



# TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2022-2025)

Pennsylvania TIP (FY2021-2024)

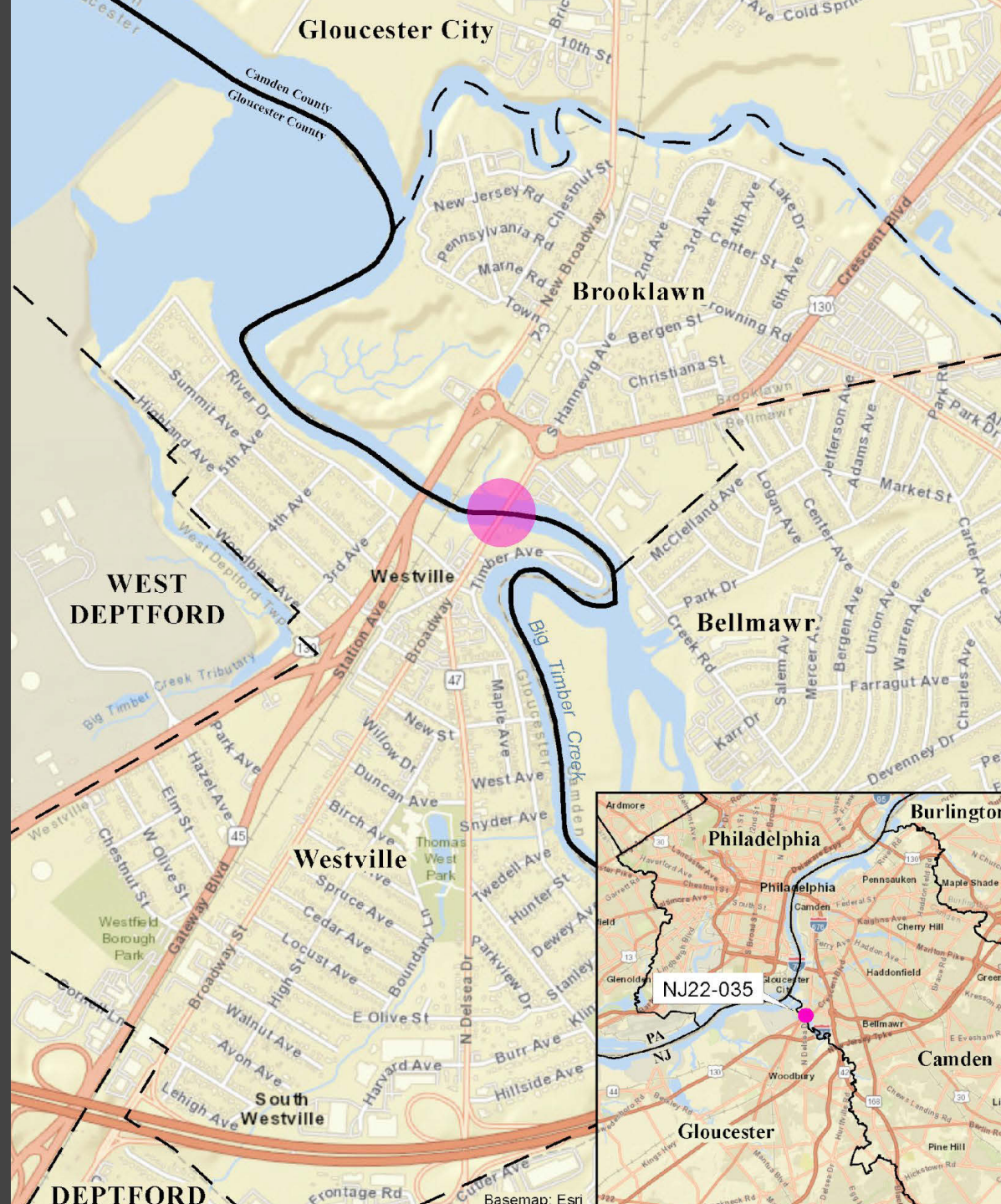
DVRPC Board | May 2022



# Route 47, Bridges over Big Timber Creek

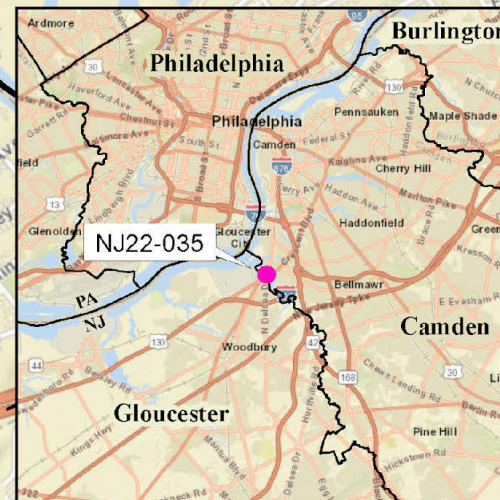
Camden and Gloucester Counties | CON Delay & Cost Increase

- **TIP Amendment**
- **Action:** Change CON funding source from CRRSAA-FLEX and NHPP to Bridge Formula Program (BFP), increase CON cost by \$18.062 M (from \$33.1 M to \$51.162 M), and delay FY22 CON to FY23
- **Reason:** Project delay due to utility and supply-chain complications
- **Background:**
  - *Project will replace existing bridges on Route 47 and Route 130 over Big Timber Creek*



## Route 47 Bridges over Timber Creek

This project will  
replace the  
Route 47 and  
Route 130  
bridges over Big  
Timber Creek.



# TIP ACTION | Proposed - NJ

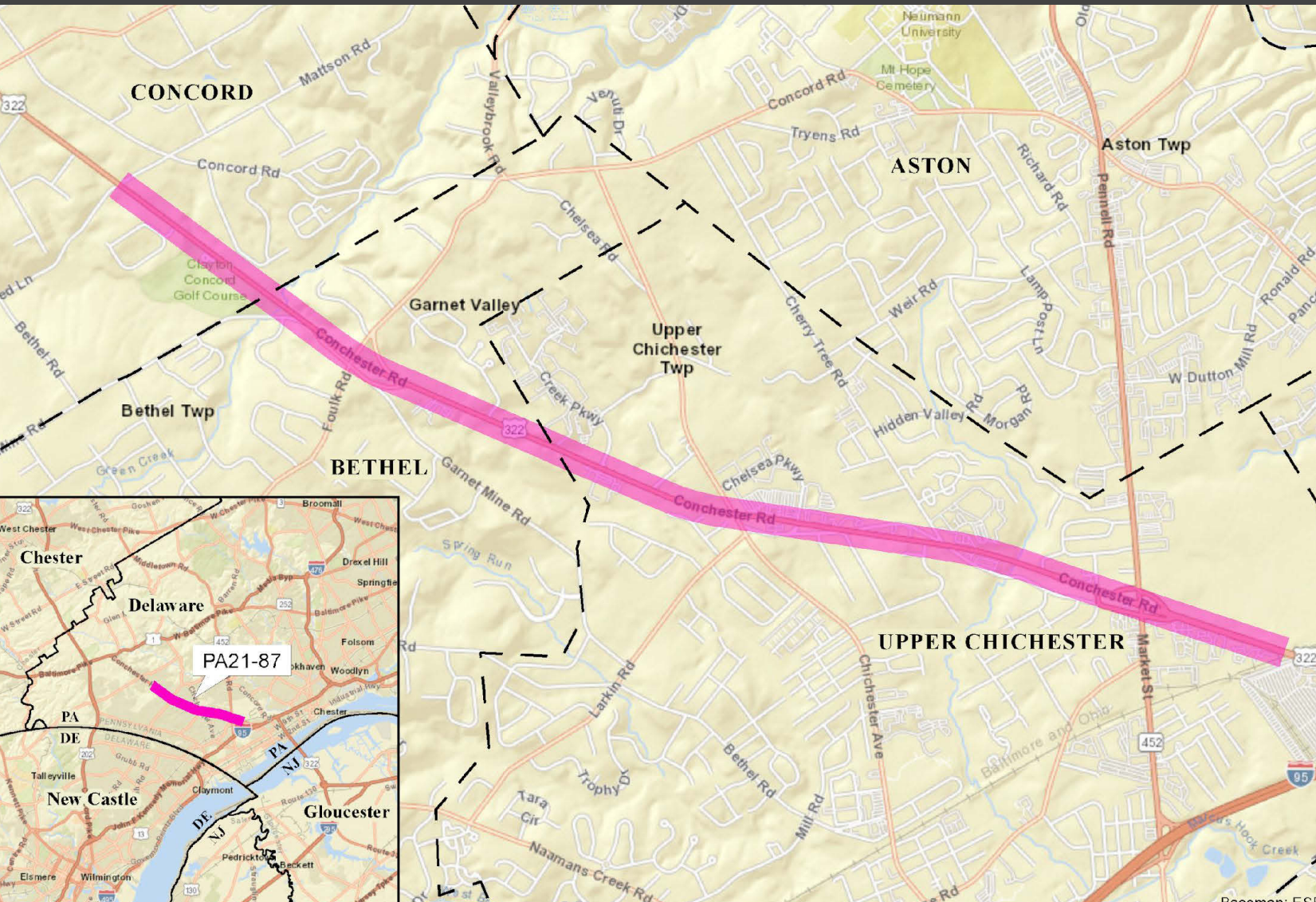


- **Request Board Approval of TIP Amendment**
- **Route 47, Bridges over Big Timber Creek**
  - *Change CON funding source from CRRSAA-FLEX and NHPP to BFP*
  - *Increase CON cost by \$18.062 M from \$33.1 M to \$51.162 M*
  - *Delay FY22 CON to FY23*

# US 322, Featherbed Lane to I-95 (Section 102)

Delaware County | ROW Cost Increase

- **TIP Amendment**
- **Action:** Add \$15 M (\$12 M NHPP/\$3 M STATE 581) to FY22 ROW
- **Reason:** Property acquisitions for both sections 102 and 103 (breakout project) have increased in cost
- **Background:**
  - *One section of US 322, Section 100 widening & reconstruction project*
  - *Three mainline CON sections (101, 102, and 103) and one offsite mitigation project*
  - *Total project cost (Section 102) = \$136.35 M*



# US 322, Featherbed Lane to I-95 (Section 102)

Project includes:

- Widening & improving US 322 to four-lane typical section
- Intersection improvements;
- Replacement of 10 bridges/culverts; and
- Construction of sound barriers and retaining walls.

# TIP ACTION | Proposed - PA



- **Request Board Approval of TIP Amendment**
- **US 322, Featherbed Lane to I-95 (Section 102)**
  - *Add \$15 M (\$12 M NHPP/\$3 M STATE 581) to FY22 ROW*

# Columbus Boulevard: Tasker-Reed

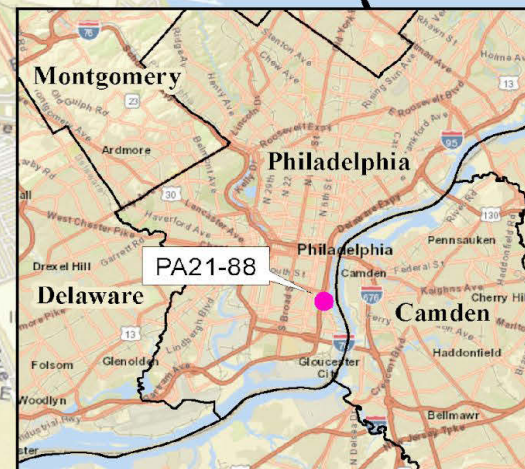
Philadelphia | Add New TIIF Project to TIP

- **TIP Amendment**
- **Action:** Accept new \$1.5 M e581 (Transportation Infrastructure Investment-Funded) (TIIF) for CON in FY22 and its additional funds into the FY2021 TIP for PA
- **Reason:** Project selected from the State TIIF program, ready to authorize CON in FY22
- **Background:**
  - *Improvements to traffic signal interconnections, turning lanes, and crosswalks along Columbus Boulevard on Tasker, Dickinson, and Reed Streets*
  - *Included in regional air quality conformity analysis*
  - *These are additional funds to the region*



# Columbus Boulevard: Tasker-Reed

- Columbus Boulevard and Dickinson Street: Traffic signal modifications, new ADA ramps, and crosswalks.
- Columbus Boulevard and Reed Street: Approximately 60' extension of southbound Columbus Blvd. left-turn lane, traffic signal modifications, new ADA ramps, and crosswalks.
- Tasker Street intersection connection to Dickinson and Reed Streets via radio. Fiber Optic interconnection between Dickinson and Reed Street intersections.








# TIP ACTION | Proposed - PA



- **Request Board Approval of TIP Amendment**
- **Columbus Boulevard: Tasker-Reed**
  - *Accept new \$1.5 M e581 (Transportation Infrastructure Investment Fund) (TIIF) project for CON in FY22 and its additional funds into the FY2021 TIP for PA*



# Thank you!

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



May 26, 2022 Board

## Open Public Comment Period for

- Draft FY2023 TIP for PA
- Draft Conformity Determination for the *Connections 2050* Long-Range Plan and Draft FY2023 PA TIP

# *Anticipated* Public Comment Periods

- **Draft FY2023 PA TIP**
  - May 27 - June 28
- **Draft Conformity Determination**
  - June 15 - July 18

# *Virtual* Public Meeting

- Thursday June 16 at 7 pm

# Action Proposed

That the Board approves staff to open a public comment period for the purpose of gathering public and agency comments on the

- Draft FY2023 TIP for PA
- Draft Conformity Determination for the
  - *Connections 2050* Long-Range Plan
  - Draft FY2023 TIP for PA

with proper public notification, as well as to

- publish the Draft TIP and Draft Conformity Finding documents;
- post them on the Internet;
- make copies available at certain public libraries (as appropriate); and
- hold public meetings, which will be held online.

# Thank you!



Questions?



Sarah Moran  
Presenting To DVRPC Board  
May 26, 2022

# Agenda Item:

DVRPC FY23 Work Program  
Amendment: Downtown Bicycle and  
Pedestrian Plans for Burlington County

# Background

- DVRPC's FY23 Work Program entry, the *Burlington Township/Florence Township Connector Road Planning Study (23-52-190)*, is no longer timely for the project beneficiaries
  - Due to ongoing negotiations and agreements between developers, property owners, and the involved Townships
- Burlington County has requested that DVRPC replace this study from its Work Program with the proposed study

# Proposed Project Description

- Evaluate existing pedestrian and bicycle facilities in three downtown areas in Burlington County
- Develop recommendations for improving multimodal accessibility and safety for all road users
- 3 focus areas: Marlton (Evesham Township), Maple Shade Township, and Columbus (Mansfield Township)

# Action Proposed

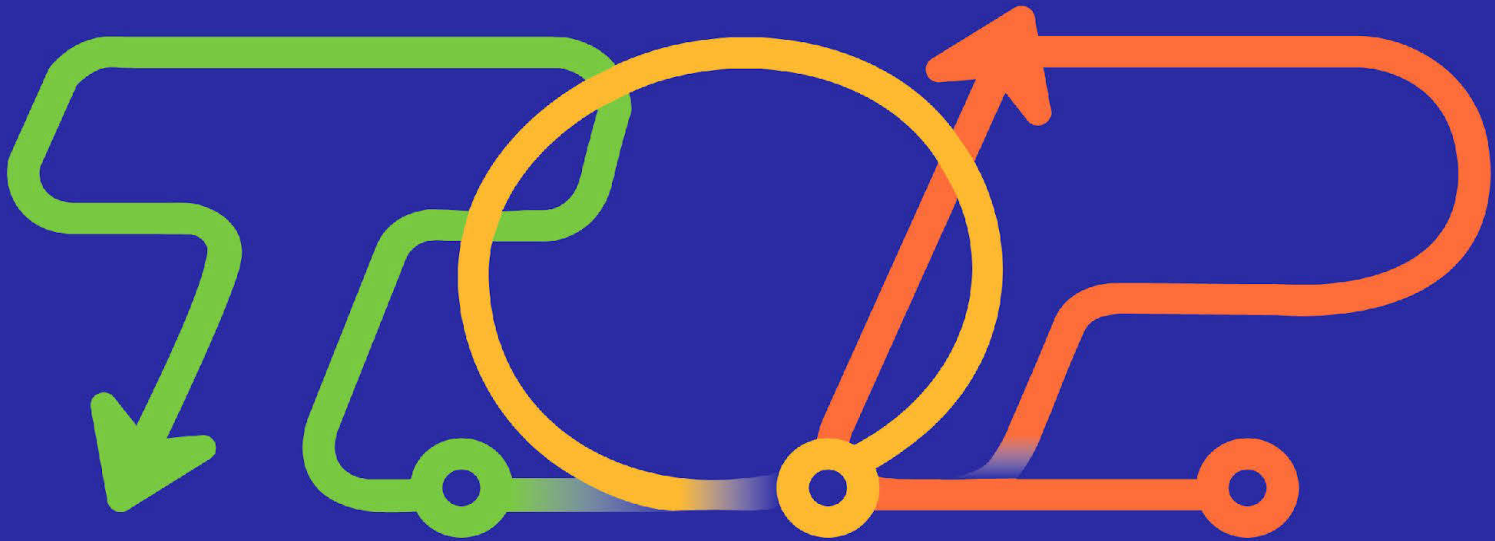
That the Board approve Burlington County and DVRPC staff request to amend the FY2023 Unified Planning Work Program (UPWP) and the FY2022 TIP for New Jersey (TIP Action NJ22-036, DB #D2301) by replacing the project, Burlington Township/Florence Township Connector Road Planning Study, with the Downtown Bicycle and Pedestrian Plans for Burlington County Study (to be assigned the same UPWP project number 23-52-190), and update the project scope/description in the UPWP and TIP, as appropriate.

# Thank You!



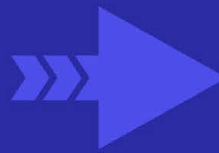
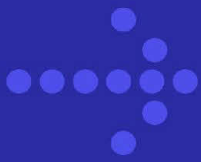
Questions?

Contact: Sarah Moran,  
[smoran@dvrpc.org](mailto:smoran@dvrpc.org)



# TRAVEL OPTIONS PROGRAM

DVRPC Board Meeting I May 26, 2022



## **TDM Base program provides funds for ongoing TDM work by legacy program (MAP, TMA Assistance Program) grantees**

- \$1,100,000/year (\$2.2 million for two years)
- Funded with STP-STU funds (formerly CMAQ) plus local match

## **TOP is our competitive program**

- \$1,146,950 for Southeastern PA (\$2,293,900 for two years)
  - Funded with STP-STU funds plus local match
- \$500,000 for projects in DVRPC's four-county NJ region
  - Funded with STBGP and CMAQ funds plus local match

**TOP funds** creative projects that will **reduce the number of single occupancy vehicles on the region's roadways**

TOP funds **planning and implementation projects** that support the goals, outcomes, and strategies established in [The Regional TDM Plan](#)

- Goals: Climate Action and Air Quality Improvement, Equity, Reliability, Affordability, Freedom of Choice

Each project must address a **TDM issue and solution**, with some type of **measurable results**



## Pennsylvania

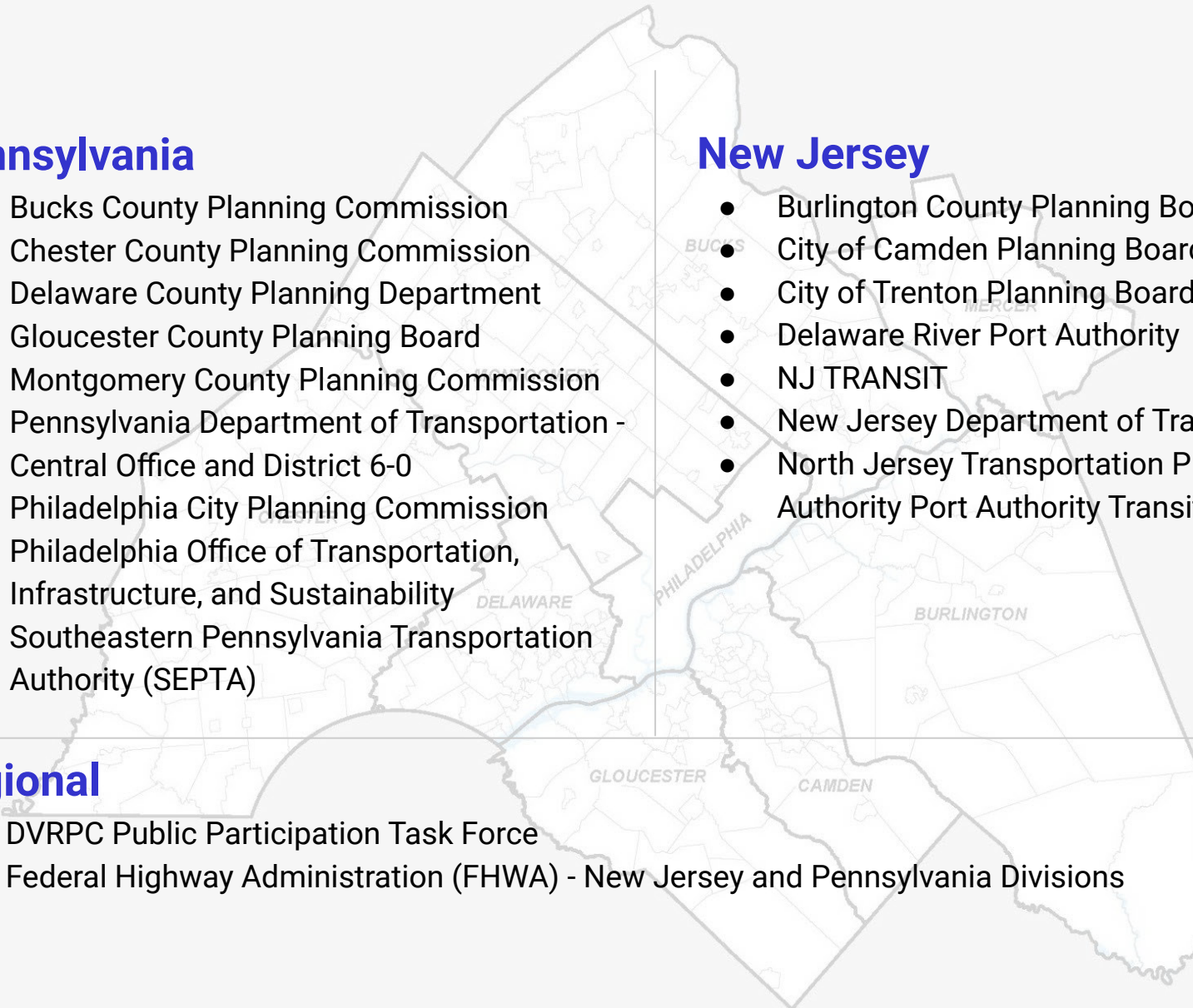
- Bucks County Planning Commission
- Chester County Planning Commission
- Delaware County Planning Department
- Gloucester County Planning Board
- Montgomery County Planning Commission
- Pennsylvania Department of Transportation - Central Office and District 6-0
- Philadelphia City Planning Commission
- Philadelphia Office of Transportation, Infrastructure, and Sustainability
- Southeastern Pennsylvania Transportation Authority (SEPTA)

## New Jersey

- Burlington County Planning Board
- City of Camden Planning Board
- City of Trenton Planning Board
- Delaware River Port Authority
- NJ TRANSIT
- New Jersey Department of Transportation
- North Jersey Transportation Planning Authority Port Authority Transit Corporation

## Regional

- DVRPC Public Participation Task Force
- Federal Highway Administration (FHWA) - New Jersey and Pennsylvania Divisions



Office of Project  
Implementation

Daniel Snyder, P.E.  
Board Meeting  
May 26, 2022

# Project Selections for the New Jersey Safe Routes to School Program

# What is Safe Routes to School

- The Safe Routes to School (SRTS) program is funded through the Federal Highway Administration Federal Aid Program and is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Planning Transportation Authority (NJTPA) and the South Jersey Transportation Planning Organization (SJTPO).
- Objectives
  - Enable and encourage children to walk and bike to school
  - Make bicycling and walking to school a safer and more appealing transportation alternative, while encouraging an active lifestyle
  - Facilitate the planning, development, an implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

# Eligible Activities

- Bicycle & Pedestrian Facilities
- Conversion of Abandoned Railroad Corridors for Trails
- Bike Route Signs
- Bicycle Parking (Racks or Lockers)
- New or Upgraded Sidewalks
- School Zone Delineation (signs, striping, lighting)

# Eligible Activities (con't)

- Traffic Calming Devices
- New or Upgraded Intersection and/or Crosswalk Treatment (allows pedestrians and bicyclists to cross the street more safely)

*NOTE: Safe Routes projects must be located within two (2) miles of a primary or middle school and typically focus on Bike and Pedestrian facilities.*

# 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**

- SRTS: August 9, 2021– October 14, 2021

# Applications

## ➤ SRTS

- 21 Applications
- Approx. \$12.23 Million in Requests

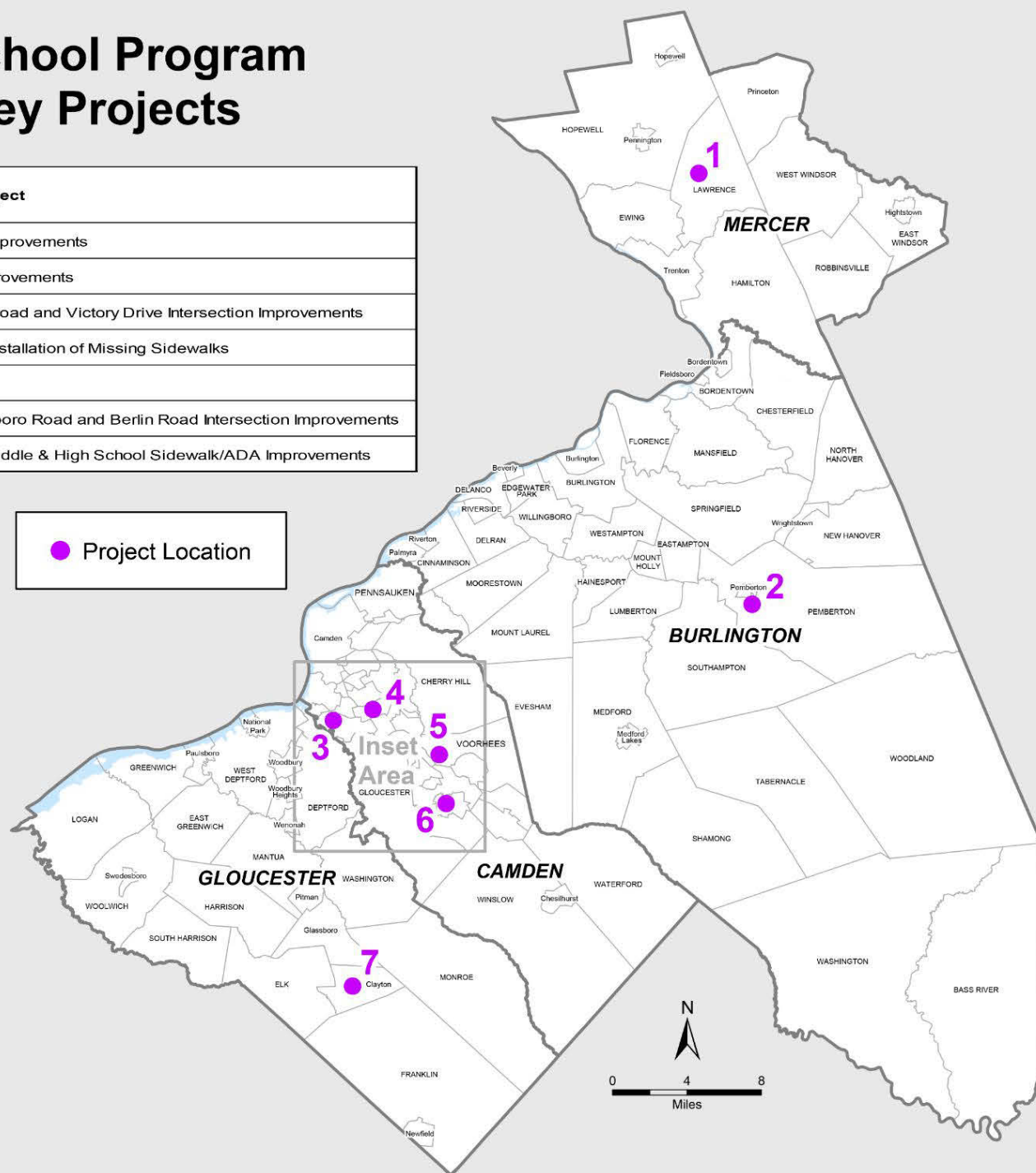
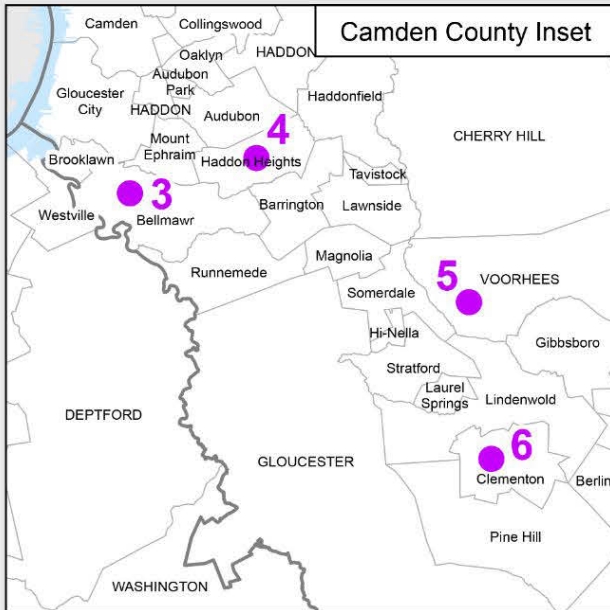
# SRTS Selected Projects

Project Title	Sponsor	Award Amount
Lawrenceville Elementary School Pedestrian Safety Improvements	Lawrence Township	\$358,000
Phase 2 – Busansky/Emmons Schools Multimodal Improvements	Pemberton Township	\$256,000
Borough of Bellmawr Safe Routes to School – Peach Road and Victory Drive Intersection Improvements	Bellmawr Borough	\$422,000
Borough of Haddon Heights Safe Routes to School- Installation of Missing Sidewalks	Haddon Heights Borough	\$1,200,000
Echelon Center Pedestrian Improvements	Voorhees Township	\$675,000
Borough of Clementon Safe Routes to School – Intersection Improvements	Clementon Borough	\$470,000
NJDOT Safe Routes to School Program FY2022	Clayton Borough	\$632,000
	<b>Total</b>	<b>\$4,013,000</b>



# Safe Routes to School Program 2022 New Jersey Projects

Map Number	Project
1	Lawrenceville Elementary School Pedestrian Safety Improvements
2	Phase 2 - Busansky/Emmons Schools Multimodal Improvements
3	Borough of Bellmawr Safe Routes to School - Peach Road and Victory Drive Intersection Improvements
4	Borough of Haddon Heights Safe Routes to School - Installation of Missing Sidewalks
5	Echelon Center Pedestrian Improvements
6	Borough of Clementon Safe Routes to School - Gibbsboro Road and Berlin Road Intersection Improvements
7	Borough of Clayton Safe Routes to School - Clayton Middle & High School Sidewalk/ADA Improvements



# Action Proposed

That the Board approve staff's request to amend the FY2022 TIP for New Jersey (TIP Action NJ22-038) by adding seven (7) projects, totaling \$4.013 million TA-FLEX funds, from the DVRPC NJ region to the Safe Routes to School Program (DB #99358) in the Statewide Program.

Thank you!

# What is the selection process?



## Fall & Winter 2021

- New TDM Program Structure shared and approved

## January 2022

- Submission of TOP Expressions of Interest (EOI) due
- TDM Advisory Committee review, comment and rate submissions
- All EOI submissions “highly recommended” by an advisory committee member were invited to submit full applications

## March 2022

- Submission of final applications due
- Subcommittee review project rankings and confirm funding options
- Work with project sponsors to complete project details and budgets

## May 2022

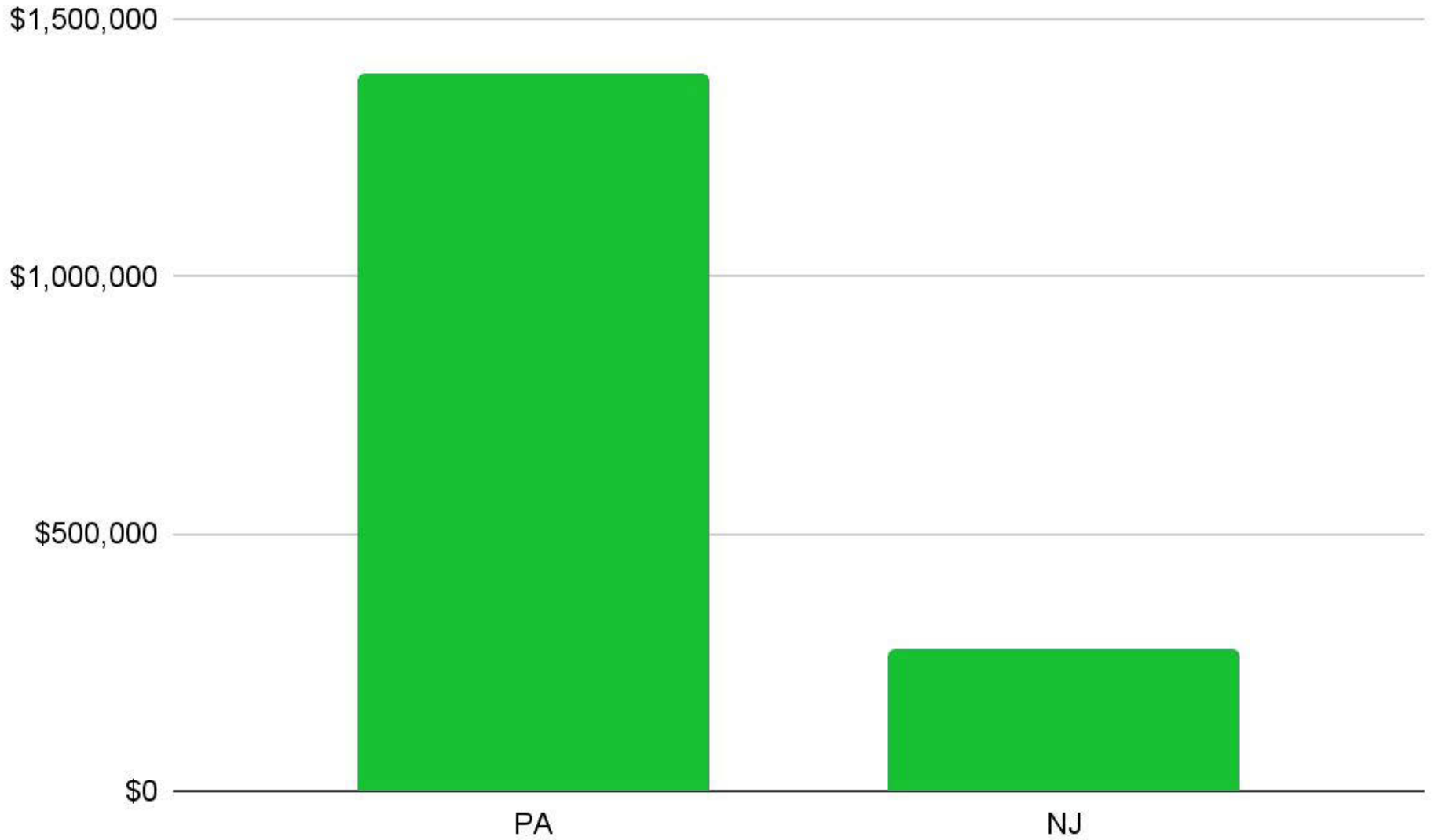
- TOP slate of project and funding recommendations go to DVRPC RTC and Board for review and approval

## July 2022 & Beyond

- Projects begin, ongoing program evaluation in advance of future rounds

# Construction Project Funds

Total - \$1,662,260



# Construction Projects

- Gateway to Downtown Collingswood (NJ) - **\$272,000**
- The Eastern Delco Bikeway Implementation Program (PA) - **\$688,260**
- Woodland Avenue Trolley Portal Complete Streets Project (PA) - **\$739,500**



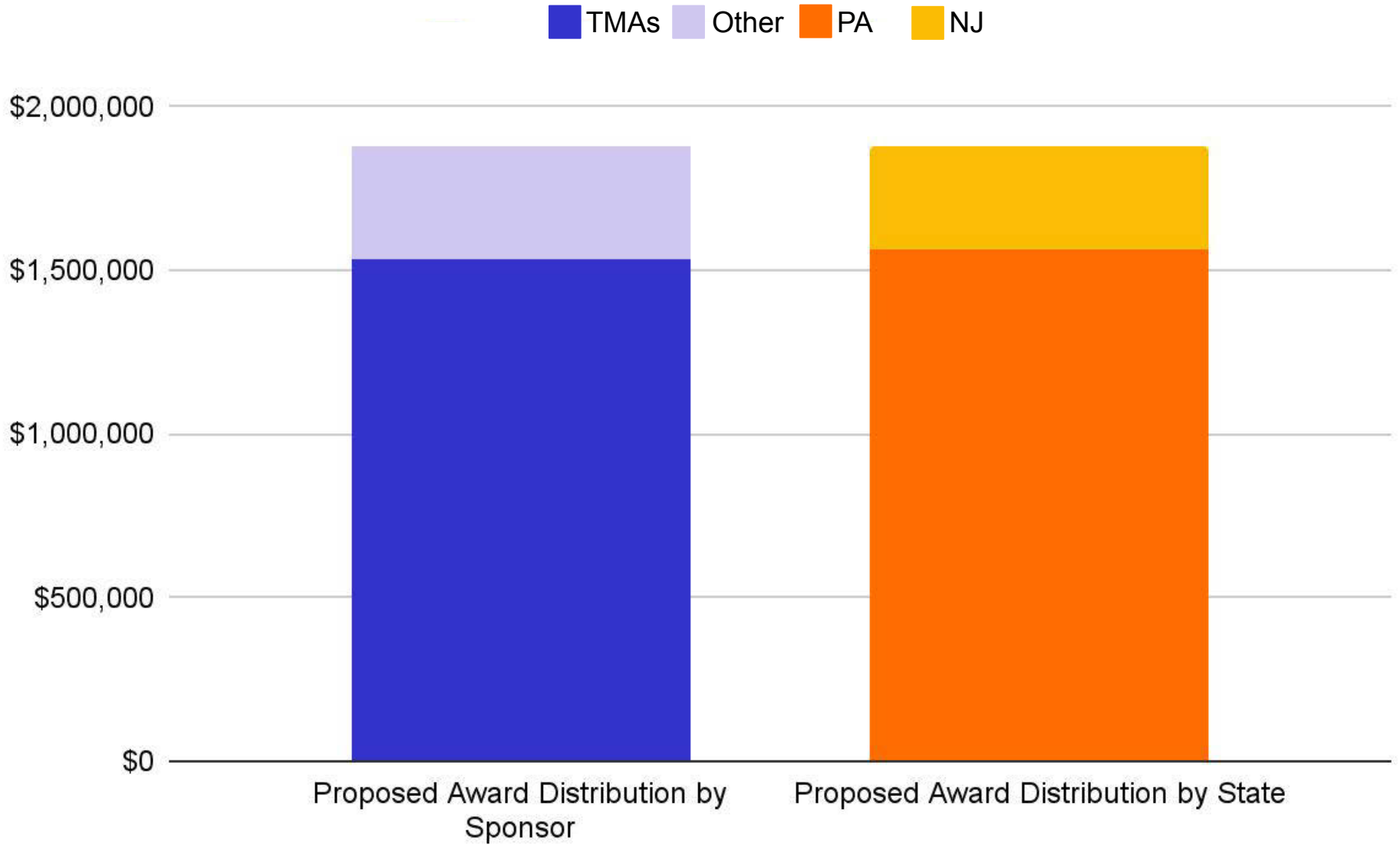
*Conceptual rendering of a proposed facility from the Eastern DelCo Bikeway Prioritization Study*



*Cross County Connection TMA Ongoing Outreach and Education Project*

# Non-Construction Project Funds

## Total - \$1,882,166



# NJ Non-Construction Projects



- Let's Connect: Motivate and Educate to Create A Trail Network in Mercer County - **\$96,135**
- New Jersey Safe Passing Law Marketing Campaign - **\$98,699**
- Return to PATCO: A Promotion of Transit, Walking and Biking in South Jersey - **\$125,000**



*Fix-It Station from Tri-State Transportation Campaign's Light Rail to Trails Project*



*Cross County Connection TMA Outreach and Education Project Kickoff on April 16th, 2022*



- Bucks County Pop-up Project - **\$271,285**
- Bus Chronicles - **\$88,900**
- Drive Less, Bike More - **\$360,563**
- Municipal TDM Ordinance Conference - **\$129,039**
- Multifamily Public Transportation Marketing Playbook - **\$77,078**
- Philadelphia Adopt a Bike Rack and Sidewalk Repair - **\$120,625**
- Streets For All - **\$249,777**
- Senior Travel Training Curriculum - **\$101,912**
- The Missing Amenities: Enhancing Bicycling Reliability - **\$125,653**

*Figure from the Central Chester County Bicycle and Pedestrian Circulation Plan reflects a need for bicycle infrastructure*



## **Bike Montco**

*The Bicycle Plan for Montgomery County*

*MCPC's Bike Montco Plan advocates for safe and equitable mode choice*

**TOP needed to be flexible to fund projects addressing TDM Plan goals and TDM Advisory Committee feedback**

**Great collaboration with counties, transit agencies, DOTs, FHWA, DVRPC PPTF**

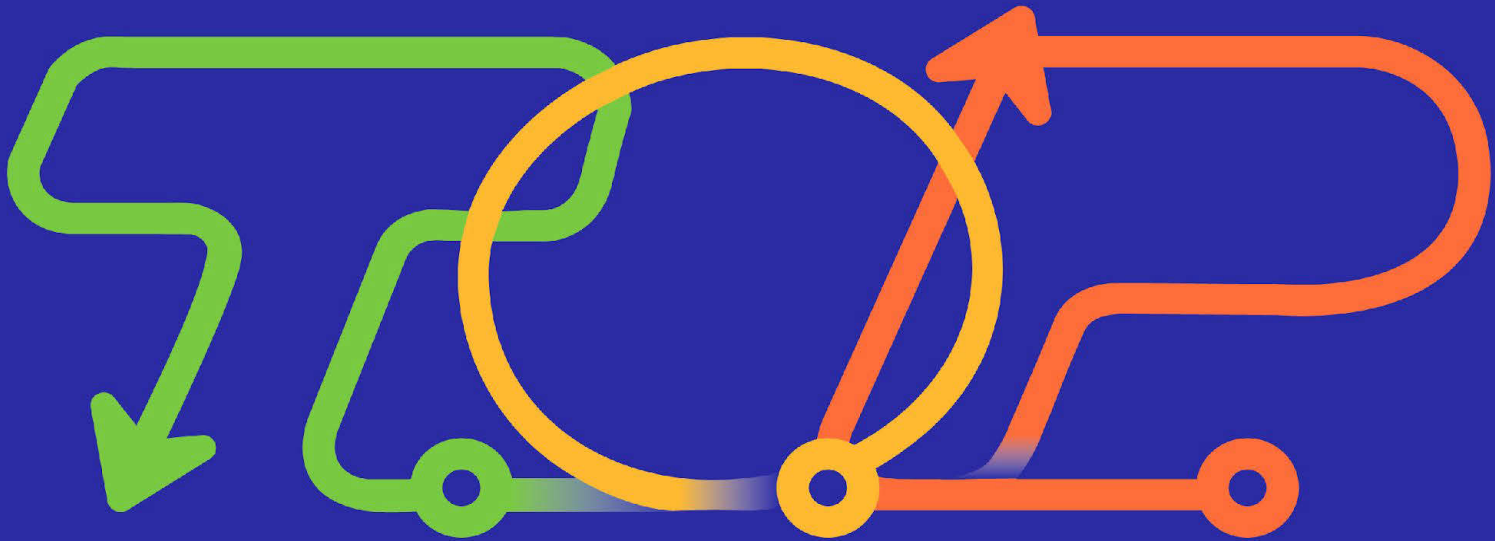
**Funding construction and non-construction projects**

**Balances in both states**

## That the Board approve

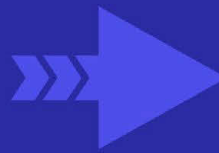
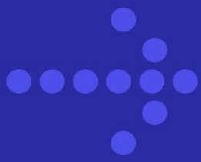
- the **list of selected FY23-24 TOP non-construction projects** totaling \$1.882 million which consists of \$319,833 (\$178,959 STBGP-PHILA/\$76,908 CMAQ/\$63,967 Local) for New Jersey and \$1,562,332 (\$1,249,866 CMAQ Transfer STP-STU/\$312,466 Local) for Pennsylvania; and
- the **list of selected construction projects** totaling \$1.662 million, which consists of \$272,000 (\$217,600 STBGP-PHILA/\$54,400 Local) for New Jersey and \$1,390,260 (\$1,112,208 CMAQ/\$278,052 Local) for Pennsylvania, with funding from the future FY25-26 TOP round, accordingly:
  - \$739,500 (\$591,600 CMAQ/\$147,900 Local) for the Woodland Avenue Trolley Portal Complete Streets Project (MPMS #TBD) in the City of Philadelphia;
  - \$650,760 (\$520,608 CMAQ/\$130,152 Local) for the Eastern DelCo Bikeway Implementation Program (MPMS #TBD) in Upper Darby Township, Lansdowne Borough, and East Lansdowne Borough of Delaware County; and
  - \$272,000 (\$217,600 STBGP-PHILA/\$54,400 Local) for the Gateway to Downtown Collingswood Borough (DB #TBD) of Camden County.

Further, **amend the FY2022 NJ TIP and FY2021 PA TIP by adding the construction projects to the TIP in FY24** (TIP Actions NJ22-039 and PA21-90).



# TRAVEL OPTIONS PROGRAM

Regional Technical Committee Meeting I May 10, 2022



Score Rank	Project name	Agency	Total Project Cost	Proposed Award FY23-24 (federal share)	Local Match/ SILOC
<b>Pennsylvania Projects</b>					
1	Philadelphia Pilot Development: Adopt a Bike Rack and Sidewalk Repair	Clean Air Council	\$120,625	\$96,500	\$24,125
2	Municipal TDM Ordinance Conference	DCTMA	\$129,039	\$103,231	\$25,808
3	The Eastern DelCo Bikeway Implementation Program	Upper Darby Township, Lansdowne Borough, East Lansdowne	\$37,500	\$30,000	\$7,500
4	Multifamily Public Transportation Marketing Playbook (The Playbook)	Transportation Management Association of Chester County	\$77,078	\$61,663	\$15,416
5	The Missing Amenities: Enhancing Bicycling Reliability	Transportation Management Association of Chester County	\$80,000	\$64,000	\$16,000
6	Streets For All	GVFTMA	\$249,777	\$199,821	\$49,955
7	Drive Less, Bike More	The Partnership TMA of Montgomery County (Primary), GVFTMA (Subcontractor)	\$360,563	\$288,450	\$72,113
8	Bucks County Pop-up Bike/Ped Lane Project	Bucks County TMA	\$271,285	\$217,028	\$54,257
9	Senior Travel Training Curriculum for Delaware County	DCTMA	\$101,912	\$81,530	\$20,382
10	Bus Chronicles	Mural Arts Philadelphia	\$88,900	\$71,120	\$17,780
<b>New Jersey Projects</b>					
1	New Jersey Safe Passing Law Marketing Campaign	Tri-State Transportation Campaign	\$98,699	\$78,959	\$19,740
2	Return to PATCO: A Promotion of Transit, Walking and Biking in South Jersey	Cross County Connection TMA	\$125,000	\$100,000	\$25,000
N/A	Let's Connect: Motivate and Educate to Create A Robust Trail Network in Mercer County	Greater Mercer TMA	\$96,135	\$76,908	\$19,227
		<b>Totals</b>	<b>\$1,836,513</b>	<b>\$1,469,210</b>	<b>\$367,303</b>

# Construction project funds



Score Rank	Project name	Agency	Total Project Cost	Proposed Award FY25-26 (federal share)	Local Match/ SILOC
<b>Pennsylvania Projects</b>					
1	Woodland Avenue Trolley Portal Complete Streets Project	City of Philadelphia - OTIS	\$739,500	\$591,600	\$147,900
2	The Eastern DelCo Bikeway Implementation Program	Upper Darby Township, Lansdowne Borough, East Lansdowne	\$650,760	\$520,608	\$130,152
<b>New Jersey Projects</b>					
1	Gateway to Downtown Collingswood	Borough of Collingwood	\$272,000	\$217,600	\$54,400
		<b>Totals</b>	<b>\$1,662,260</b>	<b>\$1,329,808</b>	<b>\$332,452</b>



## “Return to PATCO” – A Promotion of Transit, Walking and Biking in South Jersey

Focused on education, awareness, and engagement, this creative public-outreach project will use location-based or “geo-fenced” digital marketing to reduce the number of single-occupancy vehicles on the region’s roadways, and increase overall public awareness of commute alternatives such as walking and biking in conjunction with mass transit.

<b>Applicant and Partners</b>	Cross County Connection TMA, Voorhees Township, Camden County, PATCO
<b>Proposed Award Amount</b>	\$125,000
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
<b>Project Outcome</b>	Two two-month marketing campaigns – one in September and October 2022 and a second in May and June 2023. Targeted social media marketing, with geo-fenced advertising around two stations; radio ads; outreach to local businesses; digital banners at PATCO stations and in-person direct interaction with PATCO users and the general public.



## Gateway to Downtown Collingswood

Build pedestrian infrastructure to create better access and safety conditions for students, residents, and PATCO station users. This project was temporarily implemented in cooperation with DVRPC. During a survey while the temporary project was live, respondents specifically said that they would like to see these components become permanent.

<b>Applicant and Partners</b>	Borough of Collingwood, County of Camden, Borough of Collingswood School District
<b>Proposed Award Amount</b>	\$116,856
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Affordability
<b>Project Outcome</b>	Build four (4) curb extensions with possible rainwater harvesting features, 3 thermoplastic crosswalks, and a Rectangular Rapid-Flashing Beacon. There will be an educational component for the greater Collingswood community.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• \$5,000 slated in a preliminary budget for education with additional funds provided with in-kind services by the borough through their existing comprehensive communications channels.</li><li>• The goals of the project are both safety and TDM. Providing safer and more convenient routes as well as information and education will encourage and allow for more choices in methods of travel for the community.</li></ul>





## New Jersey Safe Passing Law Marketing/Outreach

This project will fund an educational campaign to inform NJ residents and visitors of the state's new Safe Passing law (effective March 2022). The campaign will use NJT bus wraps to reach car drivers and passengers, and those on foot, bike, scooter, or wheelchair. Drivers must be informed of this law so they understand its parameters and the repercussions they may face if they don't abide by its requirements.

<b>Applicant and Partners</b>	Tri-State Transportation Campaign, NJTransit, NJ Bike and Walk Coalition
<b>Proposed Award Amount</b>	\$98,698
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Freedom of Choice,
<b>Project Outcome</b>	A change in driving practices while passing a bicyclist, pedestrian or other road user. This will be determined through surveys and crash data analysis, comparing crashes in the DVRPC region before and after the marketing campaign goes into effect. TSTC will also survey residents in the DVRPC's NJ region to understand their knowledge of the safe passing bill and how effective the marketing campaign was.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• No fiscal or marketing component to the bill, which demonstrates the need for this project to help cover that.</li><li>• Bus drivers and constituents are the target audience on this new bill.</li><li>• Marketing messaging and design of campaign will be coordinated by Voorhees Transportation Institute and overseen by existing committee.</li><li>• Important for NJTransit statewide; NJT will also provide 20% in-kind match.</li></ul>



## Bucks County Pop-up Bike/Ped Lane Project

This project aims to reduce SOV trips and increase accessible mobility options by installing pop-up bike/ped lanes with potential for permanent infrastructure.

<b>Applicant and Partners</b>	TMA Bucks, Bicycle Coalition of Greater Philadelphia, Middletown Township
<b>Proposed Award Amount</b>	\$311,285
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	Installation of pop-up bike/ped infrastructure at targeted locations.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Middletown and one other municipality have expressed strong interest to pilot; Intent is to then scatter pop-ups across the county.</li><li>• Will coordinate with PennDOT and SEPTA on involved roads.</li><li>• Fully aware that installations on PennDOT roads could take many months to see through.</li></ul>



## Eastern DelCo Bikeway Implementation Program

This project involves implementation of concepts developed in the The Eastern DelCo Bikeway Prioritization Study. The study identifies and prioritizes 30 projects to create a connected bicycle network through the four municipalities.

<b>Applicant and Partners</b>	Upper Darby Township, Lansdowne Borough, East Lansdowne, Delaware County
<b>Proposed Award Amount</b>	\$591,822
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
<b>Project Outcome</b>	Installation of bicycle facilities at prioritized locations.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Upper Darby will be the subrecipient and manage project for all involved.</li><li>• Top tier of locations will come out of the TCDI study - progressing rapidly with cost estimates in early March 2022.</li><li>• Enhancements will primarily involve striping and not major construction.</li></ul>



## The Missing Amenities: Enhancing Bicycling Reliability

This project is requesting funds to activate portions of the Central Chester County Bicycle & Pedestrian Circulation Plan by improving and installing some of the needed “missing” bicycle infrastructure amenities.

<b>Applicant and Partners</b>	TMACC, Borough of West Chester, Chester County Library
<b>Proposed Award Amount</b>	\$192,205
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
<b>Project Outcome</b>	Building out and creating awareness of the “missing amenities,” including bike boxes, fix-it stations, shelters, and bicycle racks.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• All improvements will be located in West Chester Borough, including the Chester Co. Library and West Chester University.</li><li>• Modular bike boxes currently underused in parking garage can be redistributed; several new boxes will be purchased.</li><li>• Property owner or BID would handle construction/installation.</li></ul>



## Woodland Ave. Trolley Portal Complete Streets

This involves installing a protected bike lane on Woodland Ave. and a new traffic signal at the Woodlands Cemetery entrance/40th Street Trolley Portal entrance. The bike lane will connect West and Southwest Philadelphia with University City (a major job center) and to the Woodlands, a popular neighborhood park. The signal will provide safer pedestrian crossing to the park, allow trolley turns to be more reliable and safer, and control speeding on Woodland Avenue.

<b>Applicant and Partners</b>	City of Philadelphia Office of Transportation, Infrastructure and Sustainability, SEPTA
<b>Proposed Award Amount</b>	\$739,500
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
<b>Project Outcome</b>	Improved walkability to the Woodlands and better safer access to the trolley portal and thus new connections to other areas of the City. OTIS and partners will monitor pedestrian traffic and trolley travel times and speeds at this portal. A final study analyzing traffic speeds, crash data, transit ridership and operations, and public satisfaction.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Design is underway.</li><li>• Paving is through City, not PennDOT.</li><li>• OTIS believes they'd be able to complete at least the crosswalk and signal in two years.</li></ul>



## Bus Chronicles

This project will celebrate the experience of public transit (bus, selected routes, and bus loops) throughout Philadelphia. It will use new public art installations, video and animation to illustrate the little known histories, landmarks, destinations and community members across selected public transit routes with minority and ethnically diverse communities who use the bus, and to attract new riders by directly engaging with passengers through storytelling and visual interpretation along the bus route(s).

<b>Applicant and Partners</b>	Philadelphia Mural Arts/SEPTA/City of Philadelphia (oTIS, PCPC)
<b>Proposed Award Amount</b>	\$88,900
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Freedom of Choice
<b>Project Outcome</b>	To encourage bus ridership through fostering a sense of connectedness by directly engaging with the passengers via storytelling and visual interpretation along the bus route, helping to make riding the bus a more engaging and comfortable experience. Will measure ridership and rider reactions along selected routes.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Will work with SEPTA to ensure no duplication of travel training services.</li><li>• Mural Arts has already completed a similar but less extensive project - 47 Stories - along SEPTA's 47 bus route.</li></ul>



## Drive Less, Bike More

This project will support expansion of bike infrastructure in areas that are more walkable and sites connected to trails and transit options.

<b>Applicant and Partners</b>	The Partnership TMA of Montgomery County, GVF
<b>Proposed Award Amount</b>	\$360,563
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	Increased mobility options throughout the county and support connected communities and improve access to The Circuit Trails, in order to encourage reduced use of drive-alone vehicles.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• PTMA has already laid groundwork and enlisted willing partners with municipalities participating in the local bikeshare program.</li></ul>



## Furness Park Trail to Trains

This project would provide a multimodal trail in Furness Park along Turner Road (SR3003) from Knoll Rd to the Wallingford Train Station, providing a new multimodal connection five plus neighborhoods access to the train station.

<b>Applicant and Partners</b>	Nether Providence Township, Department of Community and Economic Development, SEPTA
<b>Proposed Award Amount</b>	\$371,000
<b>TDM Project Goals</b>	Climate Action and Air Quality improvement, Freedom of Choice
<b>Project Outcome</b>	A new multimodal trail connection to a SEPTA's Wallingford Regional Rail Station.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>● Secured permissions and agreements with property owners who need to provide easement (15ft wide).</li><li>● Environmental (wetlands) study completed and stormwater issues have been discussed and can be addressed.</li><li>● There's a lot of support for this - both from residents and commissioners.</li></ul>





## Municipal TDM Ordinance Conference

This project aims to repurpose the Delaware Co. Municipalities conference annual event into a cohesive TDM Ordinance training conference. It will provide a top-down approach at what the region wants to see in terms of TDM.

<b>Applicant and Partners</b>	DCTMA, PennDOT
<b>Proposed Award Amount</b>	\$129,039
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice
<b>Project Outcome</b>	The goal of this project is for 10% (4-5) of Delaware County municipalities to develop and enact a TDM ordinance by the end of the grant period.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• 10% adoption rate is flexible.</li><li>• Allows the county to drive transportation planning strategies.</li><li>• Potential for expansion to other counties in the region.</li></ul>



## Streets For All

This project will advance the goals outlined in Chester County's Complete Streets Policy and the Active Transportation Inventory Plans by working with two municipalities and Chester County to review planning documents and regulatory codes, as well as creating an educational and marketing campaign.

<b>Applicant and Partners</b>	GVF, Chester County, Phoenixville and North Coventry
<b>Proposed Award Amount</b>	\$249,777
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	This project will allow the subrecipient and partners to address the need for more efficient transportation choices in select municipalities, increasing safety and efficiency while enhancing the equity needs of transportation systems. The goal is to have at least two municipalities develop and adopt a formal Complete Streets Policy.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Will use the Chester County Complete Streets Policy as a foundation.</li><li>• GVF believes this could be a source of additional work for them in other municipalities.</li></ul>



## Philadelphia Adopt A Bike Rack

This project is requesting funds for CAC to start an Adopt a Bike Rack Program in several business districts within the City of Philadelphia.

<b>Applicant and Partners</b>	Clean Air Council, Germantown Community Development Corporation, Mt. Airy Business Improvement District, Fishtown Business Improvement District
<b>Proposed Award Amount</b>	\$123,546
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	CAC will organize a bulk buy of bike racks to distribute to BID/CDA managers, and work with corridor partners to identify a contractor to install the racks using best practices.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Bike racks will adhere to Buy USA requirements.</li><li>• CAC has experience with the City's permitting process.</li><li>• Business districts mentioned above have already expressed interest and will assume required liability insurance.</li></ul>



## Philadelphia Sidewalk Repair Pilot

CAC is requesting to create a fund to execute sidewalk repair in 1-2 of the city's highest priority neighborhoods for sidewalk improvement. This will enhance residents' and visitors' access to public transit options and to retail and medical facilities.

<b>Applicant and Partners</b>	Clean Air Council, City of Philadelphia
<b>Proposed Award Amount</b>	\$341,956
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	A pilot program that low income homeowners could apply to, to have the sidewalk in front of their home repaired at no cost to them. This would improve accessibility to travel options in underserved City neighborhoods.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Neighborhoods in need would be selected from City and DVRPC studies; community outreach would be initiated after locations are secured.</li><li>• Could possibly combine this with bike rack project.</li><li>• One contractor would be selected to complete this work for all repair locations.</li></ul>



# Multifamily Public Transportation Marketing Playbook (The Playbook)

This project will develop a “Playbook” made of both traditional and electronic materials that will act as a guide to planning, implementing, and evaluating transportation demand management campaigns in the multifamily environment.

<b>Applicant and Partners</b>	TMACC, SEPTA
<b>Proposed Award Amount</b>	\$77,078
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, Affordability
<b>Project Outcome</b>	A “Playbook” which will (1) educate property managers on the transportation services that serve their community; (2) provide educational and marketing tools for residents to understand their local public transportation options; (3) help reduce the number of Single Occupant Vehicles; and (4) and boost ridership on regional SEPTA services as well as Chescobus’ SCCOOT and Link routes.
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Proposed to reach commuters where they live, instead of where they work.</li><li>• Especially helpful for new residents who may not know about transit and carpool options.</li><li>• Will be modeled after successful program in Seattle area.</li></ul>



# Senior Travel Training Curriculum for Delaware County

This project aims to use real world travel situations in and around the county to make seniors more comfortable and knowledgeable regarding choosing transit options. Curriculum would incorporate information through SEPTA and Community Transit, as well as 'municipal specific' information based on location of training.

<b>Applicant and Partners</b>	DCTMA, Delaware County
<b>Proposed Award Amount</b>	\$101,912
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Freedom of Choice, Affordability
<b>Project Outcome</b>	Educational curriculum/programming and training sessions
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Measurables can include survey of participants to note change in travel modes and comfort level with transit options, and possibly whether they've given up an automobile because of this training.</li></ul>

## Recommended Option: Advantages and Disadvantages

Dedicate funding in 2 years for proposed TOP construction projects to use. Funds will instead come from the FYs 25/26 UPWP. All funding for FYs 23/24 would be awarded to capital and non-construction and marketing and education projects.

**Advantages:** Funding will not be lost to other projects. Allows needed time for preparation of these projects, many of which still need to be further developed, including design and series of approvals to use federal funds.

**Disadvantages:** Reduced amount of future funding.

**Additional option:** Admin up front of \$\$ amount of funds.

Next steps: Advisory Committee approval.

## Alternative: Advantages and disadvantages

Do not award funds to any construction projects for FYs 23/24.

**Advantages:** Will not need to do any of the additional work required to move funds around.

**Disadvantages:** No construction projects will be awarded funds through TOP.

Next steps: Advisory Committee approval.



## Prior Consideration: Advantages and disadvantages

Keep construction projects in this TOP funding cycle (FY23-24).  
Deobligate funds and re-obligate when funding is needed in the future;  
new funding would need to be programmed.

**Advantages:** None

**Disadvantages:** This program will lose funds, and unknown projects will get to use them. There is a large amount of administrative effort needed to rearrange funding. Newly programmed funding would take away from future needs.

Next steps: No path forward with this option.

## Options for Construction projects

**Recommendation:** Dedicate funding now for TOP construction projects to use in 2+ years.

- Funding would then come out of the next round of TOP funding (FYs 25/26) and would allow the necessary time for these projects to be designed and approved. Note: this would result in reduced available funding in the next TOP cycle (FYs 25/26).
- Future Option: Recommend construction projects for TA Set Aside (TASA) future funds. They are all eligible for this funding source, to supplement or replace TOP funds.

**Prior consideration:** Keep construction projects in this TOP funding cycle (FYs 23/24). Deobligate funds and re-obligate when funding is needed in the future; new funding would need to be programmed.

**Alternative:** Do not award funds to any construction projects for FYs 23/24 or beyond.

## Staff Recommendation

- Propose to move forward with construction project selections, to be funded from FYs 25/26 TOP program funding. Construction projects will also receive some funding from FYs 23/24 program round to support eligible non-construction project development tasks.
- Consequence: some of the money for the next round will already be allocated to these projects. This means less available funding for new projects in the FYs 25/26 program round, unless selected projects are awarded TASA funds.
- For future rounds: Advisory Committee will help us determine how to proceed with funding for infrastructure/construction projects (e.g., limit eligibility to non-construction projects, or continue to fund in a staggered way - 2 years in advance).