$14.4 M

Currently programmed projects include:

- 5 bridges on the Chestnut Hill East Line
- 7 bridges on the Chestnut Hill West Line
- Systemwide Critical Bridge Program
- Mainline-Schuylkill bridges
- Stone Arch bridges phase 2
- Norristown High Speed Line o/ 69th St. Yard Tracks & o/ Bridgeport viaduct
- Suburban Rail Transit Critical Bridge Program

TIP ACTION | Proposed – PA



- **Request Board Approval of TIP Amendments**
- **Communications, Signals & Technology Improvements**
Increase by \$9.101M
- **Transit & Regional Rail Station Program**
Increase by \$56.946M
- **Bus Purchase Program**
Increase by \$54.332M
- **Exton Station**
Increase by \$6M
- **Regional Rail Car & Locomotive Acquisition**
Increase by \$27.836M
- **Bridge Program**
Increase by \$14.400M

Projects of Significance Program

SEPTA | Add New Project and Increase Funding

- **TIP Amendment**

- **Action:** Add new project, South Philadelphia Transportation Center in amount of \$12.25 M. Add \$219.632 M to PE phase for Projects of Significance in FY23-32 as detailed on next slide
- **Reason:** Advance the South Philadelphia Transportation Center, and align TIP with SEPTA's FY2022 Capital Budget
- **Background:**
 - *New project constructs 2 bus layover facilities identified in South Philadelphia Transportation Center (2019) study*
 - *Awarded Federal Buses and Bus Facilities Competitive Grant*

Projects of Significance Program

The Projects of Significance Program include projects that identify key initiatives to:

- Meet transportation needs
- Accommodate the growing economy
- Address traffic congestion

Other projects within this program are:

- King of Prussia Rail project
- Trolley Modernization project
- 19th & 37th Street Trolley Station Improvements
Accessibility, Rehabilitation, and Modernization project



Projects of Significance Program

Adding South Philadelphia Transportation Center to the Projects of Significance program

- \$12.25 M (\$9.8 M Federal Section 5339B/\$2.371 M State 1514/\$79,000 Local)

\$219,632,000 increase to program

- \$216 M of add'l funds to Trolley Modernization
- \$3.632 M to Rail Vehicle Replacements & Bus Revolution

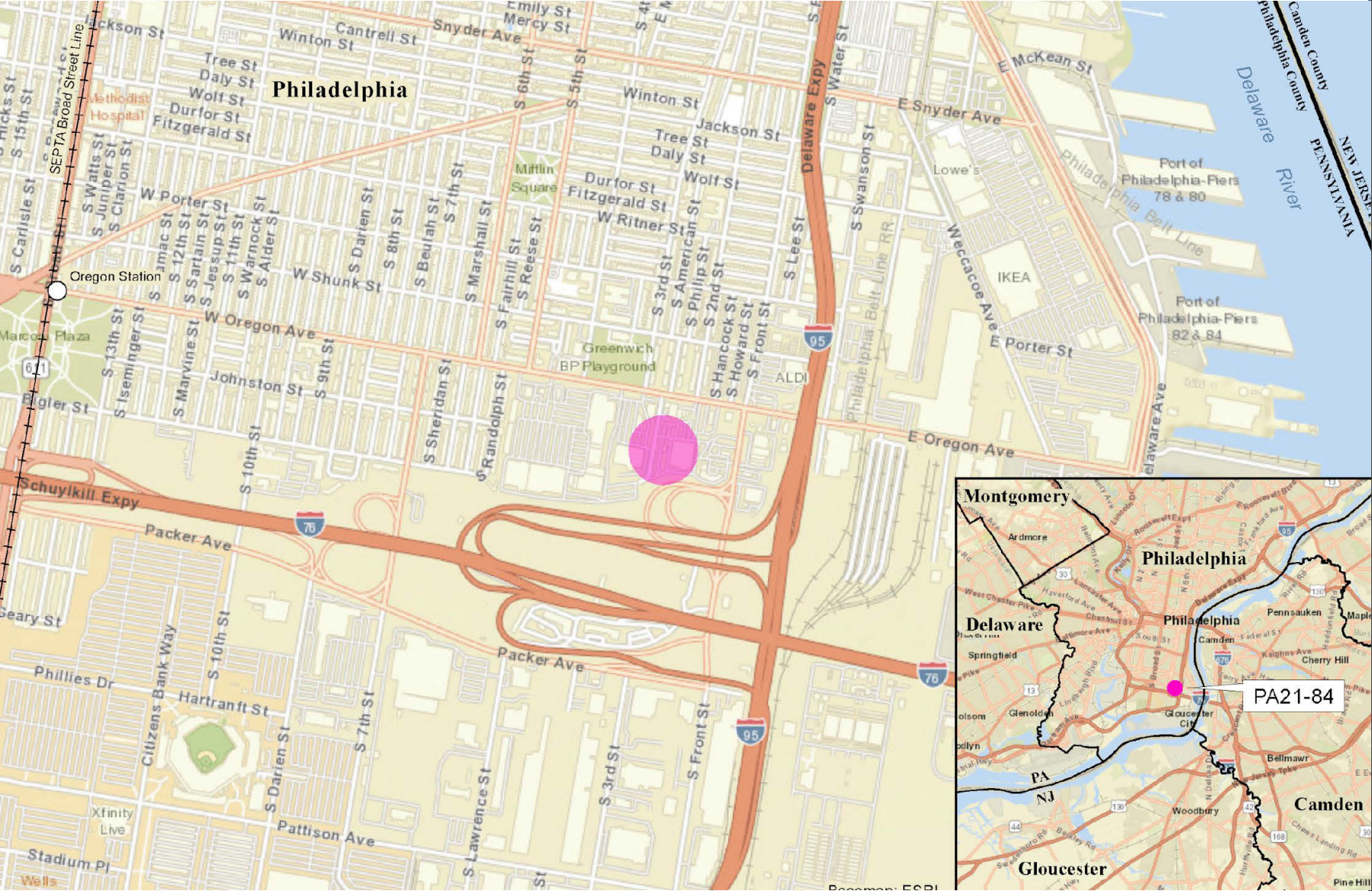
Projects of Significance Program, continued

Adding \$219,632,000 to PE phase as follows:

- FY22: adding \$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$9,800,000 Federal Section 5339B/\$10,983,000 State 1514/\$366,000 LOC
- FY23: adding \$7,735,000 State 1514/\$259,000 LOC
- FY24: adding \$4,594,000 State 1514/\$153,000 LOC
- FY25: adding \$9,924,000 State 1514/\$330,000 LOC
- FY26: adding \$9,678,000 State 1514/\$322,000 LOC
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- FY30: adding \$33,620,000 State 1514/\$1,120,000 LOC
- FY31: adding \$15,716,000 State 1514/\$524,000 LOC
- FY32: adding \$29,923,000 State 1514/\$997,000 LOC

Projects of Significance: South Philadelphia Transportation Center

- 2 overlays facilities on Pier 70 Blvd and cul-de-sac of South 3rd
- Support 9 bus routes in South Philadelphia
- Improve Service
- Provide bus layover areas and facilities for vehicle operators



TIP ACTION | Proposed - PA



- **Request Board Approval of TIP Amendment**
- **Projects of Significance Program**

Add South Philadelphia Transportation Center to Projects of Significance Program in the amount of \$12,250,000 (\$9,800,000 Federal Section 5339B/\$2,371,000 State 1514/\$79,000 Local)

Adding \$219.632 M to the PE phase as follows:

FY22: \$3,200,000 Federal Section 5307/\$32,400,000 Federal Section 5337/\$9,800,000 Federal Section 5339B/\$10,983,000 State 1514/\$366,000 LOC

FY23: \$7,735,000 State 1514/\$259,000 LOC

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Thank you!

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Logan Axelson
DVRPC Board
April 28, 2022

Board Agenda Item:
**DVRPC FY23 Work Program
Amendment: Route 34
End-of-Line Study**

Background

SEPTA continues to advance its Trolley Modernization program:

- \$1.15B programmed over 12 years in FY23 SEPTA Capital Budget
- Focus on leveraging competitive federal funding programs
- Key technical issues to be resolved on an expedited basis

Background

SEPTA requests that DVRPC remove its FY23 Work Program entry, Route 34 End-of-Line Study

Proposed replacement FY23 Work Program entry:
Corridor Based Transit Supportive Community
Development Land Use Analysis

Cost & Source of Funds

- \$100,000 PA Transit Support Program – Special Studies
- Cost & Source are the same for original and proposed study

Recommendations

- Regional Technical Committee (RTC) – Recommends Approval
- Staff – Recommends Approval

Action Proposed

That the Board approves an amendment to the FY23 Unified Planning Work Program replacing the existing Route 34 End-of Line Study with the proposed Corridor Based Transit Supportive Community Development Land Use Analysis.

Thank You!



Contact:

Logan Axelson

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PA Transportation Demand Management (TDM) Base Program - FYs 23 and 24



Presentation to the DVRPC Board

April 28, 2022

Background

- Previous TDM-specific work in southeastern Pennsylvania (SE PA) was funded through two grants: the TMA Assistance program and the Mobility Alternatives Program (MAP)
- TMAs and two other partner agencies received funding, contracted with PennDOT
- The program was funded with CMAQ dollars
- Total for these two grants combined was \$1,996,950/year (*includes 20% match*)

Background, cont'd

- To address direction from the PA TMA Policy Committee members, the PA TDM program was revised to include two types of grants: the TDM “Base” program and the Travel Options Program (TOP)
 - Base combines previous grants, provides funds for traditional TDM work
 - TOP provides an opportunity for innovative, short-term (2 years) projects through a competitive process
- PA switched from using CMAQ funds for TDM to using Surface Transportation Block Grant (STBG) (aka STU/P) funds; contracts will now be with DVRPC directly

New TDM Structure - SE PA

Base Program - traditional TDM work and business outreach

- PA only
- Annual funding = \$1,100,000/year (\$2.2 million for the two-year contract period)
- Split between 7 TMAs and 2 other partners

Travel Options Program - additional, creative, timely TDM projects

- PA and NJ
- Annual funding = \$1,146,950 for SE PA (\$2,293,900 for two-year contract)
 - An additional \$500,000 available for projects in DVRPC's four-county NJ region

Note: these totals *include* a required 20% local match

TDM Program Funding Comparison (2 years)

Previous Program

- MAP and TMA: \$3,993,900
- Travel Options Program (TOP): \$ 500,000

\$4,493,900

New Program

- Base: \$2,200,000
- TOP: \$2,293,900

\$4,493,900

TDM Program Funding Comparison (2 years)

Previous Program* - MAP and TMA

Suburban TMAs (each)	\$583,900 ¹
CPTMA	\$412,750 ²
UCD TMA	\$134,900 ³
Clean Air Council	\$196,750 ³
SEPTA	\$330,000 ³

New Program - Base and TOP⁴ (FYs 23/24)

TMA Bucks	\$300,000 + 271,285
TMACC	\$300,000 + 269,283
DCTMA	\$300,000 + 230,950
GVF	\$300,000 + 379,777
PTMA	\$300,000 + 230,000
CPTMA	\$150,000 (no TOP project)
UCD TMA	\$150,000 (no TOP project)
CAC	\$150,000 + 152,625
SEPTA	\$250,000 (no TOP project)

* Prior to COVID (FYs 19/20)

¹ MAP and TMA Assistance

² TMA Assistance only

³ MAP only

⁴ Proposed - to be presented to RTC/Board in May

TDM Base Program Work Program Tasks

- TDM education and outreach
 - general public
 - employers (and employees) and municipalities
 - other transportation-related groups, relevant professional organizations, community groups, etc
- Promotion of the Share-A-Ride ride match program (residents and commuters)
- Locally-based projects that enhance commuters' ability to choose a travel mode other than driving alone to work

TDM Base Program Work Program Products

- Educational materials (adapted from DVRPC's existing MAP portfolio and/or newly created for a specific employer, group or TMA service area)
- Outreach, marketing and media (paid/earned/social) plans/placements
- Eligible activities and materials related to TDM-specific events and programs
- Quarterly activity summaries and year-end report

Sample Task with Detail

SEPTA Work Program - Task 2 (KEY Program Education)

- **Measurables include:** KEY program online tutorials and seminars and the number of employers/employees and colleges/universities reached, and questions regarding program answered. A monthly report is generated on social agency enrollment and sales of the disposable Key cards as well as the corporate report for reloading of Key Cards for employees, and the above-mentioned surveys.
- **Measurable Goals:** Increase participation in the Partner Pass Program each quarter; monitor any impact on ridership overall.
- **Products:** Key education and training, including online tutorials, FAQ sheets for administrators and employees, program guides for administrators, and quarterly surveys.

Action Proposed

That the DVRPC Board approves the budget and program tasks for this new TDM Base program for the five county TMAs, two City TMAs, Clean Air Council and SEPTA, for the next two-year contract period (FY23 and FY24), for a two-year total of \$2,200,000 (\$1,760,000 federal STU and \$440,000 SILOC).

Questions?

Thank you!



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