



TIP ACTIONS

Transportation Improvement Program
New Jersey TIP (FY2022-2025)

DVRPC Board | September 2022

Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

Gloucester County | Federalize Project

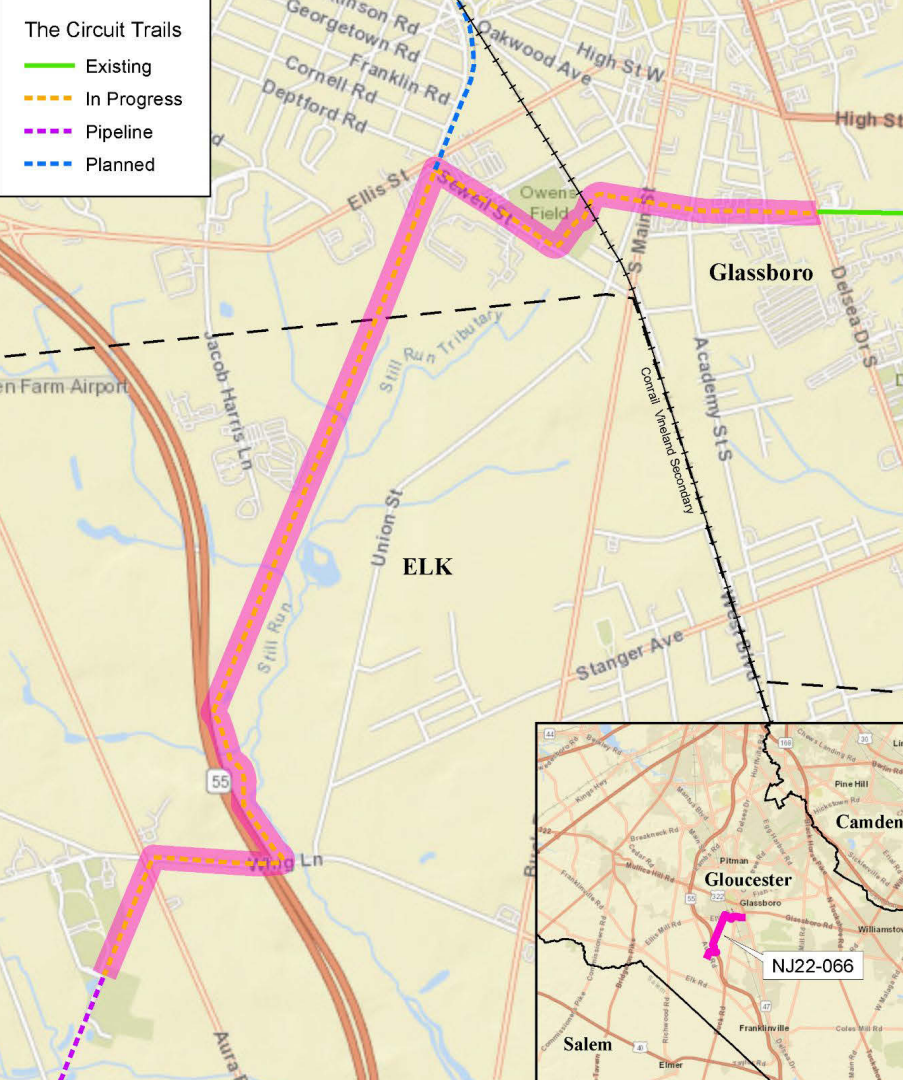
TIP Amendment

Action: Federalize project by replacing \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC/\$3.304 M 18-STATE DVRPC) with \$3.9 M STBGP-PHILA for FY23 Construction phase (CON)

Reason: New Gloucester County/ DVRPC LCD project graduating into TIP, but ineligible for Urbanized funds: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4). Needs STATE-DVRPC funds

Background:

- STATE-DVRPC funding has less of a time constraint for authorization than STBGP-PHILA funds
- DB #2216 ineligible for STBGP-PHILA Urbanized Area funds in DVRPC region because location is currently within Urbanized Area of SJTPO



- From Elk Township Recreation Park via Whig Lane (CR 619), over Route 55 to Sewell Street (CR 628), and past the Glassboro Sports Complex to end at Delsea Drive (NJ 47) on the Rowan University campus near Girard Avenue in Glassboro Borough
- Links to existing and planned NJ TRANSIT Facilities and planned bike lane link to Glassboro Arts District

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendment**
- **Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail**
Federalize project by replacing \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC / \$3.304 M 18-STATE DVRPC) with \$3.9 M STBGP-PHILA for FY23 CON

North Olden Avenue (CR 622), Bridge over Amtrak

Mercer County | Study & Development Graduate/Add Project to TIP

TIP Amendment

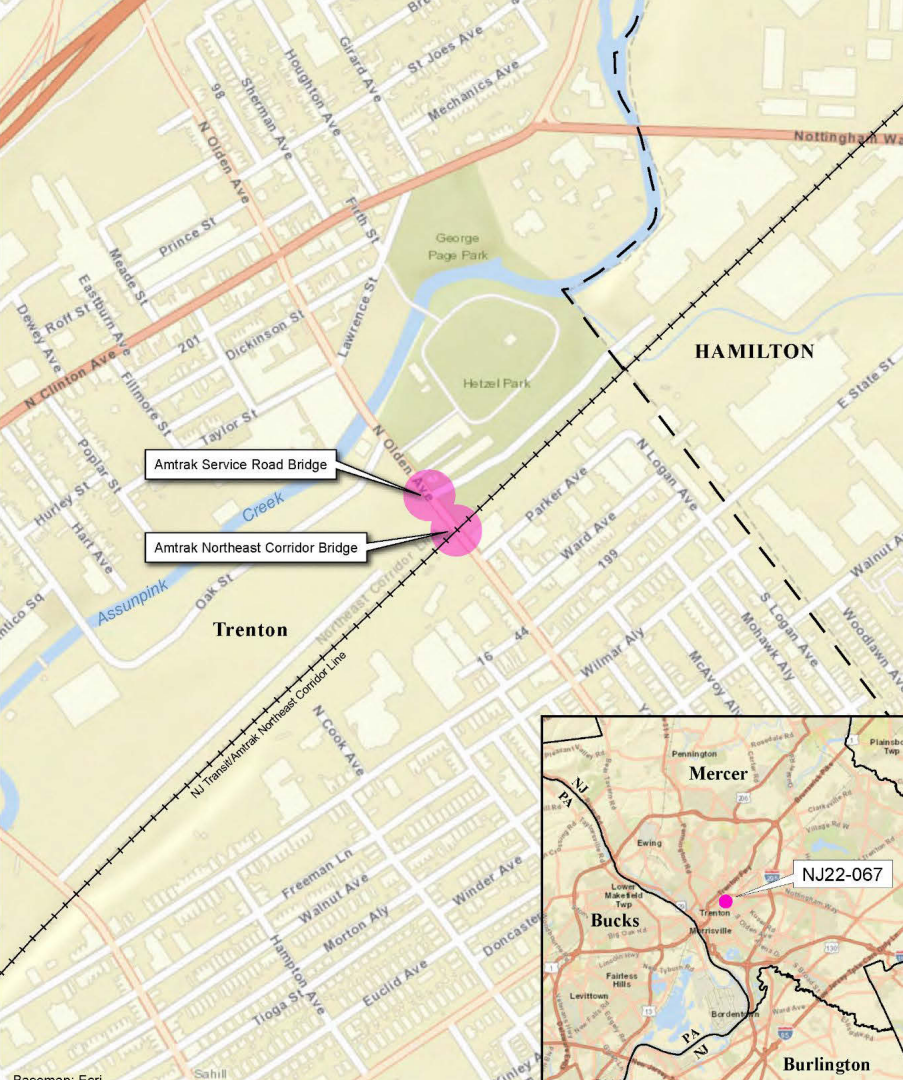
Action: Add \$21.1 M Bridge Formula Program-funded (BFP) Study & Development graduate project to the TIP for as follows:

- FY23 PE: \$1.5 M
- FY24 DES: \$1.6 M
- FY25 ROW: \$1M
- FY25 UTI: \$2 M
- FY26 CON: \$15 M

Reason: Ready for PE in FY23

Background:

- NJDOT is improving safety by replacing North Olden Ave bridge over Amtrak Northeast Corridor and bridge over Amtrak Service Road (Dirt Path) approximately two feet higher than the existing bridges to increase the vertical clearance over the Amtrak Northeast Corridor



- Replacing 2 bridges
- Replacing roadway pavement, storm drainage system, and guide rails will be replaced within the project limits
- Sidewalk and Curb ramp reconstruction for ADA compliance
- Widening travel lanes to 18' on the bridges to match lane widths at approach roadways
- Additional ROW parcels to be acquired
- Relocation and maintained service of public utilities

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendment**
- **North Olden Avenue (CR 622), Bridge over Amtrak**
Add \$21.1 M Bridge Formula Program-funded (BFP), Study & Development graduate project into the S/TIP as follows:
 - \$1.5 M BFP for FY23 PE
 - \$1.6 M BFP for FY24 DES
 - \$1 M BFP for FY25 ROW
 - \$2 M BFP for FY25 UTL
 - \$15 M BFP for FY26 CON

Electric Vehicle Infrastructure Program

Statewide | Add New Statewide Line Item to the S/TIP

TIP Amendment

Action: Add a new \$68.227 M National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program into the S/TIP for ERC as follows:

- FY23: \$16.067 M
- FY24: \$16.709 M
- FY25: \$17.378 M
- FY26: \$18.073 M

Reason: New Formula funds from IJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Line item will fund the establishment of an electric vehicle infrastructure program to fund strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability

Background:

- *NEVFP-funded projects have not been identified yet*
- *National Electric Vehicle Infrastructure (NEVI) funds will not be made available to a State for obligation until the State has State Electric Vehicle Infrastructure Deployment Plan submitted to the Federal Joint Office of Energy and Transportation, and FHWA has approved it*

Eligible Uses for Vehicle Infrastructure Program

- Acquisition and installation of network-connected **electric vehicle charging infrastructure**
- **Development phase activities** relating to the acquisition or installation of electric vehicle charging infrastructure
- **Operating and maintenance cost assistance** for EV charging infrastructure acquired or installed under the program (**for up to 5 years**)
- Acquisition or installation of **traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure** acquired, installed, or operated under the NEVI Formula program, and **on-premises signs**
- **Mapping and analysis activities** to evaluate demand for EV charging infrastructure
- **Data sharing** about EV charging infrastructure

PROTECT

Statewide | Add New Statewide Line Item to the S/TIP

TIP Amendment

Action: Add a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) PROTECT Formula Program (PFP) funded Statewide Program line item, PROTECT into the S/TIP for FY23-FY31 ERC

Reason: New Formula funds from IIJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Provides funds to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure

Background:

- *PROTECT-funded projects have not been identified yet*

Eligible uses for PROTECT

- Adapting existing infrastructure or new construction to withstand extreme weather events and other physical hazards that are becoming more common and intense
- Natural or green infrastructure to buffer future storm surges and provide flood protection
- Aquatic ecosystem restoration
- Improve resilience of transportation networks that serve traditionally underserved and underrepresented communities, particularly during natural disasters and evacuations

Carbon Reduction Program

Statewide | Add New Statewide Line Item to the S/TIP

TIP Amendment

Action: Add a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K / \$4.381 M CR-B5K50K / \$103.377 M CR-FLEX / \$10.732 M CR-L5K) funded, Carbon Reduction Program, into the S/TIP for ERC FY23-FY31

Reason: New Formula funds from IIJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Line item provides for projects that will reduce transportation emissions and the development of carbon reduction strategies

Background:

- *CR-funded projects have not been identified yet*

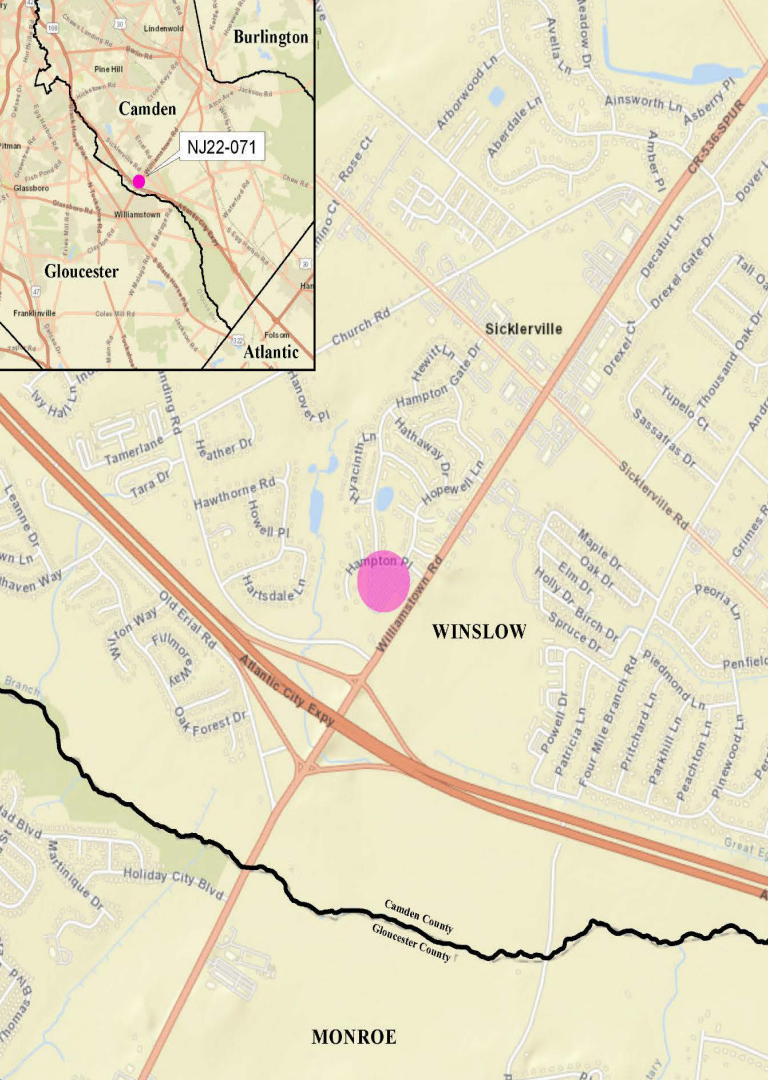
Eligible Uses for Carbon Reduction Program

- Traffic monitoring and management
- Truck stop and port electrification
- Constructing, planning, and design of on-road and off-road trail facilities
- Efforts to reduce community impacts of freight movement
- Deployment of alternative fuel vehicles including purchase or lease of zero-emission construction equipment and vehicles
- Diesel engine retrofits
- Electric vehicle charging infrastructure

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendments**
- **Electric Vehicle Infrastructure Program**
Add a new \$68.227 M National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program into the S/TIP for FY23-FY26 ERC
- **PROTECT**
Add a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) PROTECT Formula Program (PFP) funded Statewide Program line item, PROTECT into the S/TIP for FY23-FY31 ERC
- **Carbon Reduction Program**
Add a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K/ \$4.381 M CR-B5K50K/ \$103.377 M CR-FLEX/ \$10.732 M CR-L5K) funded, Statewide Program line item, Carbon Reduction Program, into the S/TIP for FY23-FY31 ERC



SJ BRT/Avandale Park & Ride

NJ TRANSIT | Add Project Back into the TIP

TIP Amendment

Action: Add a previous TIP project, the SJ BRT/Avandale Park & Ride, back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY22 ERC

Reason: FY21 unobligated funds must be shown in FY22 of the TIP for FTA to reimburse NJ TRANSIT for work completed

Background:

- *Project included resurfacing the lot, expansion of parking, a new bus canopy shelter, dynamic signage, lighting and upgraded security cameras*
- *This initial work addressed many of the needs for South Jersey Bus Rapid Transit (SJBRT) at Avandale Park and Ride, while NEPA work for the SJBRT is underway*

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendment**
- **SJ BRT/Avandale Park & Ride**
Add a previous TIP project, the SJ BRT / Avandale Park & Ride, back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339 / 5307 for FY22 ERC

Locomotive Overhaul

NJ TRANSIT | Federalize Project and Add New Phase

TIP Amendment

Action: Federalize the line item by adding \$13.115 M (4.085 SECT 5307 / 9.030 M SECT 5337) of federal funds to the formerly STATE-only funded program line item for a new Engineering / Right-of-Way / Construction (ERC) phase in FY22

Reason: FY21 unobligated funds must be shown in FY22 of the TIP to be used by NJ TRANSIT; rebalancing of Transit Program

Background:

- *Provides for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life*

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Amendment**
- **Locomotive Overhaul**

Federalize the line item by adding \$13.115 M (4.085 SECT 5307 / 9.030 M SECT 5337) of federal funds to the formerly STATE-only funded program line item for a new ERC phase in FY22

Preventive Maintenance- Rail

NJ TRANSIT | Program Line Item Increase

TIP Modification

Action: Increase program line item by \$34.889 M (31.789 SECT 5337 / \$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP) from \$15.348 M to \$50.237 M

Reason: FY21 unobligated funds must be shown in FY22 of the TIP to be used by NJ TRANSIT; rebalancing of Transit Program

Background:

- *Provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law*
- *Service in DVRPC region: Trenton Station, Hamilton Station, Princeton Station, and Princeton Junction*

TIP ACTION | Proposed - NJ



- **Request Board Approval of TIP Modification**
- **Preventive Maintenance- Rail**
Increase program line item by \$34.889 M (31.789 SECT 5337 / \$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP) from \$15.348 M to \$50.237 M

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

NJDOT | Delay Funding

Administrative TIP Modification

Action: Delay CON from FFY23-FFY26 to FFY24-FFY26






Reason: To make consistent with NJDOT SFY2023 Capital Program and based on Contract 4's updated schedule

Background:

- *Delays \$43.339M NHFP-HWY from FY23 to FY24*
- *Delays \$66.661M NHPP from FY23 to:*
 - *FY24: +\$20M NHPP*
 - *FY25: +\$20M NHPP*
 - *FY26: +\$26.661M NHPP*
- *Administrative action based on MOU*



Thank you!

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www.dvrpc.org/TIP



**DVRPC Board Meeting
September 22, 2022**



FY23 Work Program Amendments

Background

- ▶ With the passage of the IIJA, DVRPC staff are deeply engaged in leveraging competitive funding programs for improvements to our region
- ▶ IIJA Planning (PL) funds are allocated to state DOTs to be distributed to MPOs
- ▶ NJDOT provided a funding distribution formula for its three MPOs in the summer
- ▶ PennDOT provided a funding distribution formula on 9/14, and we are in discussions to better understand various implications

Background

- ▶ Five work program amendments are proposed to incorporate a portion of expected funds this FY:
 - Technical Assistance to Member Governments
 - Transportation Improvement Program
 - Competitive Program and Project Management
 - NJ Travel Monitoring Equipment and Supplies
 - Travel Monitoring Supplies
- ▶ The Land Use File update was approved at the June Board to use new PL \$ when allocated

Technical Assistance to Member Governments

- ▶ Add \$150,000 from NJDOT allocated PL funds
 - To conduct internal and external coordination
 - To maintain an up to date IIJA webpage and communications
 - To conduct customized IIJA consultations
 - To focus on disadvantaged communities

Transportation Improvement Program

- ▶ **Add \$100,000 from NJDOT allocated PL funds**
 - **To coordinate IJA applicants on match feasibility**
 - **To provide letters of support for applications**
 - **To amend the TIP as per IJA grant awards**

Competitive Program and Project Management

- ▶ **Add \$80,000 from NJDOT allocated PL funds**
 - **To support project sponsors with guidance on federal rules and regulations to facilitate traditional and nontraditional construction projects**

NJ Travel Monitoring Equipment and Supplies

- ▶ Add \$60,000 from NJDOT allocated PL funds to a newly created project
 - To support the purchase of bicycle, pedestrian and vehicular counting equipment and supplies necessary to maintain the count program and keep them in good working order to support travel monitoring activities in the NJ counties

Travel Monitoring

- ▶ Add \$62,500 (\$50,000 from new PL funds from the IJA contingent on allocation of these funds from PennDOT, and \$12,500 DVRPC Local Match)
 - To support the purchase of bicycle, pedestrian and vehicular counting supplies to keep the PA equipment in good working order

Action Proposed: That the Board amend the FY23 UPWP as follows:

- Technical Assistance for Member Governments - Add \$150,000
- Transportation Improvement Program - Add \$100,000
- Competitive Program and Project Management - Add \$80,000
- NJ Travel Monitoring Equipment & Supplies – Add \$60,000/new project
- Travel Monitoring - Add \$62,500 (\$50,000 new PL funds from PennDOT, \$12,500 DVRPC Local Match)

**DVRPC Board Meeting
September 22, 2022**



Thank You!

Sean Greene
DVRPC Board
September 22, 2022

CMAQ Performance Plan and Performance Targets



Background

What is CMAQ?

- Federal program to fund projects that reduce congestion and improve air quality

MAP 21 and FAST ACT require US DOT to establish Transportation Performance Measures for the CMAQ program

- Known as PM3 regulation
 - Subpart G – Congestion Measures
 - Subpart H – On-Road Mobile Source Emissions

Today's Presentation

- PM3 Requirements
- Performance Measures
- First Period Performance Plan (2018-2021)
- Second Period Performance Targets (2022-2025)
- Requested Action

FHWA PM3 Rule Requires...

1. Establishment of 2-and 4-year Targets (Regions >1M people and in NAA)
 - Congestion Measures for UZA
 - UZAs >1M and 200K people
 - CMAQ Emissions Reductions Measures for MPO region and state
2. Final Performance Plan & Baseline Plan
3. Plans due to FHWA by October 1, 2022

What are the Congestions Measures?

Unified targets for entire UZAs

1. Peak Hour Excessive Delay (PHED)
 - Annual per capita delay on the NHS system
 - Data extracted from RITIS Probe Data Analytics Suite
2. Percent Non-SOV travel
 - U.S. Census 5-Year Estimates

How Were the Targets Established?

Discussion and Collaboration

- MPOs and DOTs in affected UZAs held a series of meetings during each step (2018, 2020, and 2022)
 - Philadelphia, New York, Allentown, Trenton UZAs
- Targets established by consensus and approved by DVRPC Board (2018 and 2022)

Congestion Targets and 4-Year Performance – PHED (2018-2021)

Baseline <i>(annual hours per capita)</i>	Two-Year Target Optional <i>(annual hours per capita)</i>	Two-Year Performance Measurement <i>(annual hours per capita)</i>	Four-Year Target <i>(annual hours per capita)</i>	Four-Year Performance <i>(annual hours per capita)</i>
Philadelphia UZA				
16.8	17.0	14.6	17.2	13.1
New York-Newark UZA				
20.0	N/A	22.2	22.0	20.9

Congestion Targets and 4-Year Performance – Percent Non-SOV Travel (2018-2021)

Baseline	Two-Year Target	Two-Year Performance Measurement	Four-Year Target	Four-Year Performance
Philadelphia UZA				
27.9%	28.0%	28.2%	28.1%	30.0%
New York-Newark UZA				
51.6%	51.6%	51.7%	51.7%	62.1%

Performance Results

Four-year Performance surpassed or is meeting two- and four-year targets for Philadelphia and New York-Newark UZAs.

Performance Targets

- For the Second Performance Period (2022-2025)
Targets required for UZA>200K people
 - Philadelphia
 - New York-Newark
 - Trenton
 - Allentown
- DVRPC Adopted Targets at July 2022 Board Meeting

Congestion Targets – PHED (2022-2025)

Baseline <i>(annual hours per capita)</i>	Two-Year Target <i>(annual hours per capita)</i>	Four-Year Target <i>(annual hours per capita)</i>
Philadelphia UZA		
13.1	15.2	15.1
New York-Newark UZA		
20.9	22.0	21.0
Trenton UZA		
3.4	5.7	5.7
Allentown UZA		
7.1	8.4	8.4

Congestion Targets – Percent Non-SOV Travel (2022-2025)

Baseline	Two-Year Target	Four-Year Target
Philadelphia UZA		
30.6%	30.0%	30.0%
New York-Newark UZA		
52.4%	52.4%	52.5%
Trenton UZA		
26.4%	26.5%	26.8%
Allentown UZA		
19.7%	18.6%	18.6%

Emissions Performance Measure

CMAQ Program Eligibility

- Projects must show emissions reductions
- DOTs report emissions benefits for authorized projects in annual report to FHWA
- Data is stored in FHWA CMAQ Public Access System (PAS)

Emissions Reductions Requirements

Targets

- DOTs must set statewide 2- and 4-Year Targets for emissions reductions from CMAQ funded projects
- MPOs must either develop targets or adopt state targets for MPO area
- DVRPC is adopting state developed targets

How Were the Targets Established?

- **Discussion and Collaboration**

- MPOs and DOTs collaborated on Emissions Measure for regional and statewide emissions targets and performance
- Statewide targets incorporate MPO targets

Emissions Results - Pennsylvania (2018-2022)

Pollutant	Emissions Reduction (Kg/day)			
	2-year Target	2-year Performance	4-year Target	4-year Performance
VOC Emissions	37.61	142.8	69.31	217.10
NO_x Emissions	23.42	652.4	42.50	928.70
PM_{2.5} Emissions	1.08	24.21	2.06	33.02

Emissions Results - New Jersey (2018-2022)

Pollutant	Emissions Reduction (Kg/day)			
	2-year Target	2-year Performance	4-year Target	4-year Performance
VOC Emissions	1.45	47.54	2.86	73.70
NO_x Emissions	7.453	454.32	14.86	683.83
PM_{2.5} Emissions	2.627	94.73	5.25	111.81

Performance Results

- Four-year Performance surpassed the targets for PA and NJ
 - Transit flex emissions benefits included in PAS for first time in 2018
 - TDM projects that expected to be listed as “recurring” were counted in 2018
 - In NJ, Statewide projects contributed to regional goals

Emissions Targets- Pennsylvania (2022-2025)

Pollutant	Emissions Reduction (Kg/day)	
	2-year Target	4-year Target
VOC Emissions	9.66	19.32
NO _x Emissions	51.28	102.56
PM _{2.5} Emissions	4.07	8.14

Emissions Targets- New Jersey (2022-2025)

Pollutant	Emissions Reduction (Kg/day)	
	2-year Target	4-year Target
VOC Emissions	2.84	5.41
NO _x Emissions	9.51	17.49
PM _{2.5} Emissions	24.25	45.96

Performance Plan

Applicability and Requirements

- All measures
 - Four-year performance (2018-2022)
 - Congestion measures for UZA (Philadelphia and NYC-Newark)
 - Mobile Source Emissions for MPO area separated by state
 - Baseline and Targets (2022-2025)
 - Additional UZAs (Trenton and Allentown)
- Emissions measures
 - List projects contributing to performance
 - Identify projects that have changed, been added or deleted
 - Identify projects that support 4-year targets
 - Narrative description of programmed projects and benefits

Action Proposed

That the DVRPC Board adopt the CMAQ mobile-source emissions performance targets established by PennDOT and NJDOT and approves DVRPC to submit the CMAQ Performance Plan that demonstrates the progress towards meeting the targets for the period 2018-2021 and identifies baseline conditions and targets for the second performance period (2022-2025) to the state DOTs for submission to FHWA.

Thank You!



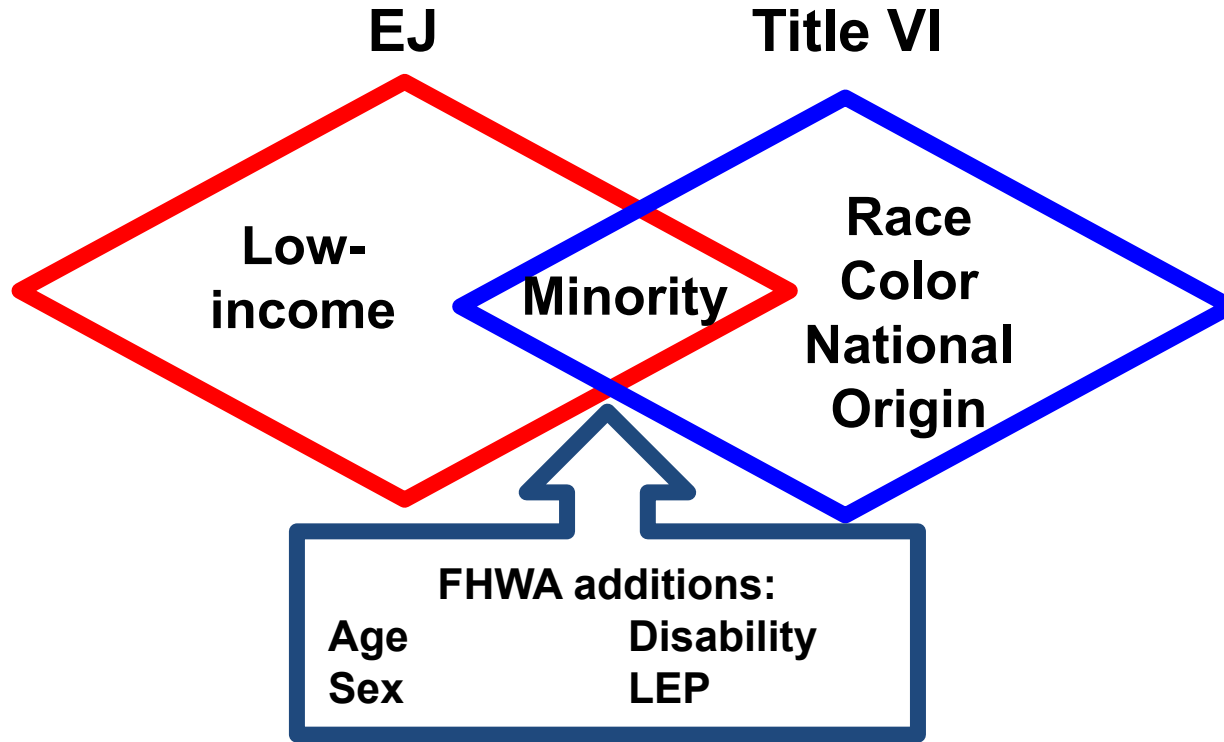
Questions?

Sean Greene | sgreene@dvrpc.org

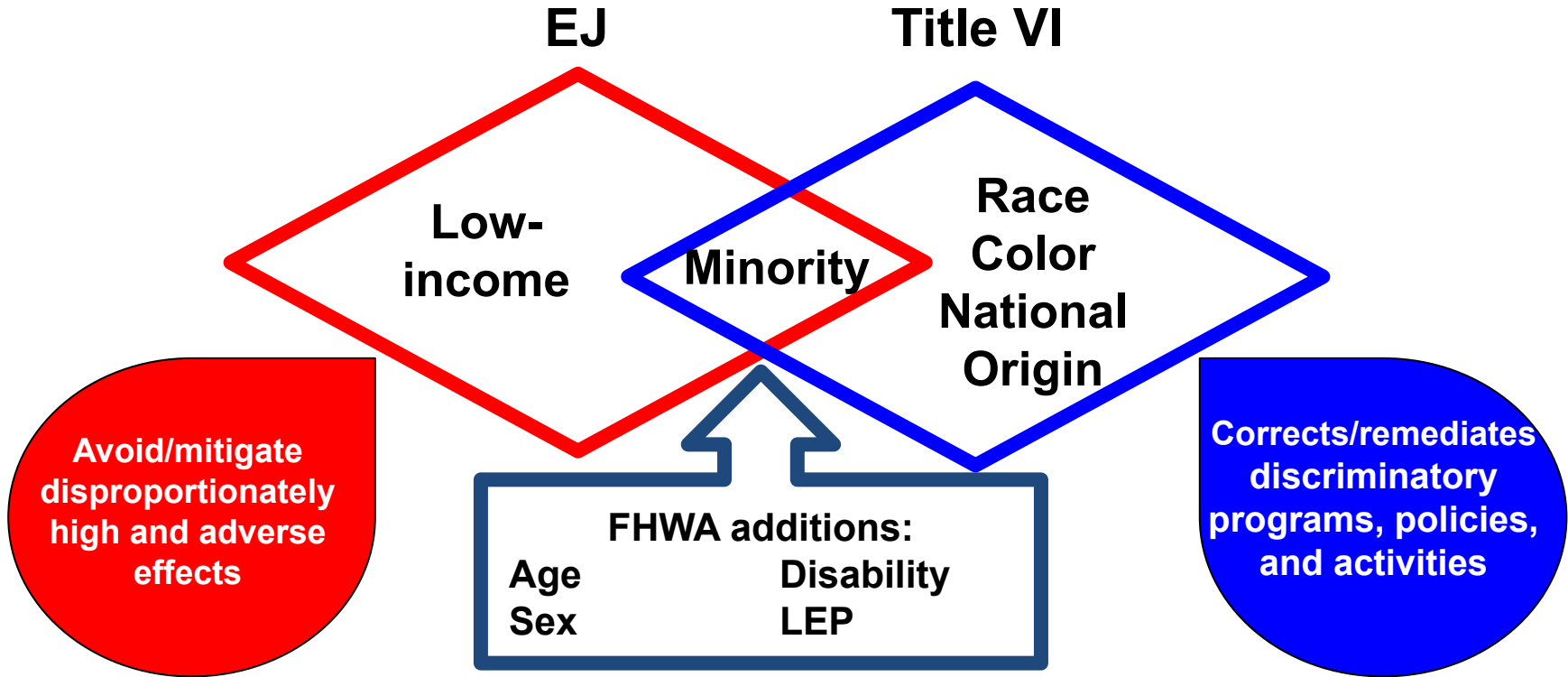
Title VI, environmental justice, and equity at DVRPC

Shoshana Akins, sakins@dvrpc.org

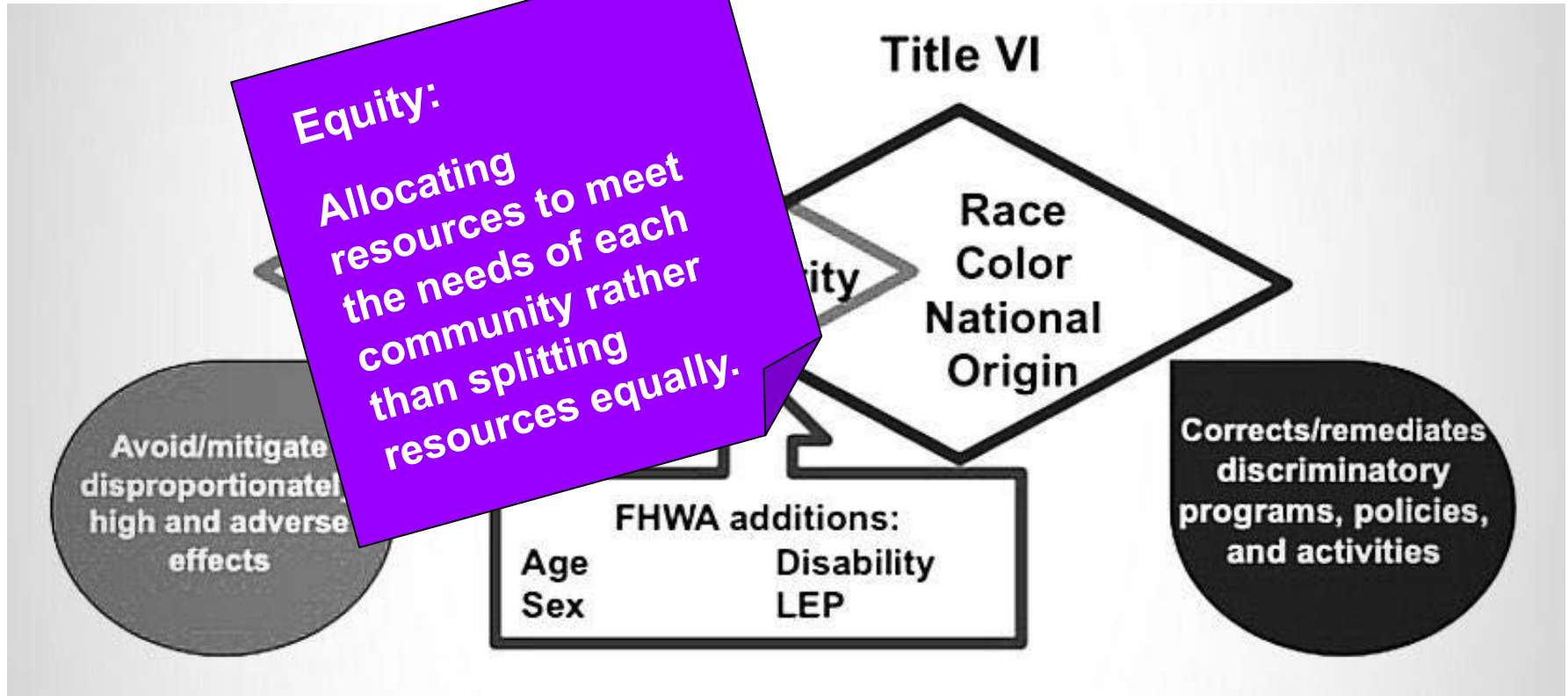
Overview of Title VI and Environmental Justice (EJ)




Overview of Title VI and Environmental Justice (EJ)



Overview of Title VI and Environmental Justice (EJ)



Overview of Title VI and Environmental Justice (EJ)



Adverse Effects

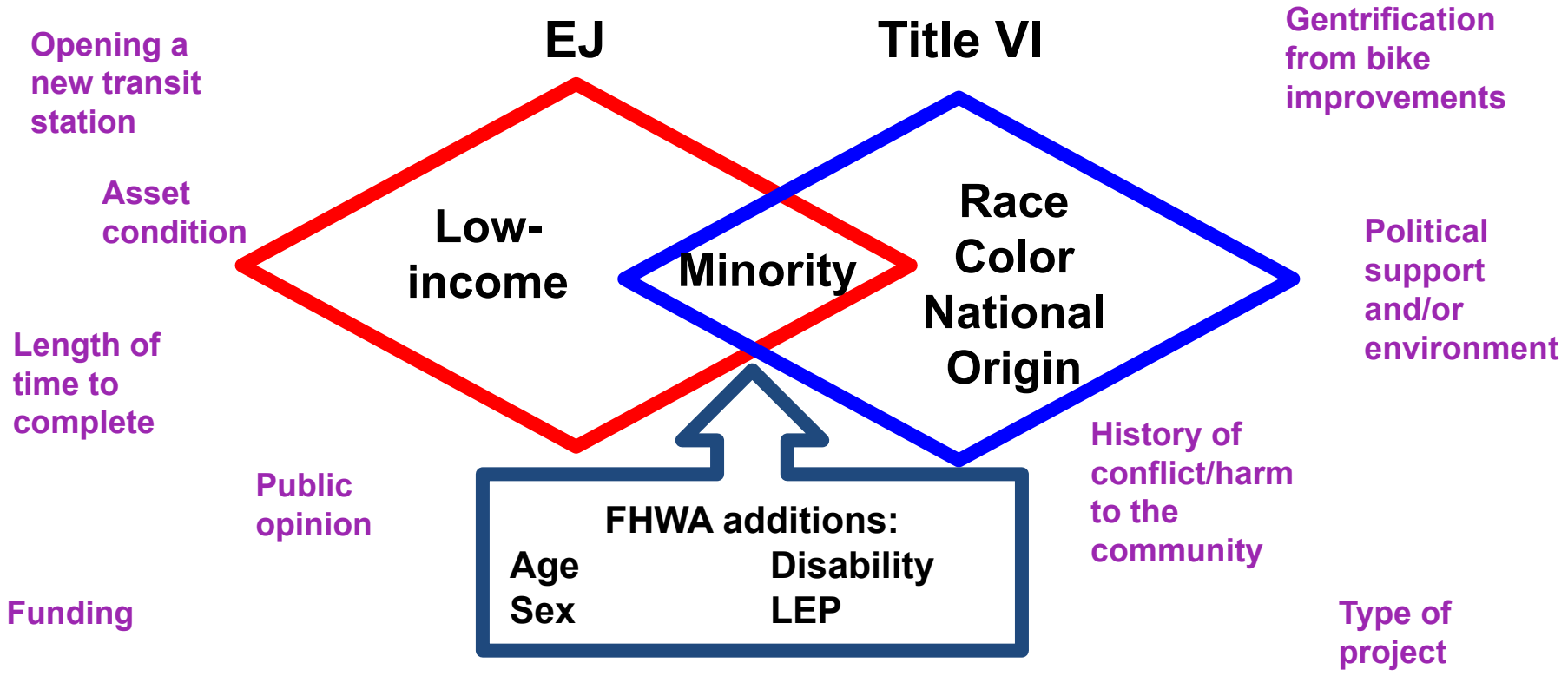
- Air and water pollution, soil contamination
- Destruction or disruption of man-made or natural resources
- Adverse impacts on community cohesion or economic vitality
- Noise and vibration
- Effects on property values



Benefits

- Decrease in travel time
- Improved air quality
- Expanded employment opportunities
- Better access to transit options
- Improved quality of transit service
- Increased property values

Overview of Title VI and Environmental Justice (EJ)



DVRPC implementation: Indicators of Potential Disadvantage (IPD)

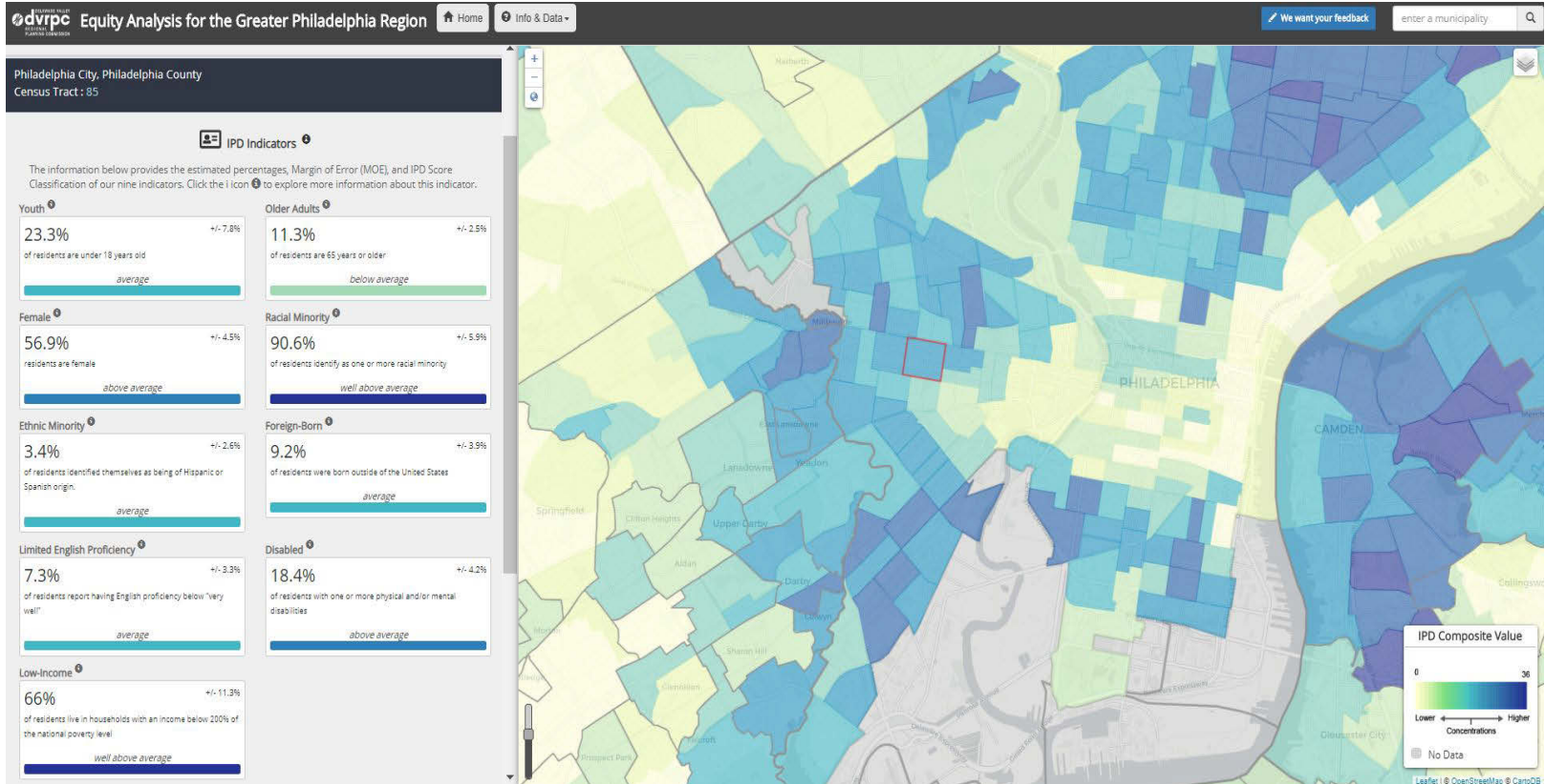
The Census collects data to meet all the needs of federal compliance.

DVRPC matched the population groups identified in Title VI and EJ with the ACS data tables to create the IPD.

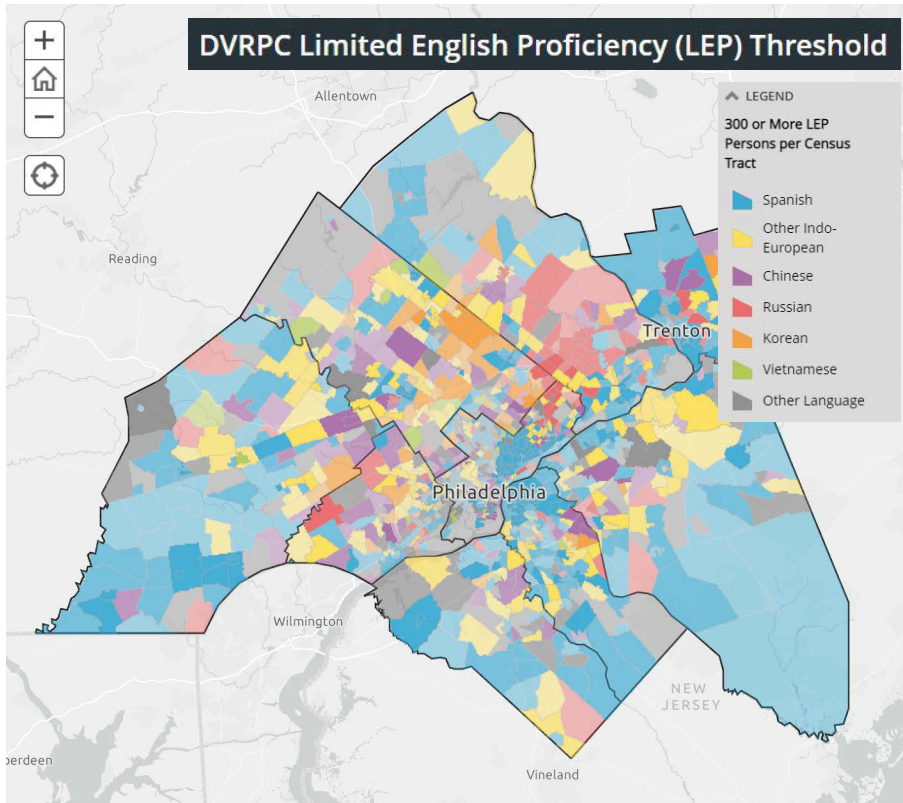
Source: Technical Memo for IPD 2.0 <https://www.dvrpc.org/Products/TM19007>

Indicator	ACS Data Table	Protected Population	Authorizing Source
Youth	B09001: Population under 18 Years by Age	Age	FHWA's Title VI Program and Additional Nondiscrimination Requirements
Older Adults	S0101: Age and Sex	Age	FHWA's Title VI Program and Additional Nondiscrimination Requirements
Female	S0101: Age and Sex	Sex	FHWA's Title VI Program and Additional Nondiscrimination Requirements
Racial Minority	B02001: Race	Race and Minority	Executive Order 12898, Title VI of the Civil Rights Act of 1964, FHWA's Title VI Program and Additional Nondiscrimination Requirements, and Title VI Requirements and Guidelines
Ethnic Minority	B03002: Hispanic or Latino Origin by Race	Minority and National Origin	Executive Order 12898, Title VI of the Civil Rights Act of 1964, FHWA's Title VI Program and Additional Nondiscrimination Requirements, and Title VI Requirements and Guidelines
Foreign Born	B05012: Nativity in the United States	National Origin	Title VI of the Civil Rights Act of 1964, FHWA's Title VI Program and Additional Nondiscrimination Requirements, and Title VI Requirements and Guidelines
Limited English Proficiency	S1601: Language Spoken at Home	Limited English Proficiency and National Origin	Title VI of the Civil Rights Act of 1964, FHWA's Title VI Program and Additional Nondiscrimination Requirements, and Title VI Requirements and Guidelines
Disabled	S1810: Disability Characteristics	Disability	FHWA's Title VI Program and Additional Nondiscrimination Requirements
Low-Income	S1701: Poverty Status in the Past 12 Months	Low-income	Executive Order 12898 and FHWA's Title VI Program and Additional Nondiscrimination Requirements

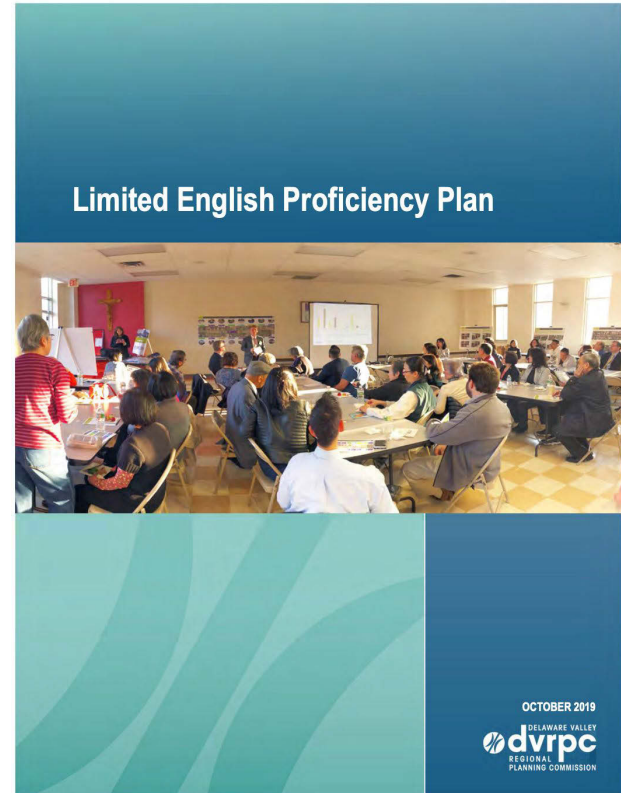
DVRPC implementation: Indicators of Potential Disadvantage (IPD)



DVRPC implementation: Limited English Proficiency (LEP) Plan



Source: <https://dvrpcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=35f75e97a2084d418467e556933a052e>




Source: <https://www.dvrpc.org/Products/TR19014/>

DVRPC implementation: federal + state funding

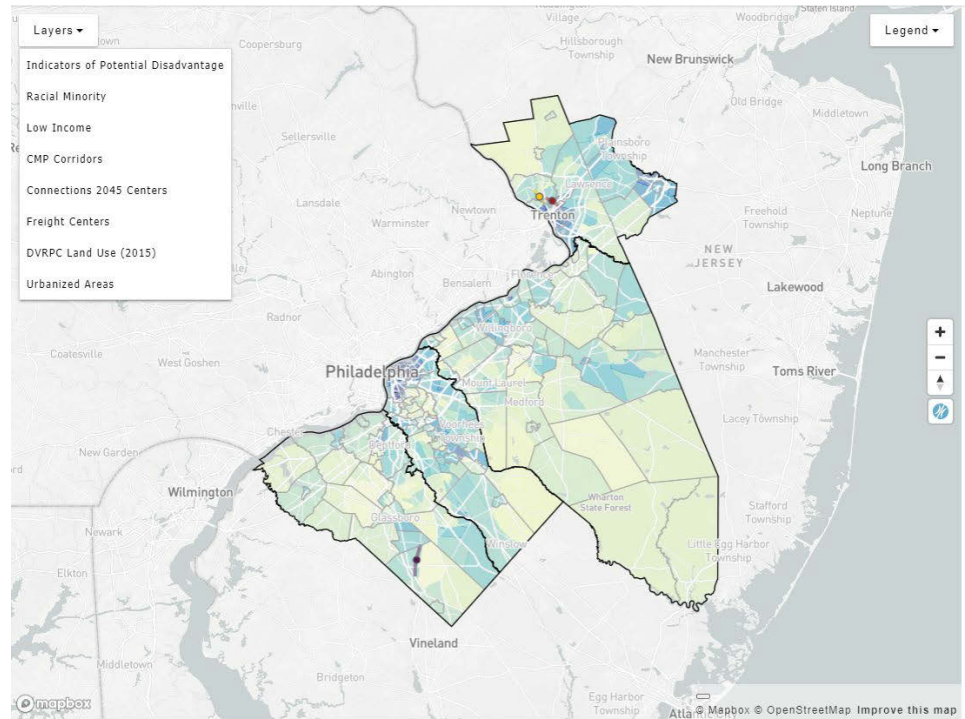
EQUITY THROUGH ACCESS

2020 Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan



GAPS AND BRIDGES

TIP FY2022 TIP for NJ (FY22-FY25)



Work Program projects addressing Title VI + EJ concerns



Photo Source: DVRPC

REVIVING VINE

復興萬安街
改進萬安街多種交通方式的連接

REVIVING
VINE Improving
Multimodal Connections
On Vine Street

SEPTEMBER 2018



Source: <https://www.dvrpc.org/Products/17070/>



CRASHES and
COMMUNITIES of CONCERN
in the Greater Philadelphia Region



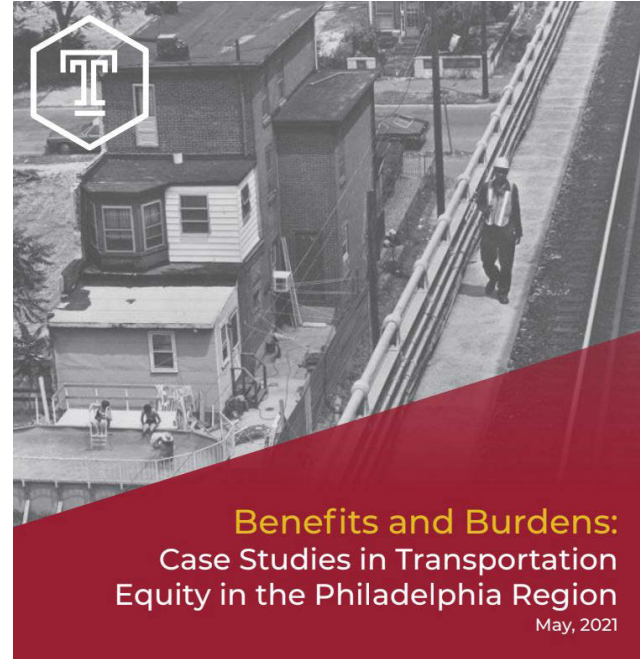
DECEMBER 2018

Source: <https://www.dvrpc.org/Products/18022/>

Work Program projects addressing Title VI + EJ concerns



Hunting Park Station Area



Benefits and Burdens:
Case Studies in Transportation
Equity in the Philadelphia Region
May, 2021

Source: <https://www.dvrpc.org/smartgrowth/huntingparkstation>

Source: <https://www.dvrpc.org/Committees/Board/10788>

Developing federal guidance related to Title VI + EJ

EO 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

Call to federal agencies to recognize + address inequities in policies/programs

EO 14008: Tackling the Climate Crisis at Home and Abroad

Address pollution + underinvestment in housing, transportation, water/wastewater infrastructure, and health care

Justice40, Climate and Economic Justice Screening Tool (CJEST), USDOT Equity Action Plan

Developing policy + implementation guidance related to EOs and IJA



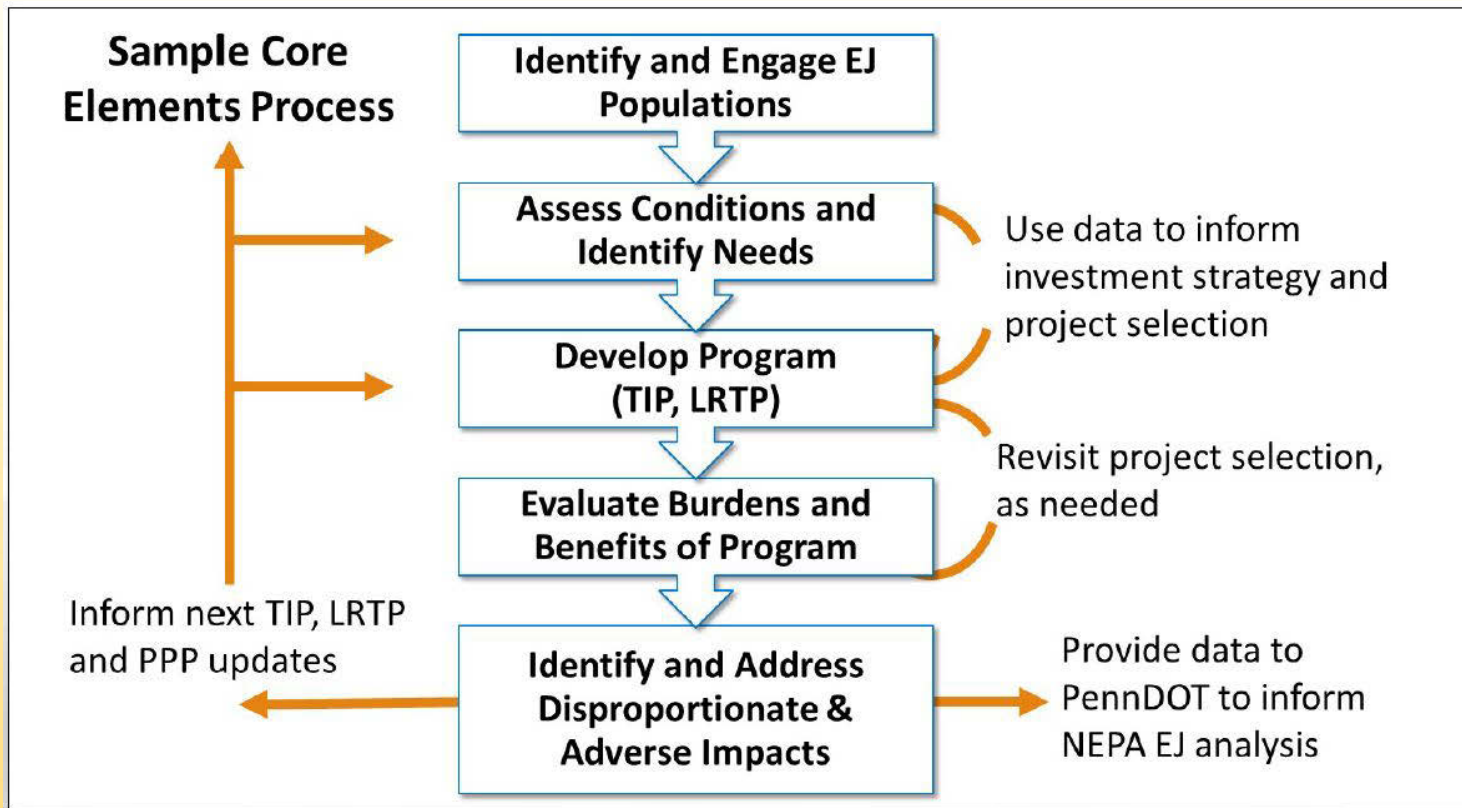
TITLE VI + EJ

Transportation Improvement Program
Analysis for FY2023 Pennsylvania TIP Update
(FY2023-2026)
And FY2022 New Jersey TIP Update
(FY2022-2025)

Jesse Buerk
Manager, Office of Capital Programs
jbuerk@dvrpc.org



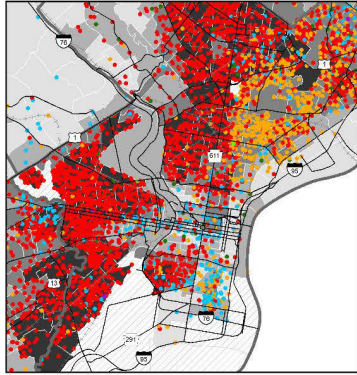
PennDOT/FHWA Core Elements Process



Identify Populations

DRAFT DVRPC FY2023 TIP for PA (FY23-FY26)

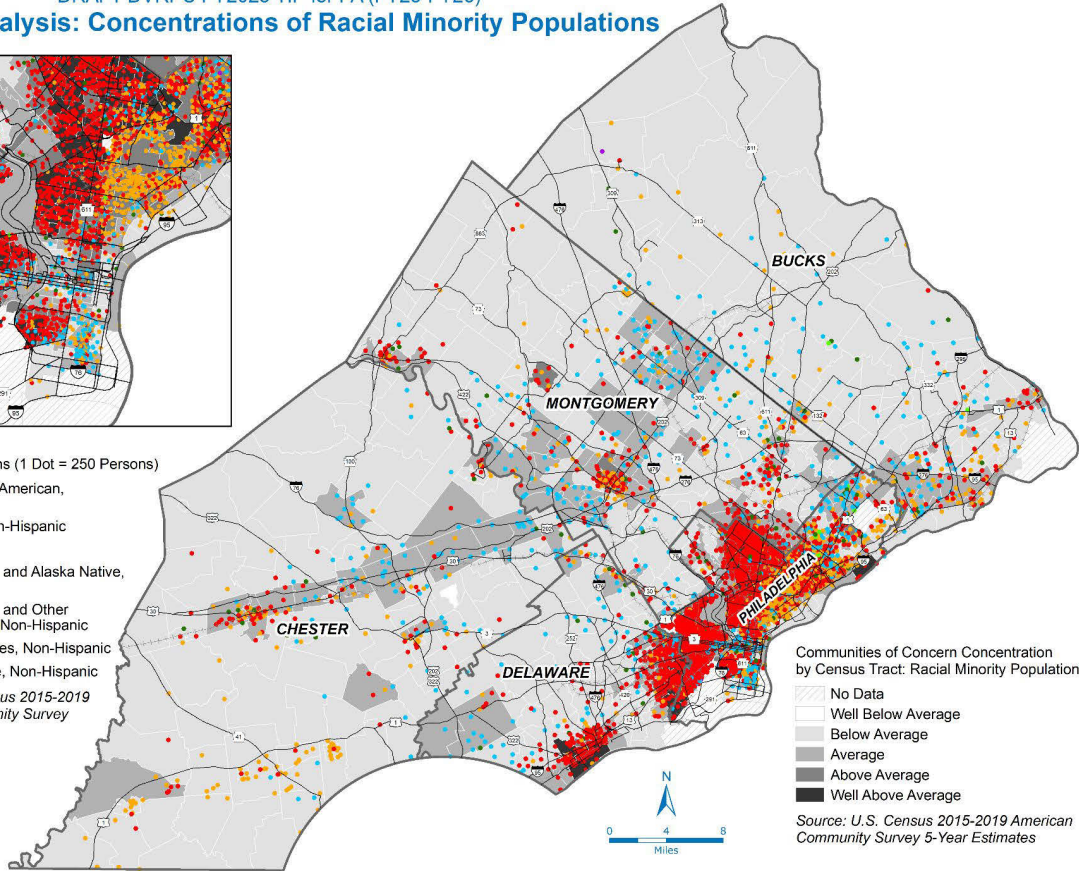
Equity Analysis: Concentrations of Racial Minority Populations



Minority Populations (1 Dot = 250 Persons)

- Black or African American, Non-Hispanic
- Asian alone, Non-Hispanic
- Hispanic
- American Indian and Alaska Native, Non-Hispanic
- Native Hawaiian and Other Pacific Islander, Non-Hispanic
- Two or more races, Non-Hispanic
- Some other race, Non-Hispanic

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

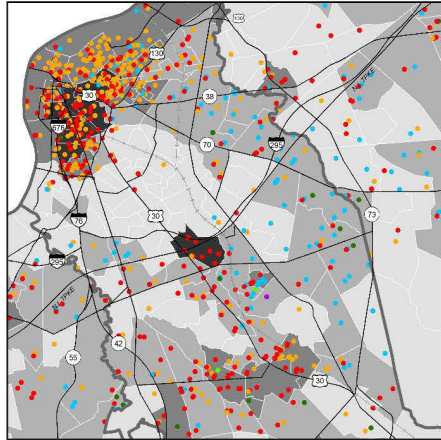
Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Identify Populations

DRAFT DVRPC FY2022 TIP for NJ (FY22-FY25)

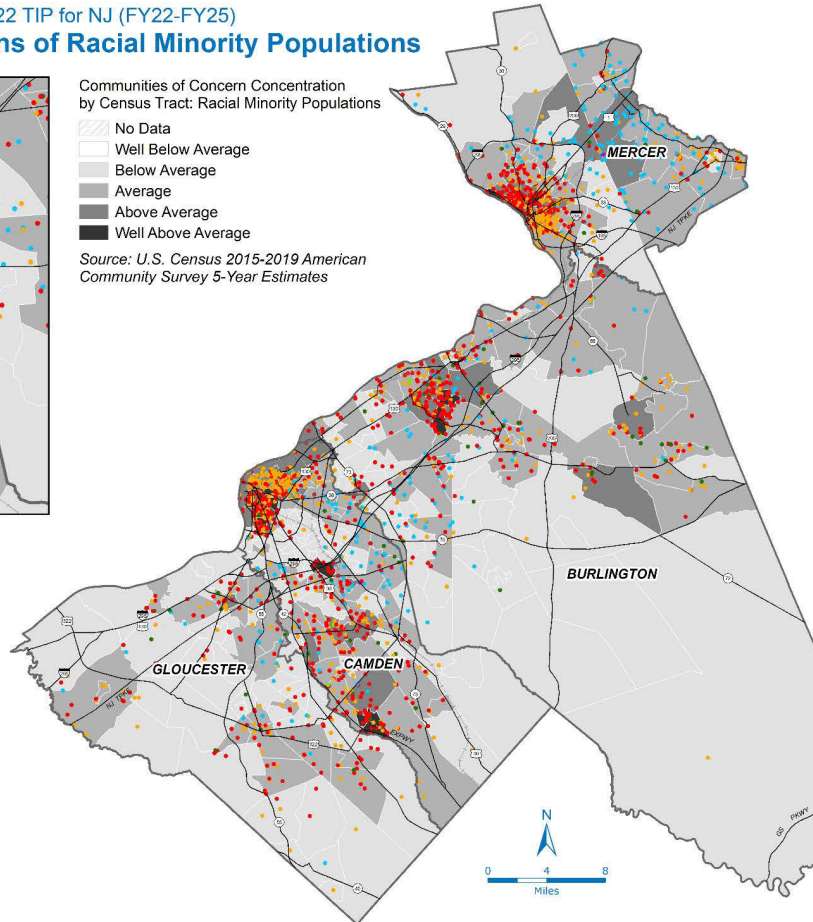
Equity Analysis: Concentrations of Racial Minority Populations



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Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



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- Some other race, Non-Hispanic

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Assess Conditions & Needs: Bridges



TIP



DRAFT DVRPC FY2023 TIP for PA (FY23-FY26)

Equity Analysis: Concentrations of Low Income Populations

BRIDGE CONDITION WITH FY2023 BRIDGE REPAIR/REPLACEMENT CANDIDATE PROJECTS

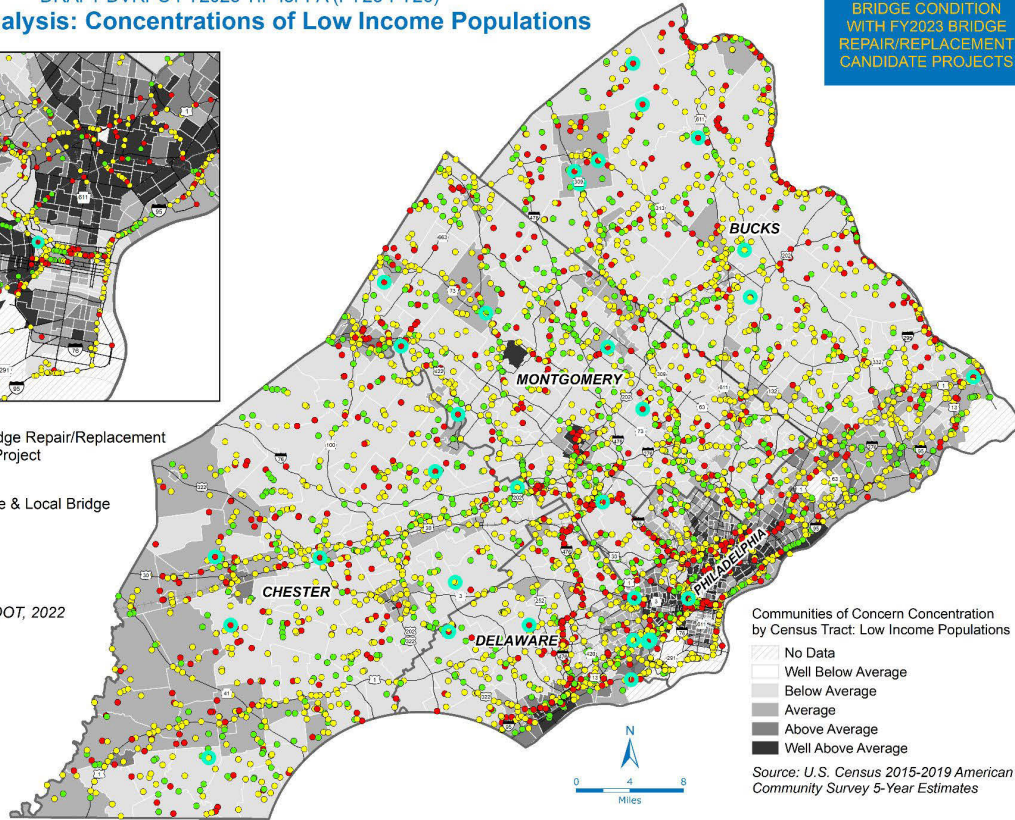


● FY2023 Bridge Repair/Replacement Candidate Project

PennDOT State & Local Bridge Condition

- Good
- Fair
- Poor

Source: PennDOT, 2022



Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

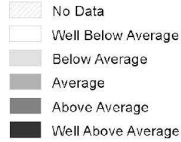
Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Assess Conditions & Needs: Bridges

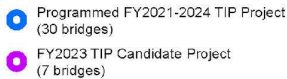
Bridge Condition and Equity: Concentrations of Low Income Populations Delaware County, PA Performance Based Planning & Programming Analysis

Communities of Concern Concentration by Census Tract: Low Income Populations



Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

Programmed and Candidate TIP Bridge Repair/Replacement Projects

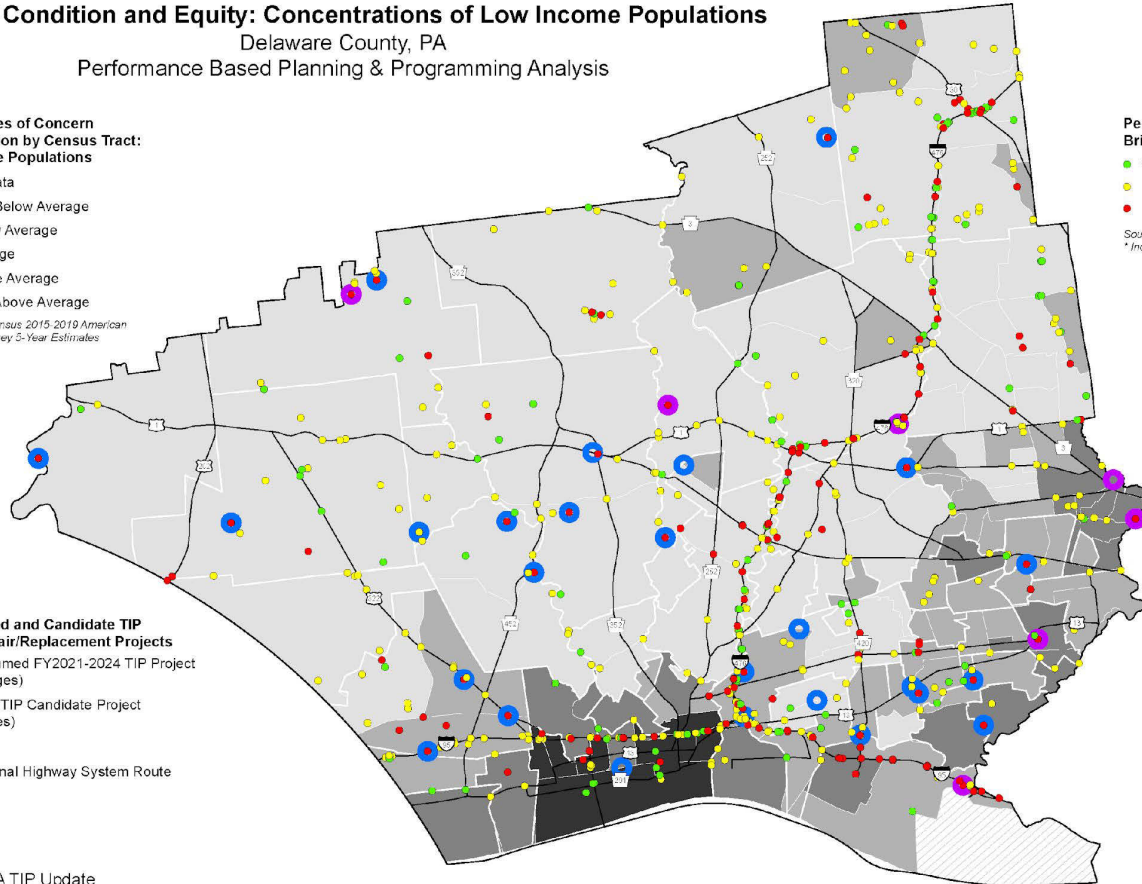


— National Highway System Route

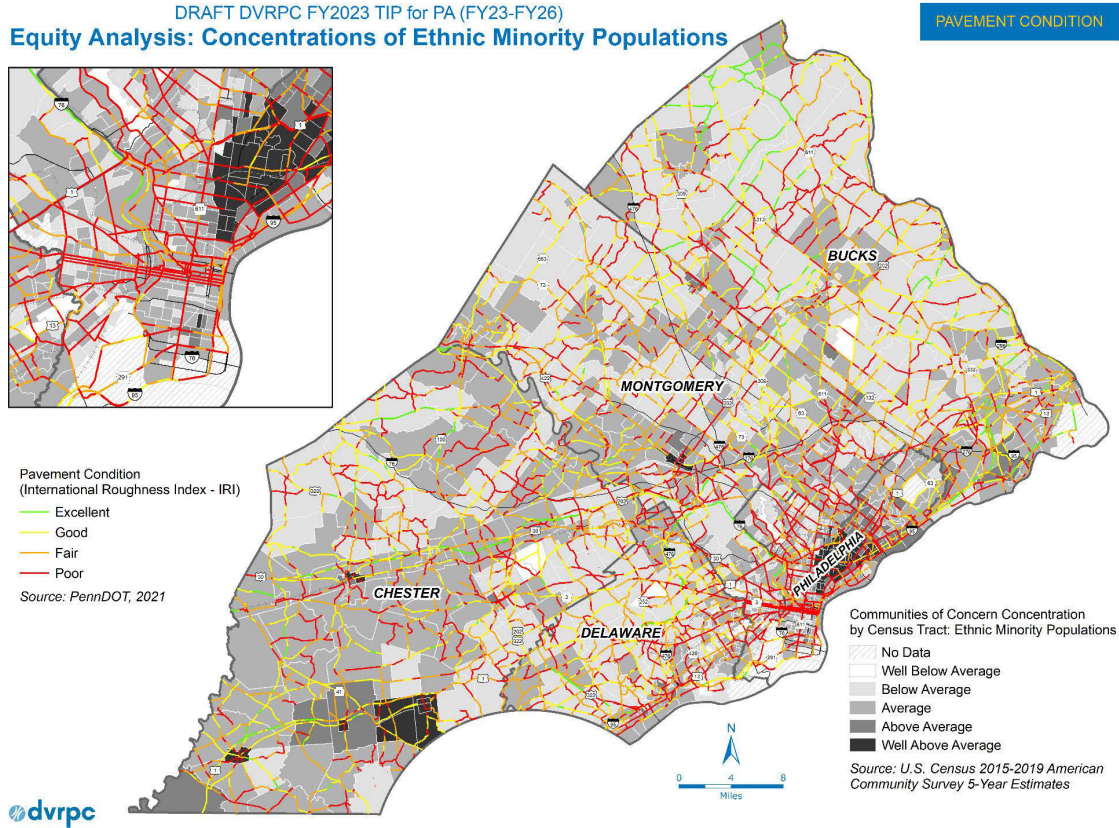
PennDOT State & Local Bridge Condition*



Source: PennDOT One Map, 2021
*Includes IAP and Turnpike facilities



Assess Conditions & Needs: Pavement

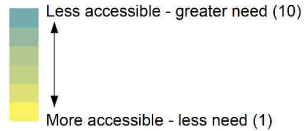
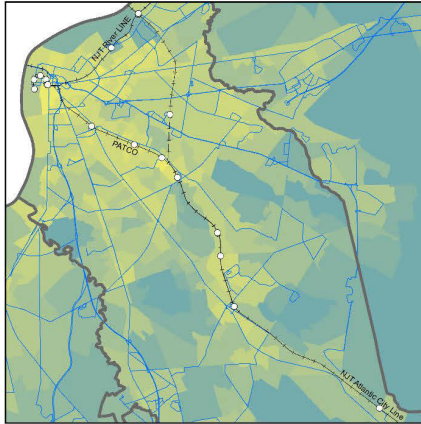


Assess Conditions & Needs: Transit Access



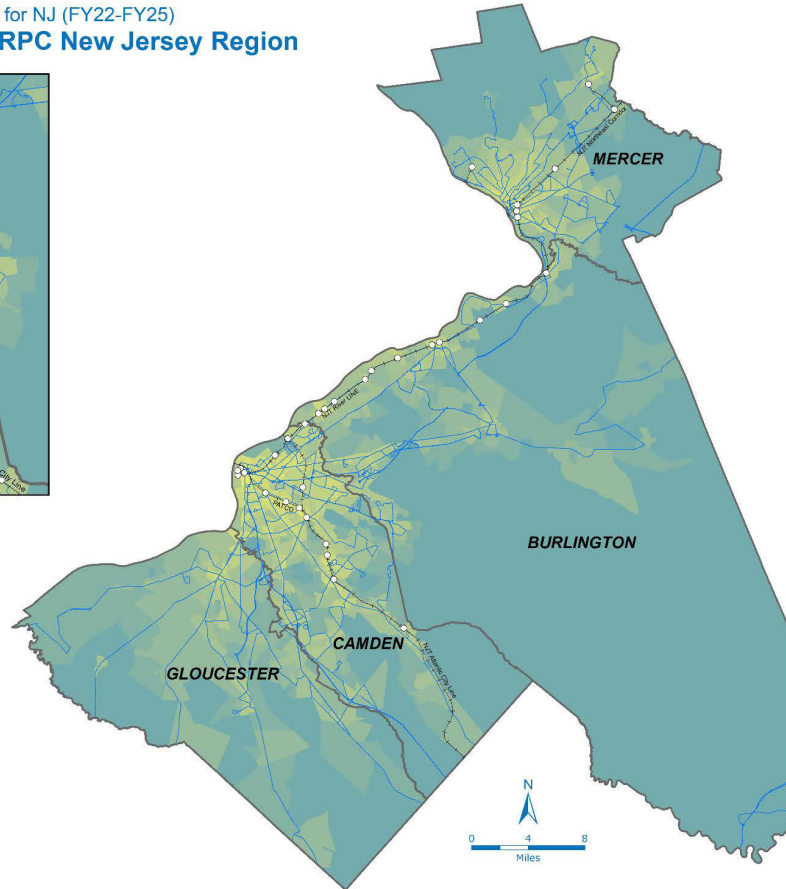
DRAFT DVRPC FY2022 TIP for NJ (FY22-FY25)

Transit Accessibility in the DVRPC New Jersey Region



Source: DVRPC's Equity Through Access Map Toolkit, 2017 - www.dvrpc.org/ETA
Accessibility data was derived from DVRPC's transit journey time skim matrix at the TAZ-level and assigned to its related block group.

- NJ Transit Bus Route
- Passenger Rail Line/Station



Assess Conditions & Needs: Safety

2015-2019 Crash Data (Pennsylvania)

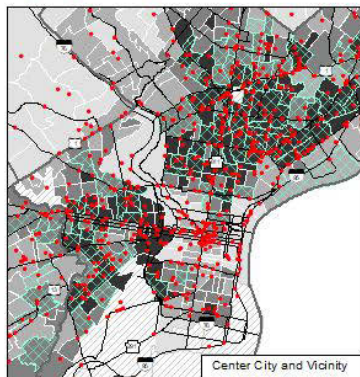


- No disproportionate trends for total crashes
- **Bicycle and pedestrian crashes overrepresented** in communities with above average and well above average concentrations of **low-income and minority populations**
 - Including disproportionate numbers of Killed and Severe Injury crashes (KSI)
- Trend most pronounced for pedestrian crashes in communities with well above average concentrations of low-income populations
 - Confirms findings from DVRPC's Crashes and Communities of Concern report

Assess Conditions & Needs: Safety

DVRPC FY2023 TIP for PA (FY23-FY26)

Equity Analysis: Concentrations of Low Income Populations



PennDOT Crash Data (2015-2019)

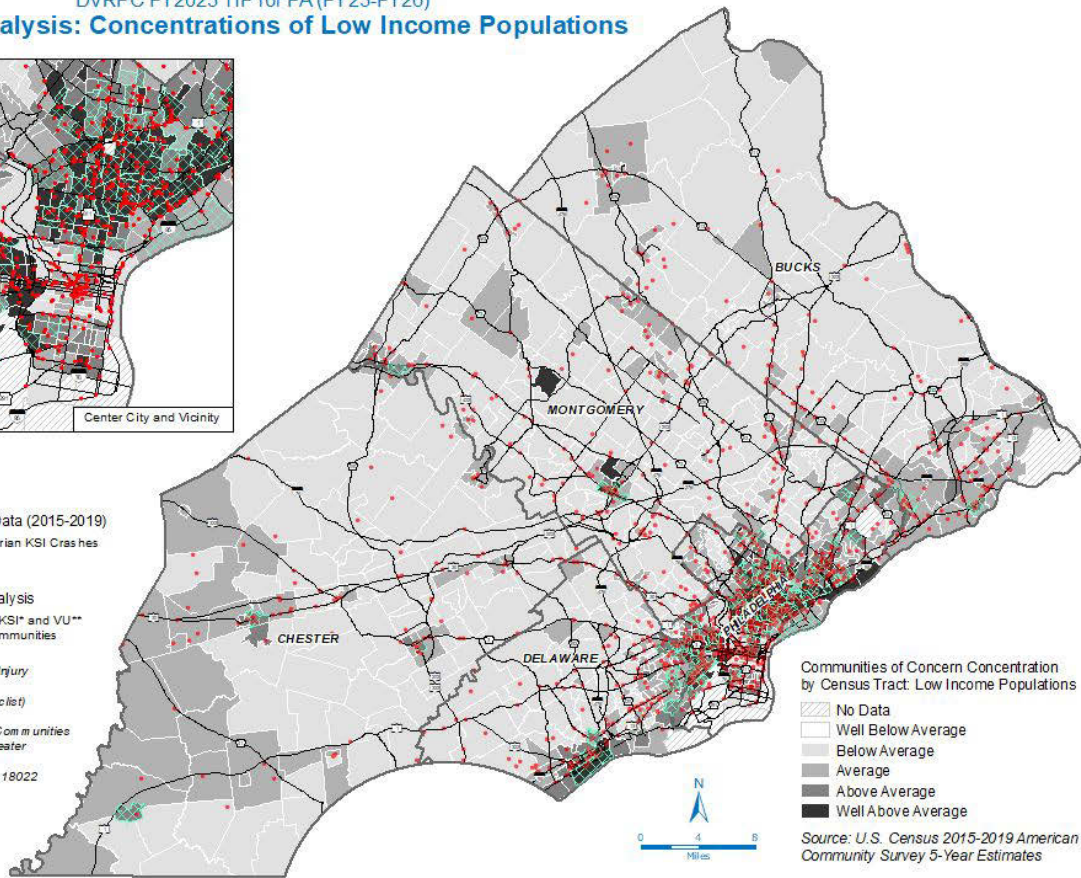
● Bicyclist & Pedestrian KSI Crashes

DVRPC Safety Analysis

⊗ High Rates of KSI* and VU**
Crashes in Communities
of Concern

* Killed and Serious Injury
** Vulnerable User
(Pedestrian or bicyclist)

Source: Crashes in Communities
of Concern in the Greater
Philadelphia Region
DVRPC Product No: 18022
December 2018



Communities of Concern Concentration
by Census Tract: Low Income Populations

▨ No Data
□ Well Below Average
▨ Below Average
▨ Average
▨ Above Average
▨ Well Above Average

Source: U.S. Census 2015-2019 American
Community Survey 5-Year Estimates



TIP

Assess Conditions & Needs: Safety



TIP

DRAFT DVRPC FY2023 TIP for PA (FY23-FY26) Equity Analysis: Concentrations of Low Income Populations

PENNSYLVANIA HIGHWAY PROGRAM
HIGHWAY SAFETY IMPROVEMENT
PROGRAM (HSIP)



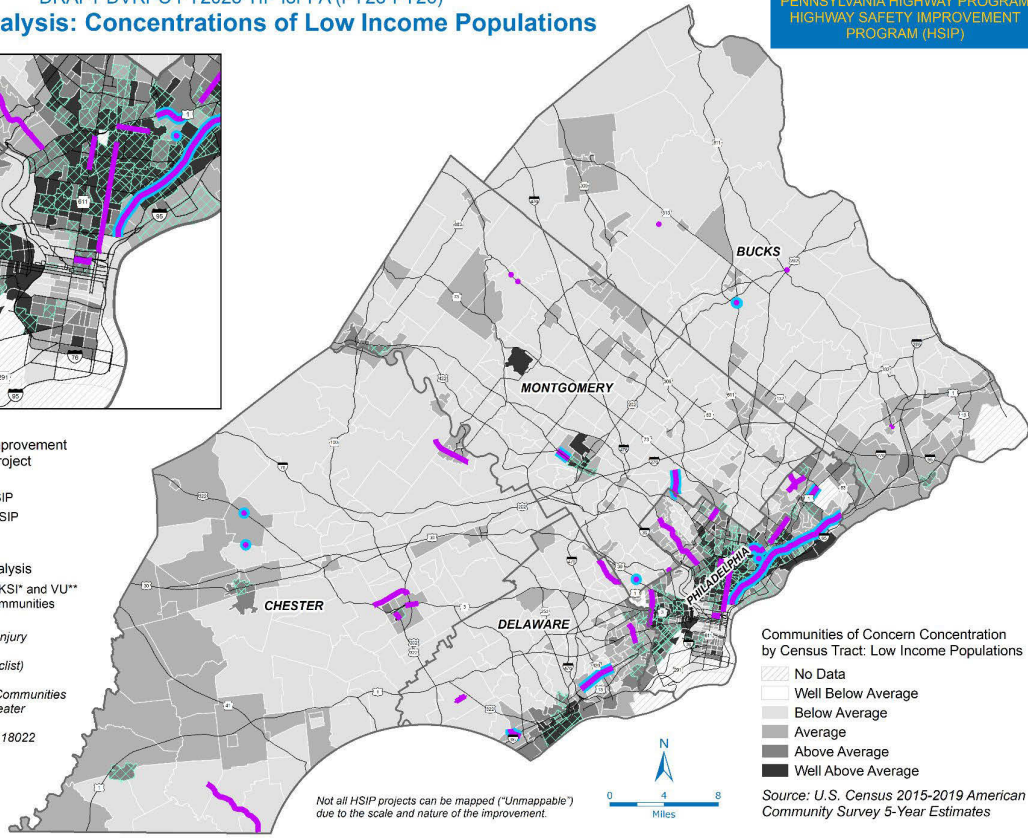
Highway Safety Improvement Program (HSIP) Project (FY2023 PA TIP)

- Regional HSIP
- Statewide HSIP

DVRPC Safety Analysis

- High Rates of KSI* and VU**
 - Crashes in Communities of Concern
- * Killed and Serious Injury
** Vulnerable User (Pedestrian or bicyclist)

Source: Crashes in Communities of Concern in the Greater Philadelphia Region
DVRPC Product No: 18022
December 2018



- Communities of Concern Concentration by Census Tract: Low Income Populations
- No Data
 - Well Below Average
 - Below Average
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 - Well Above Average

Not all HSIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.



Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

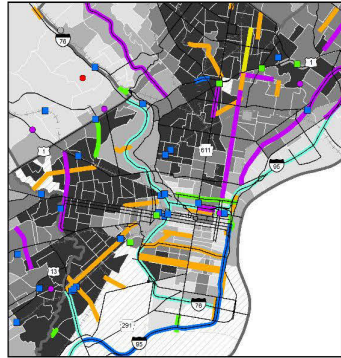
Evaluate Program: Investment



TIP

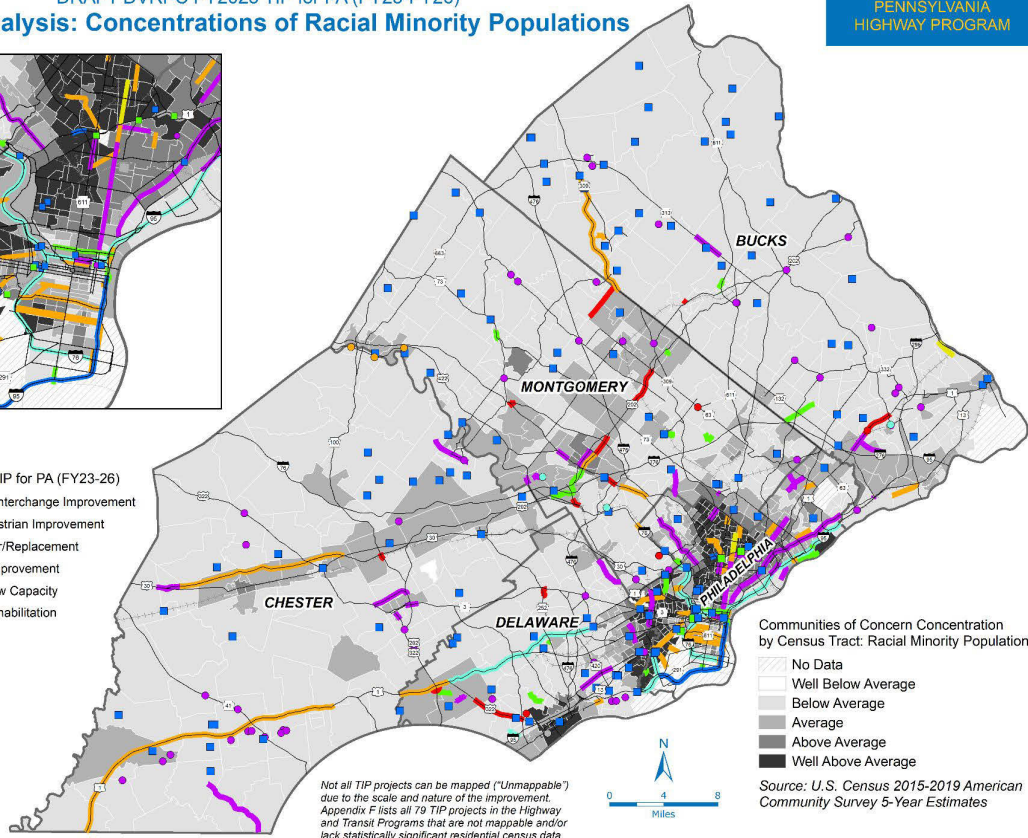
DRAFT DVRPC FY2023 TIP for PA (FY23-FY26) Equity Analysis: Concentrations of Racial Minority Populations

PENNSYLVANIA
HIGHWAY PROGRAM



DVRPC FY2023 TIP for PA (FY23-26)

- / Intersection/Interchange Improvement
- / Bicycle/Pedestrian Improvement
- / Bridge Repair/Replacement
- / Signal/ITS Improvement
- / Roadway New Capacity
- / Roadway Rehabilitation
- / Streetscape
- Other



Communities of Concern Concentration
by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 79 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.



Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

Economic Investment

Transportation
Improvement
Program

TIP

Population	Cost (\$ in thousands)	Percent of Investment
All IPDs (Score)		
Well Below Average (1-7)	0	0%
Below Average (8-14)	750,374	8%
Average (15-21)	3,295,535	37%
Above Average (22-28)	4,412,140	49%
Well Above Average (29-36)	491,127	6%
Low-Income Only (Percentage of Census Tract)		
Well Below to Average (0.0 – 36.4%)	3,280,561	37%
Above to Well Above (36.5 - 100.0%)	5,668,615	63%
Racial Minority Only (Percentage of Census Tract)		
Well Below to Average (0.0 – 48.7%)	6,202,224	69%
Above to Well Above (48.8 - 100.0%)	2,746,952	31%
Ethnic Minority Only (Percentage of Census Tract)		
Well Below to Average (0.0 – 16.2%)	6,248,656	70%
Above to Well Above (16.3 - 100.0%)	2,700,520	30%
Total Cost of Mapped Projects (FY23 – FY34) (\$000)	\$8,949,176	100%

Benefits and Burdens Analysis



Project Categories	Potential Impact	Projects in FY23 PA TIP	Projects as Percentage
-New Right-of-Way -Roadway Expansion	High potential for adverse impacts	0	0%
-Roadway/Bridge Maintenance -Bridge Repair or Replacement -Roadway Rehabilitation -Roadway New Capacity (minor)	Lower potential for adverse impacts/ potentially beneficial	161	45%
-Safety; Bike/Ped Improvements -Intersection/Interchange Improvements -Transit Improvements -Signal/ITS Improvements -Streetscape -Studies	Low potential for adverse impact/ inherently beneficial	162	45.2%
-Other	Unknown/ little to no potential for adverse impact/ inherently beneficial	35	9.8%

Disproportionate & Adverse Impacts



What if there are disproportionate impacts in the TIP?

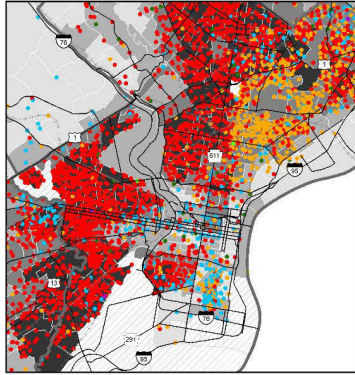
DVRPC can:

1. Re-evaluate current selection of projects in the TIP with planning partners;
2. Explore and implement mitigation strategies; and/or
3. Use this information to inform the selection of projects for the next TIP development.

Engage Populations

DRAFT DVRPC FY2023 TIP for PA (FY23-FY26)

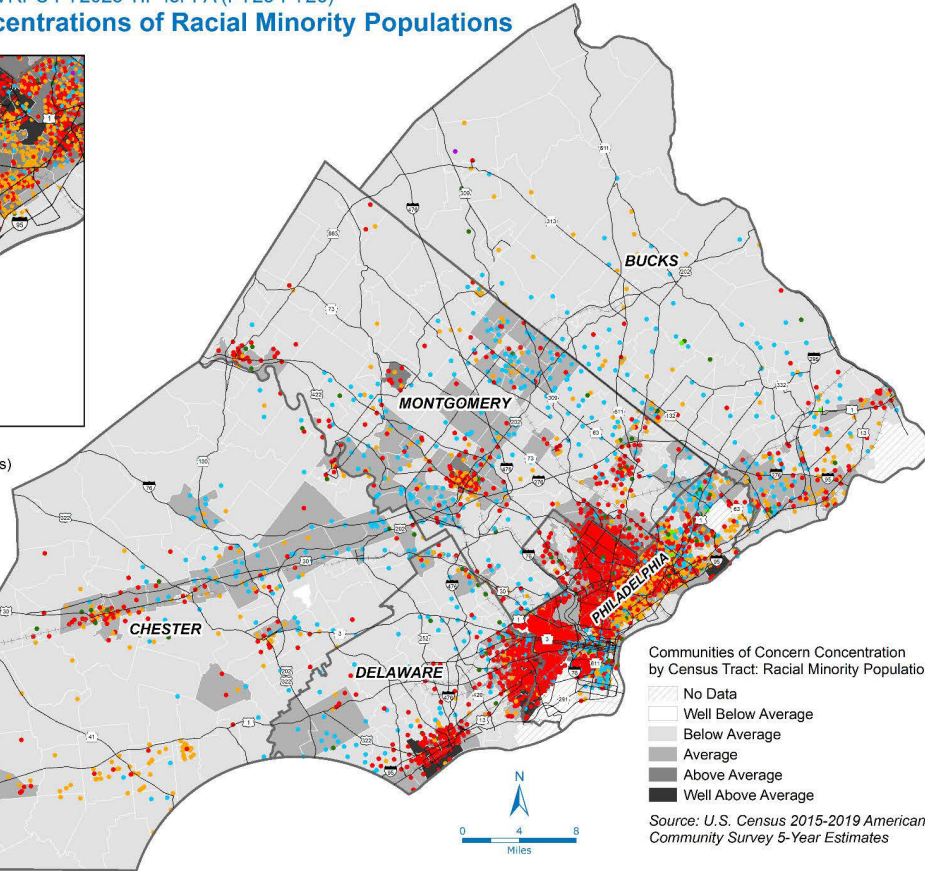
Equity Analysis: Concentrations of Racial Minority Populations



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- Some other race, Non-Hispanic

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



TIP



Mobility Choices:

Conversations in Three Black and Latino Communities in the Greater Philadelphia Region

Thom Stead, Assistant Manager,
Office of Mobility, Analysis, and Design
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Cassidy Boulan, Assistant Manager,
Bicycle Programs
cboulan@dvrpc.org

Project Background

- Used surveys and focus groups to ask why people use the modes of travel that they do.
 - More qualitative data can help to create a fuller picture of transportation need.
- There are major mobility inequities in historically underserved communities of color in our region.
- This research will inform our work program and start conversations about community needs and concerns we should all consider in our work.

Research Questions

Why do individuals use the modes of travel that they do?

Which modes feel best or safest?

Why do other modes not feel like the best or safest option?

Which modes of travel would they use if they had access to them?

Do individuals travel less frequently because of infrastructure, service or safety needs?

Areas Selected

- North Trenton
- Mantua + East Parkside, City of Philadelphia
- Borough of Norristown

Participation

- Primary research done in May and June 2022
- 121 surveys
- 64 focus group attendees

HOW DO YOU GET AROUND? The Delaware Valley Regional Planning Commission's Mobility Choices Study would like to hear from residents in Norristown, Mantua & East Parkside, and North Trenton about what types of transportation you use and what impacts these choices. Participating will help DVRPC to understand transportation-related needs and barriers in your community, and ultimately explore potential ways to address them.

We want to hear about your transportation needs! www.dvrpc.org/mobilitychoices

Do you live, work, or go to school in any of these communities?

• North Trenton	• Mantua/East Parkside
• Norristown	• Another neighborhood in West Philadelphia
• Other _____	

What transportation options do you use at least once a week?
Choose all that apply

• Driving myself	• Taking the train (Regional Rail/River Line/PA/CO/NJ Transit/NHSL)
• Getting a ride from someone else in a car	• Taking the bus
• Walking	• Taking the trolley
• Riding a personal bicycle	• Taking the subway
• Using a bike share bike (like Indego)	• Paying for a ride (taxi/Uber/Lyft)
• An e-scooter	• Taking a private bus/jimmy/ or other carpooling or shuttle service
• Other _____	

What is your biggest motivation for choosing how you get around?
Pick up to 5

• Cost	• Transportation safety (fear of car crashes)
• Reliability	• Personal safety (fear of other bodily harm)
• Being close to home	• I need something family-friendly
• Being the fastest trip	• Other _____
• Mobility issues or physical strain	

Engagement Methods

- Community partner interviews
- Online survey
- Intercept surveys
- Paper survey
- Focus groups

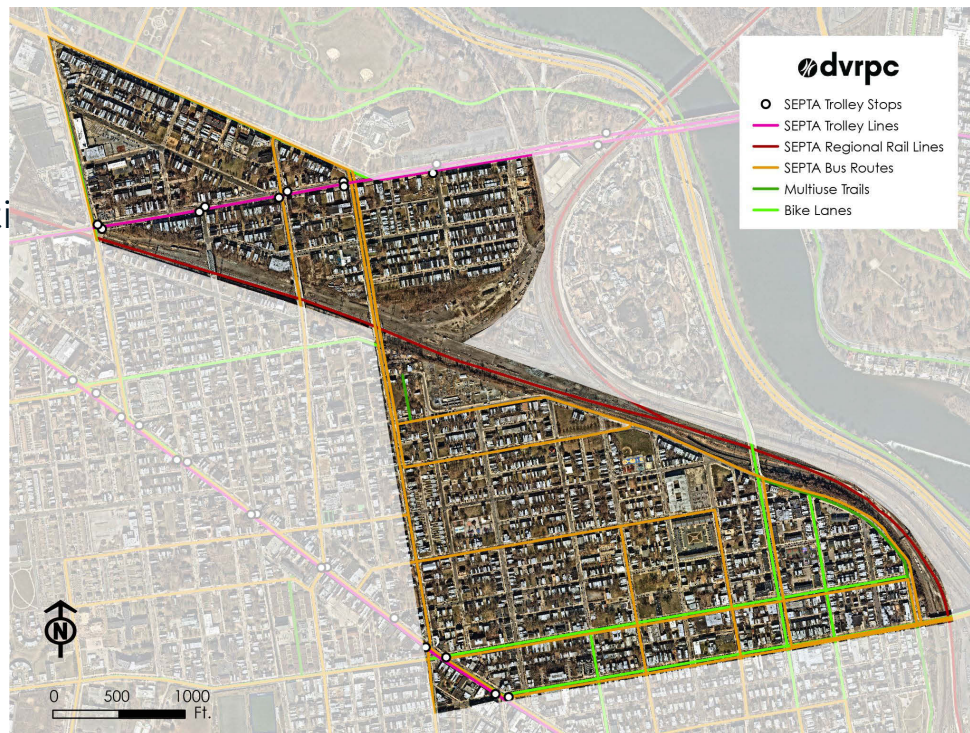


Insights: Mantua & East Parkside

Survey Participants: 52

Focus Group Participants: 25

- Population: ~10,000
- 75% Black, 13% White, 4% Asian, 4% Latin American, 4% Other
- Journey to Work:
 - 32% Transit
 - 7.5% Walk
 - 4.8% Bike
- 33.6% zero car households
- Median Household Income: ~\$23,000



Insights: Mantua & East Parkside



“The pandemic changed a lot for me. I used to use transit but started driving. Now I have to drive everyone everywhere, including my kids and my elderly mother.”



“I walk and use public transportation even though I don’t think it’s the safest because it’s the most cost-effective.”

Insights: Mantua & East Parkside

Personal Safety

- Most mentioned barrier to using transportation options they would like to use more.
 - Violence in community and on SEPTA
 - Covid-19

Driving

- Driving and using car share more because it feels safer and more reliable despite concerns over cost, traffic, environmental impacts.

Traffic Safety

- Concerned most by driver behavior
- Some expressed the need for better investment in protected bicycle infrastructure and street lighting.

Transit

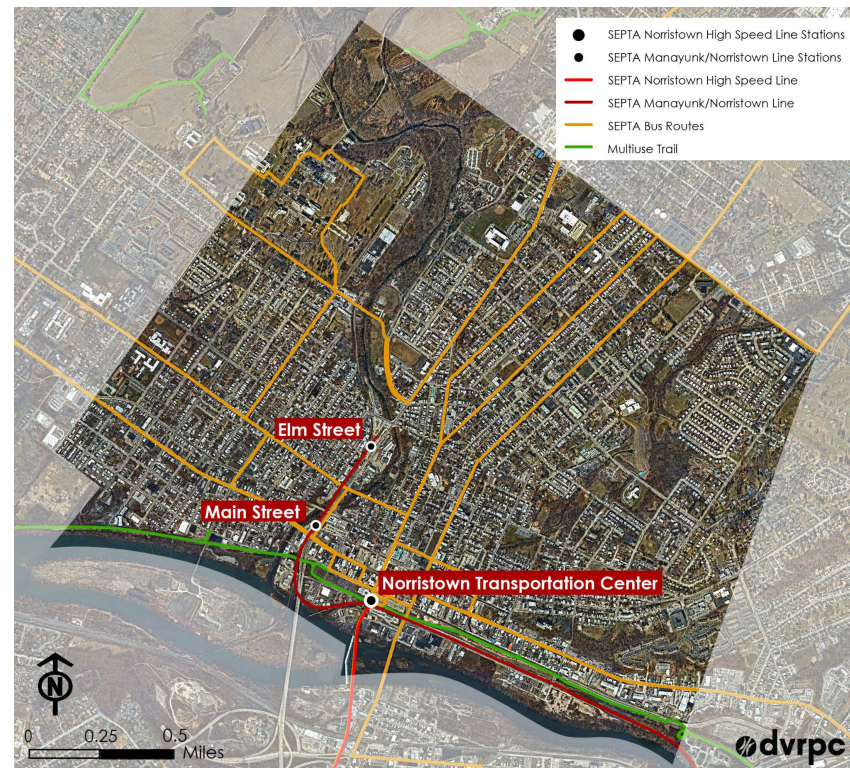
- Cleanliness and personal safety were major concerns related to using transit.
- Several focus group participants used to take SEPTA before the pandemic, but have no plans to go back.

Insights: Norristown

Survey Participants: 12

Focus Group Participants: 27

- Population: ~34,000
- 37% Black, 27% Latino, 28% White
- Journey to Work:
 - 9.5% Transit
 - 6.1% Walk
 - 1.3% Bike
- 13.3% zero car households
- Median Household Income: ~\$54,000



Insights: Norristown



“I feel a lot safer using a taxi or cab or driving myself because you feel safer when you are on your own and have control over your own things... This has changed a lot since the whole pandemic issue... We also have a lot of muggers on public transit so it’s best to be on your own.”



“I work during the weekends - that’s when I work the most. I need the buses working as well.”

Insights: Norristown

Traffic Safety

- High speed and reckless driving
- Insufficient pedestrian infrastructure
- People would bike more if there were bike lanes

Accessibility

- Sidewalks are in poor condition or do not exist

Norristown Transportation Center

- NTC feels dirty and unsafe
- Inaccessible for wheelchairs and strollers

Reliability

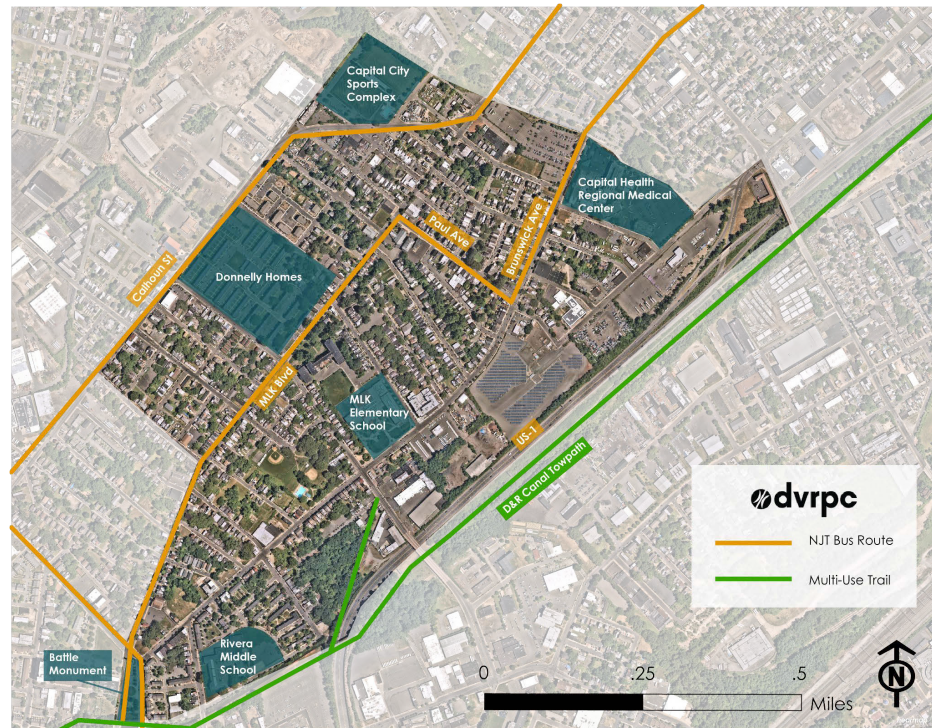
- Bus service is infrequent and unreliable
- Most preferred using a private car for work
 - Many preferred destinations could only be reached by car
 - Some use rideshare, even though it's expensive

Insights: North Trenton

Survey Participants: 36

Focus Group Participants: 12

- Population: ~4,100
- 74% Black, 15% Latino, 5% White
- Journey to work:
 - 21% Transit
 - 2.9% Walk
 - 1.7% Bike
- 12.5% zero car households
- An estimated 10% live in the Donnelly Homes
- Median Household Income: ~\$29,000



Insights: North Trenton



“We take the bus sometimes, but the bus is always late. We always have to take the kids, but there’s not a lot of room for strollers...We are taking the bus to the grocery store, but there’s nowhere to put the bags on the bus.”

Insights: North Trenton

Multi-Modal

- Most participants in the survey and the focus group used a combination of modes: driving, walking, biking, and taking transit based on their trips.

Land Use

- Grocery stores are a key destination and are not well-served by transit or walking. Downtown also difficult to access.

Traffic Safety

- Many felt unsafe biking and walking due to speeding and reckless driving behavior.

Personal Safety

- Trails feel too isolated, would rather bike in the street.
- At bus stops, users feel vulnerable.
 - Better street lighting and bus shelters could help.

Overall Insights

- **Reliability and cost** are the biggest factor in decision making for mobility.
- **Personal and traffic safety** were motivations in all communities
- **Many participants wanted to drive more.** 44% of those surveyed said they wish they could drive themselves more often, while rideshare was desired to be used more by 20% of survey participants.
- The **bus was the most desired** form of transit, with 26% of participants saying they wish they could use them more.
- Overall, there's **interest in biking, walking, and transit** in these communities, but **there isn't the infrastructure** to make it a viable option for a lot of people.

Questions for the room

- Did we ask useful questions? Provide meaningful data and do meaningful analysis?
 - Where can we best help as planners? What's our role?
 - What else do you want to know about the region, about your county, or about/from these communities?
- How do we share this information?
- Do we need to hear from other communities or constituencies?
- Are there themes that we should act on?
- What approaches to support equity are you using?
- How can DVRPC support you?



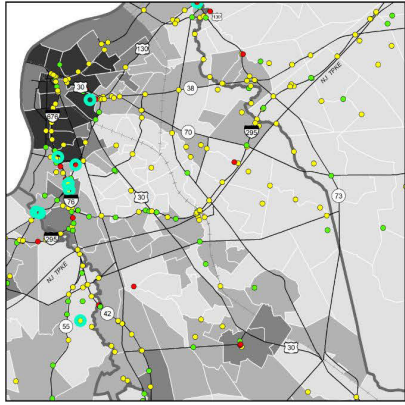
Additional Maps

Assess Conditions & Needs: Bridges



TIP

DRAFT DVRPC FY2022 TIP for NJ (FY22-FY25) Equity Analysis: Concentrations of Low Income Populations

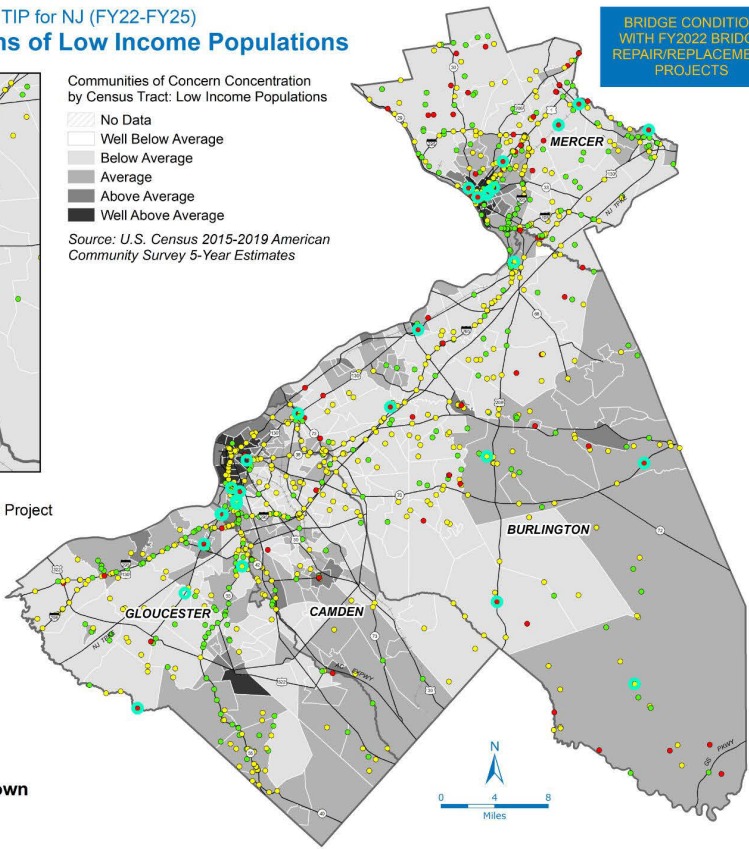


Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
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- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

BRIDGE CONDITION WITH FY2022 BRIDGE REPAIR/REPLACEMENT PROJECTS



○ FY2022-2025 NJ TIP Bridge Repair/Replacement Project

Bridge Condition*

- Good
- Fair
- Poor

Source: NJDOT, 2019

* Only bridges under state and county/municipality jurisdiction are shown

Assess Conditions & Needs: Pavement

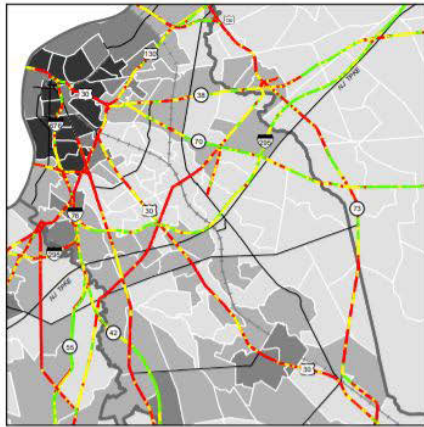


TIP



DRAFT DVRPC FY2022 TIP for NJ (FY22-FY25)

Equity Analysis: Concentrations of Low Income Populations



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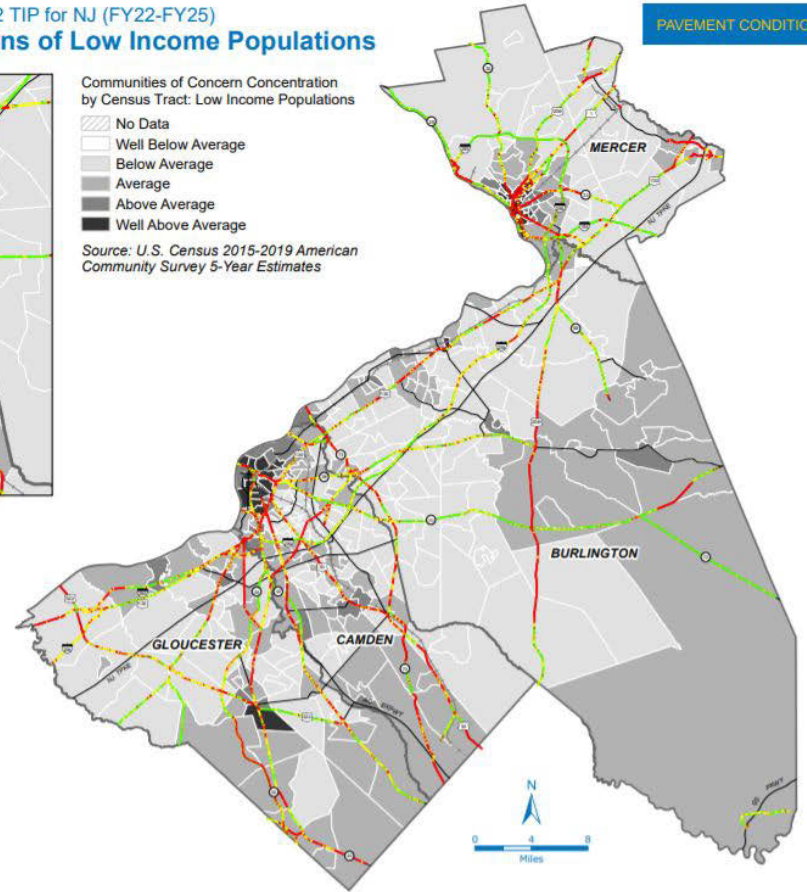
Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

Pavement Condition

- Good
- Fair
- Poor

Source: NJDOT, 2020

PAVEMENT CONDITION



Assess Conditions & Needs: Transit Access



DVRPC FY2023 TIP for PA (FY23-FY26)
Transit Accessibility in the DVRPC Pennsylvania Region

