



TIP ACTIONS

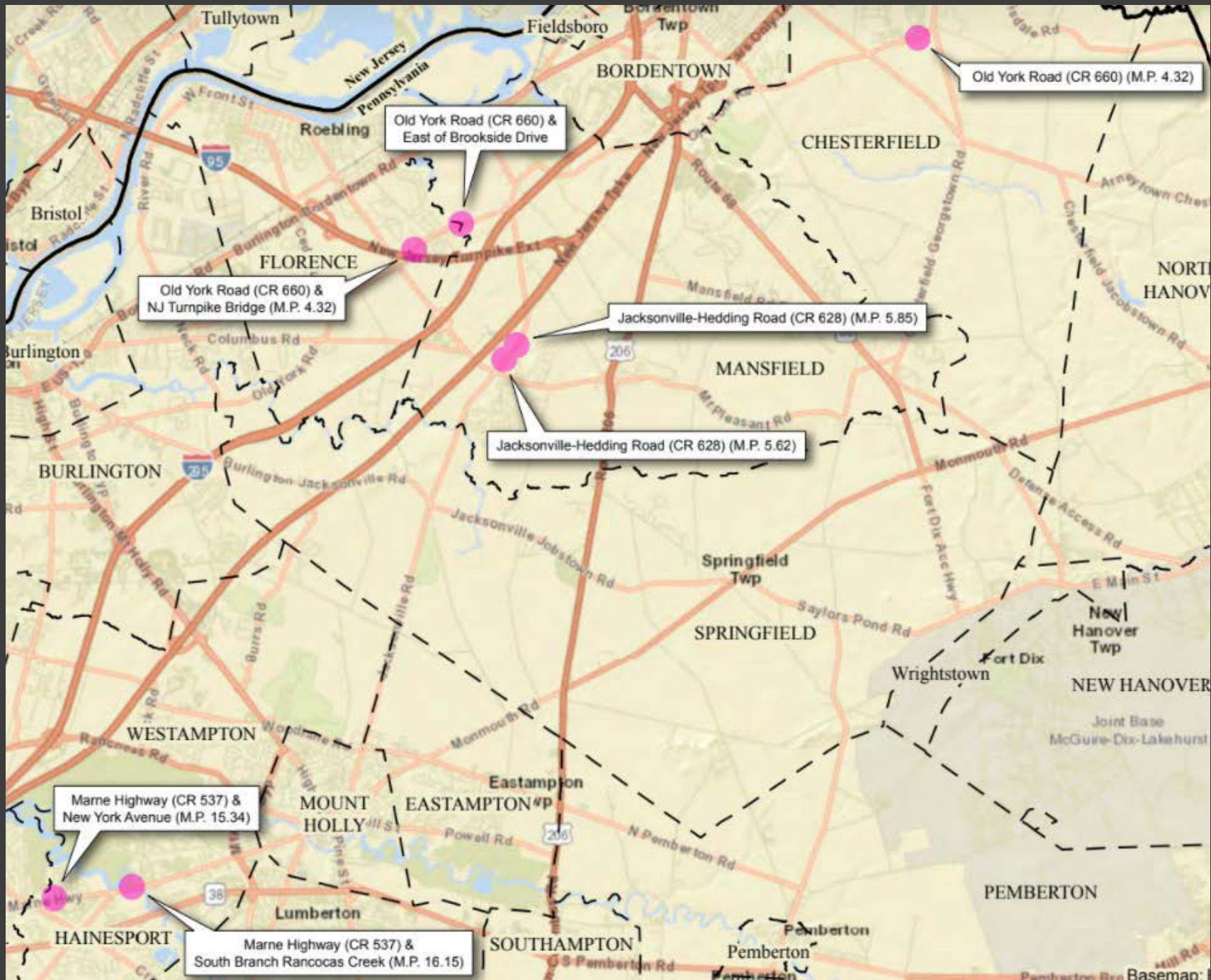
Transportation Improvement Program
New Jersey TIP (FY22-25)

DVRPC Board | January 2022

CR 537, CR 628, and CR 660 Guiderail Installation

Burlington County | Add Project Back into the TIP

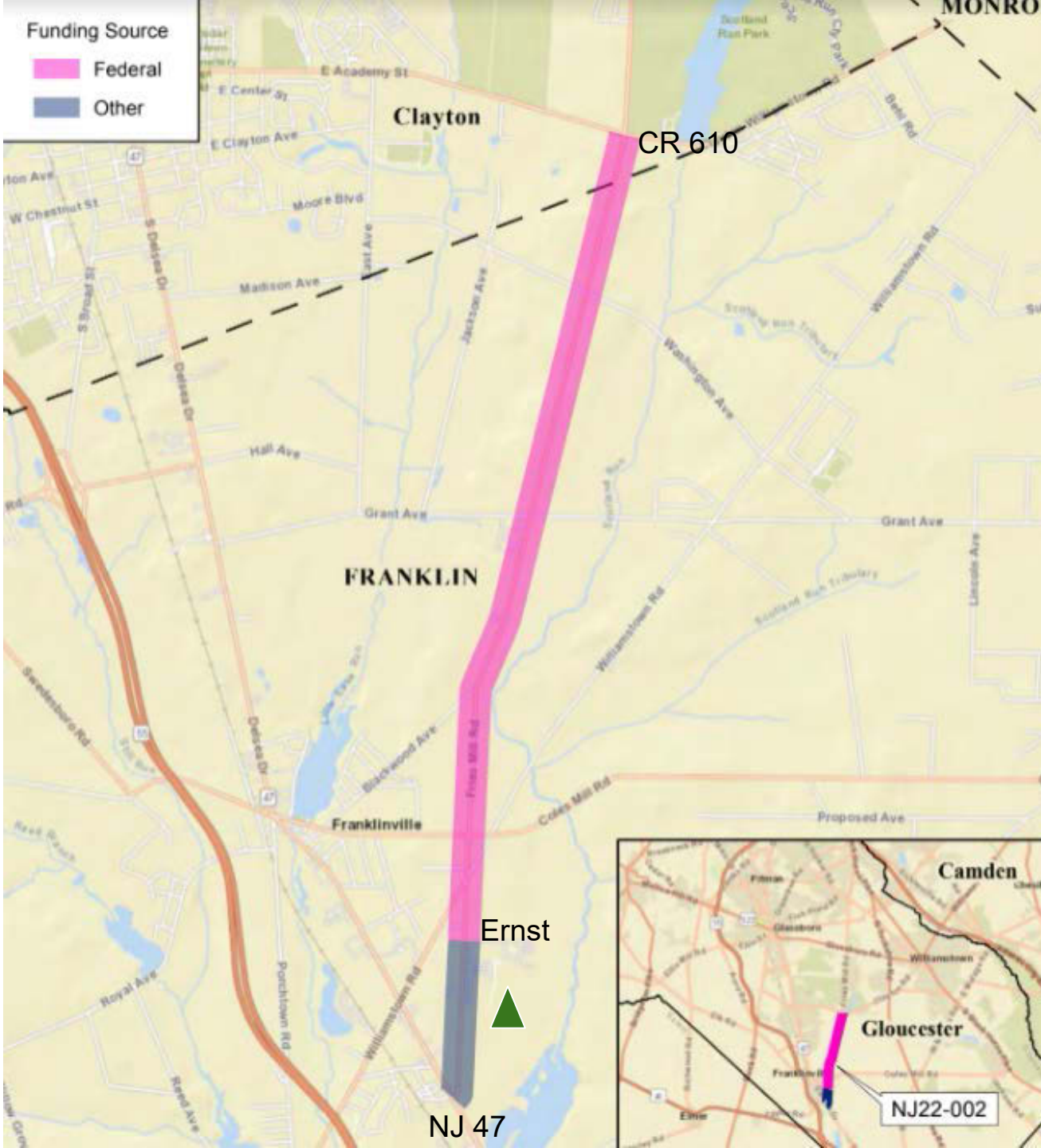
- **TIP Amendment**
- **Action:** Add \$1.7 million STATE-DVRPC funded project back into TIP for FY22 Construction (CON)
- **Reason:** CON was not authorized in previous FY21
- **Background:**
 - *Upgrade of existing guiderail with end treatments and guiderail attachments to county structure at various locations in Hainesport, Mansfield, and Florence Townships.*
 - *Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading.*



CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47

Gloucester County | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add \$3.671 million project back into TIP for FY22 CON (\$2.935 million STBGP-PHILA/\$736,000 Local)
- **Reason:** CON was not authorized in previous FY21
- **Background:**
 - *Segment from Ernst to CR 610 will be federally funded (\$2.83 million).*
 - *Segment from Ernst to NJ 47 that is outside of the Philadelphia, PA--NJ--DE--MD Urbanized Area will be funded with County Aid funds (\$736,000).*
 - *Construction inspection and testing will be federally funded (\$105,000).*



- *Roadway rehabilitation (mill and resurfacing) with drainage improvements*
- *Installation of Roadway Pavement Markers, striping and signing, and a bike lane from CR 610 to Delsea Regional High School ▲*

TIP ACTIONS | Proposed - NJ



Requests Board Approval of TIP Amendments:

- **CR 537, CR 628, and CR 660 Guiderail Installation**
Add \$1.7 million STATE-DVRPC funded project back into TIP for FY22 CON
- **CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47**
Add \$3.671 million project back into TIP for FY22 CON (\$2.935 million STBGP-PHILA/ \$736,000 Local)

County Paratransit Vehicles

NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

- **TIP Modification**
- **Action:** Flex/transfer \$2.396 million (M) CMAQ in FY22 to NJ TRANSIT's Small/Special Services Program (\$1.102 M) and Section 5310 Program (\$1.294 M), accordingly:
 - **Burlington County Bus Purchase (\$230,000 CMAQ)**
 - After decreasing FY22 by \$38,000 from \$268,000 to \$230,000 CMAQ
 - Flex to NJ TRANSIT's Small/Special Services Program for BurLINK
 - **Camden County Bus Purchase (\$872,000 CMAQ)**
 - After decreasing FY22 by \$4,000 from \$876,000 to \$872,000 CMAQ
 - Flex to NJ TRANSIT's Small/Special Services Program for the SJTA
 - **Gloucester County Bus Purchase (\$203,000 CMAQ)**
 - After increasing FY22 by \$24,000 from \$179,000 to \$203,000 CMAQ
 - Flex to NJ TRANSIT's Section 5310 Program for County DTS
 - **Mercer County Bus Purchase (\$1.091 M CMAQ)**
 - After increasing FY22 by \$176,000 from \$915,000 to \$1.091 M CMAQ
 - Flex to NJ TRANSIT's Section 5310 Program for TRADE

County Paratransit Vehicles (21 vehicles total)

NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

- **Burlington County for BurLINK (2 vehicles, \$230,000)**
 - 2 extended cutaway standard floor vehicles that will each include a farebox, PA system, destination sign, and stop request and pull chord/tape
- **Camden County - South Jersey Transportation Authority (SJTA) (6 vehicles, \$872,000)**
 - 3 extended cutaway standard floor
 - 3 medium duty cutaway vehicles
 - All will include additional features: PA system, fare box, destination sign, and stop request and pull chord/tape
- **Gloucester County Division of Transportation Services (DTS) (2 vehicles, \$203,000)**
 - 2 standard cutaway vehicles
- **Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) (11 vehicles, \$1.091 M)**
 - 3 small eight-seat cutaways
 - 5 standard cutaways
 - 3 extended cutaway standard floor vehicles
- **Flex amounts include 10% NJ TRANSIT administration cost for this biennial program**

Small Cutaway



Extended Cutaway Standard Floor



Medium Transit Style



Standard Cutaway



Extended Cutaway Low Floor



TIP ACTION | Proposed - NJ






Requests Board Approval of TIP Modification:

- **Flex/transfer \$2.396 M CMAQ in FY22 from County Bus Purchase line items to NJ TRANSIT's Small/Special Services Program (\$1.102 M) and Section 5310 Program (\$1.294 M), accordingly:**
 - ***Burlington County Bus Purchase (\$230,000 CMAQ)***
 - *After decreasing FY22 by \$38,000 from \$268,000 to \$230,000 CMAQ*
 - *Flex to NJ TRANSIT's Small/Special Services Program for BurLINK*
 - ***Camden County Bus Purchase (\$872,000 CMAQ)***
 - *After decreasing FY22 by \$4,000 from \$876,000 to \$872,000 CMAQ*
 - *Flex to NJ TRANSIT's Small/Special Services Program for the SJTA*
 - ***Gloucester County Bus Purchase (\$203,000 CMAQ)***
 - *After increasing FY22 by \$24,000 from \$179,000 to \$203,000 CMAQ*
 - *Flex to NJ TRANSIT's Section 5310 Program for County DTS*
 - ***Mercer County Bus Purchase (\$1.091 M CMAQ)***
 - *After increasing FY22 by \$176,000 from \$915,000 to \$1.091 M CMAQ*
 - *Flex to NJ TRANSIT's Section 5310 Program for TRADE*





Thank
You!

Connect With Us!     

www.dvrpc.org/TIP



January 27, 2022 | Board Meeting

Transportation Alternatives Set-Aside Program (TASA)



*DVRPC Office of Project Implementation
PENNDOT Project & Program Management*

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

What is TASA?

- Fast Act (+ current legislation)
- Money has been set aside for Large MPOs
 - DVRPC Region – approximately \$8 Million
- Statewide - \$18+ Million
- Competitive Program

Eligible TA Projects



Bicycle & Pedestrian Facilities



Bicycle and Pedestrian Education / Encouragement



Conversion of Abandoned Railway Corridors to Trails



Construction of Turnouts, Overlooks, and Viewing Areas



Outdoor Advertising Management

Eligible TA Projects



Historic Preservation & Rehab of Transportation



Facilities



Vegetation Management



Stormwater Management



Wildlife Mortality Mitigation

Selection Process

- Establish Selection Committee
 - Five PA Counties, PennDOT, SEPTA, PPTF, DVRPC, DCED, & DCNR
- Develop Selection Criteria
 - Project Readiness and Quality of Project – 4 criteria for each
 - Environmental Justice Score (EJ)
- Weight Criteria using Decision Lens Software
- Open Application Period (June 28 – October 15)
 - Published Program Guidance
 - Held Individual Project Meetings
 - Maintained Program Website
 - (www.dvrpc.org/TAP/PA/)

Regionally Selected Projects

2021 TASA Projects Selected for Regional Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks County Planning	Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center	\$650,000
Delaware	City of Chester	Highland Avenue Complete Streets	\$1,135,000
Montgomery	Lower Salford Township	Main St. East to Ruth Road Sidewalk Connections	\$985,000
Philadelphia	City of Philadelphia - OTIS/Streets	Franklin Square Pedestrian Access P2	\$850,000
Montgomery	Borough of Lansdale	Liberty Bell Trail - Phase 3	\$600,000
Philadelphia	City of Philadelphia - OTIS/Streets	Overbrook Educational Center Slow Zone	\$985,000
Chester	New Garden Township	Toughkenamon Streetscape Improvements	\$965,000
Chester	East Whiteland Township	Moore's Road Sidewalk	\$500,000
Bucks	Northampton Township	Route 332 & Tyler Park Connection	\$825,000
Delaware	Delaware County Planning	Smedley Connector Trail - Phase 1	\$450,000
Total:			\$7,945,000

Statewide Recommendations

2021 TASA Projects Recommended for Statewide Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks County Planning	Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center	\$850,000
Montgomery	Borough of Lansdale	Liberty Bell Trail - Phase 3	\$373,000
Chester	Penn Township	Jennersville Sidewalk Connections	\$845,000
Montgomery	Hatfield Township	Liberty Bell Trail	\$909,000
Delaware	Chadds Ford Township	Walkable Chadds Ford 2021	\$1,000,000
Bucks	Doylestown Township	Shady Retreat Trail	\$1,395,000
Philadelphia	City of Philadelphia - OTIS/Streets	Pennypack Trail Connector: State Road and Rhawn Street	\$997,000
Philadelphia	City of Philadelphia - OTIS/Streets	Chestnut St Pedestrian Islands	\$992,000
Philadelphia	City of Philadelphia - OTIS/Streets	Safe Routes Philly: Middle School	\$450,000

Regional Extension	\$1,223,000
Highly Recommend	\$6,588,000

Statewide Recommendations

2021 TASA Projects Recommended for Statewide Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks TMA	TMA Bucks K-8 Safety	\$61,000
Delaware	Yeadon Borough	West Cobbs Creek Parkway Infrastructure Improvements	\$955,000
Montgomery	North Wales Borough	Center Street Pedestrian Connection and Gateway Sidewalk Project	\$770,000
Montgomery	GVF	My School in Motion	\$200,000
Philadelphia	City of Philadelphia - OTIS/Streets	South Broad Street Sidepath	\$534,000
Philadelphia	City of Philadelphia - OTIS/Streets	Logan Square Sidewalk Modernization at Swann Memorial Fountain	\$1,000,000

Regional Extension	\$1,223,000
Highly Recommend	\$6,588,000
Recommend	\$3,520,000
Statewide Recommended Total	\$11,331,000

Action Proposed

- That the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY21 PA TIP (TIP Action PA21-65) for \$7,945,000 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time).
- That the Board approve the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.
- Note that the TASA Line Item - MPMS #64984 will be updated to reflect the Bipartisan Infrastructure Law TASA funding allocation to the region once official financial guidance tables are released from FHWA and PennDOT.



Regional Safety Targets

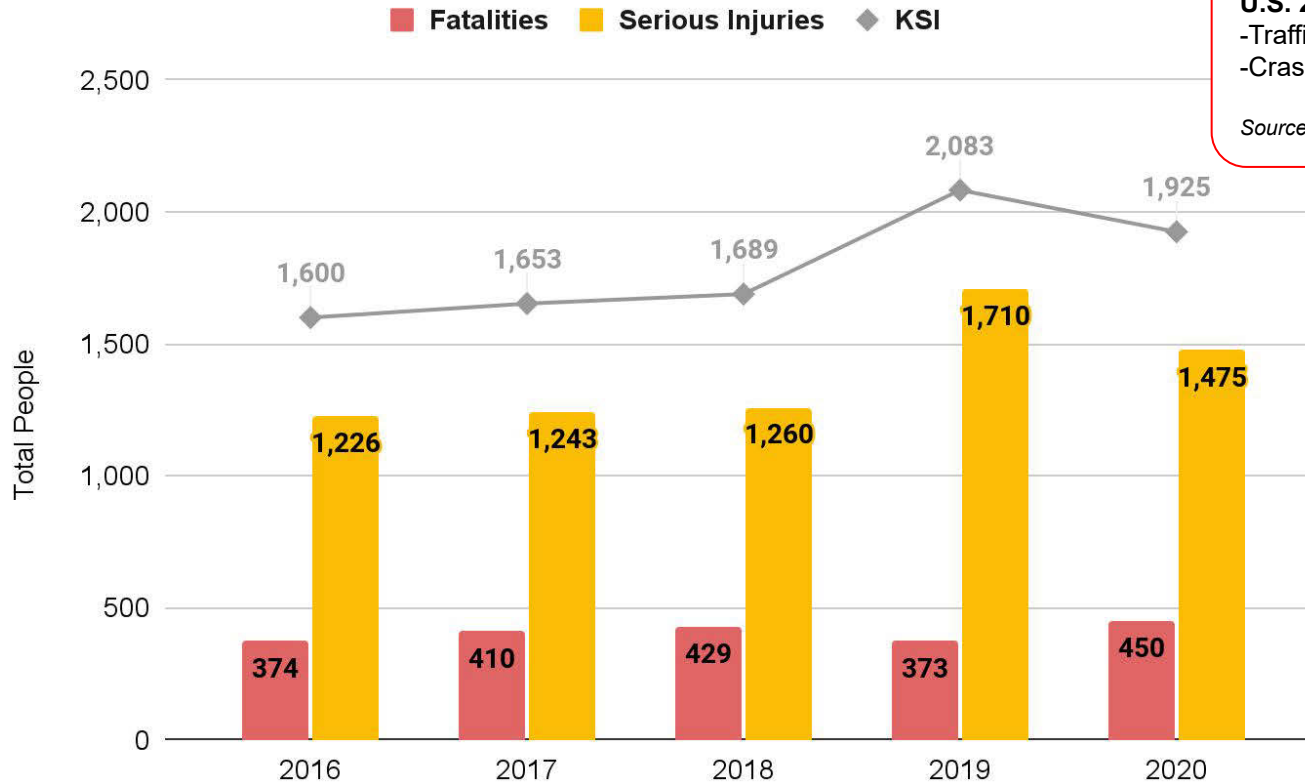
DVRPC Board

January 27, 2022 | 10 AM | Virtual via Zoom



Connect With Us!     

Total KSI - Regional Trend (by person), 2016-2020

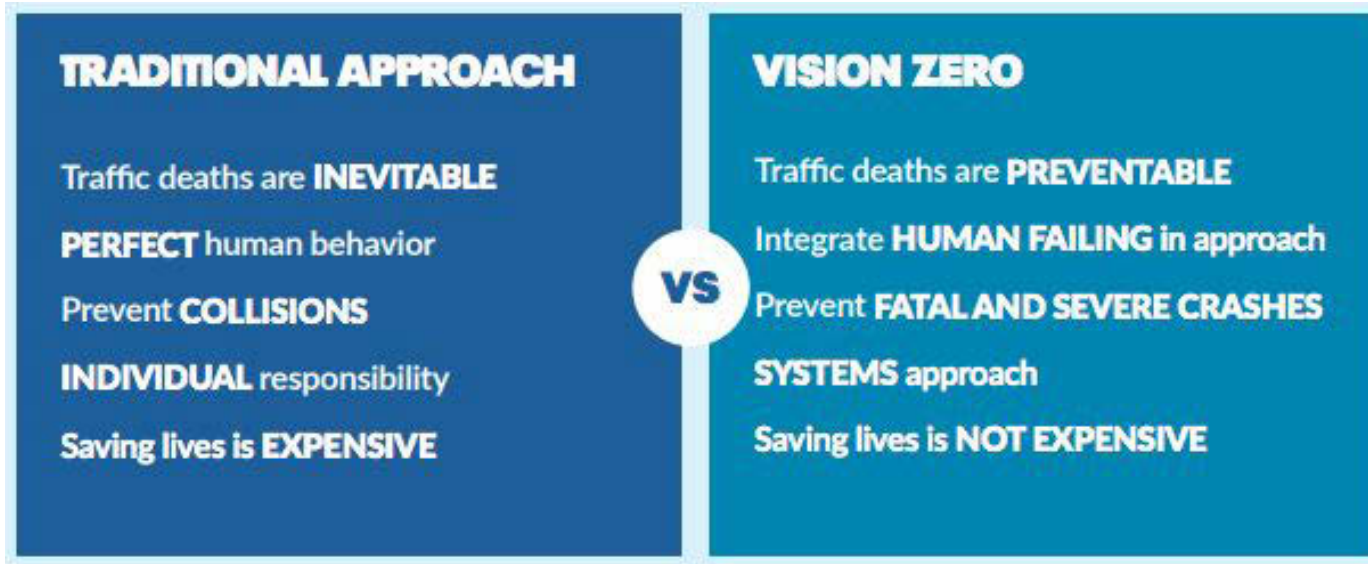


U.S. 2020:

- Traffic volumes down 13%
- Crash fatalities up 7.2%

Source: NHTSA

Regional Vision Zero - A New Approach



“Vision Zero switches safety from being solely the responsibility of roadway users to a shared responsibility between system designers and people on the road.”

Regional Safety Focus



Regional Vision Zero 2050:

Incorporated into Connections 2050 LRP
2050 - reasonable horizon for planning

- Allows time for changes to take effect

Provides broader context for:

- prioritizing safety in our work and investments
- pursuing regional safety targets in the TPM process



Transportation Performance Management

Focusing on Performance for Safe, Reliable Journeys

TPM is a strategic approach using system data to make investment and policy decisions to achieve national performance goals

- Requirement: DOTs & MPOs establish historical data baselines, and set performance targets (goals)
- MPO option: support state safety targets or set regional safety targets

FHWA 5 Safety Performance Measures

The Safety PM Final Rule requires that State DOTs and metropolitan planning organizations (MPOs) establish targets for five safety performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries – people killed or severely injured while walking or biking

Metric: 5-year rolling average of each crash data point

MPOs that have established regional targets



Interview Takeaways

1. Linear vs. Non-linear

- Linear is easy to explain, non-linear trend is most realistic, easier to “sell”
- Goal is priority-setting, not crash prediction

2. Shoot Long, Sight Short

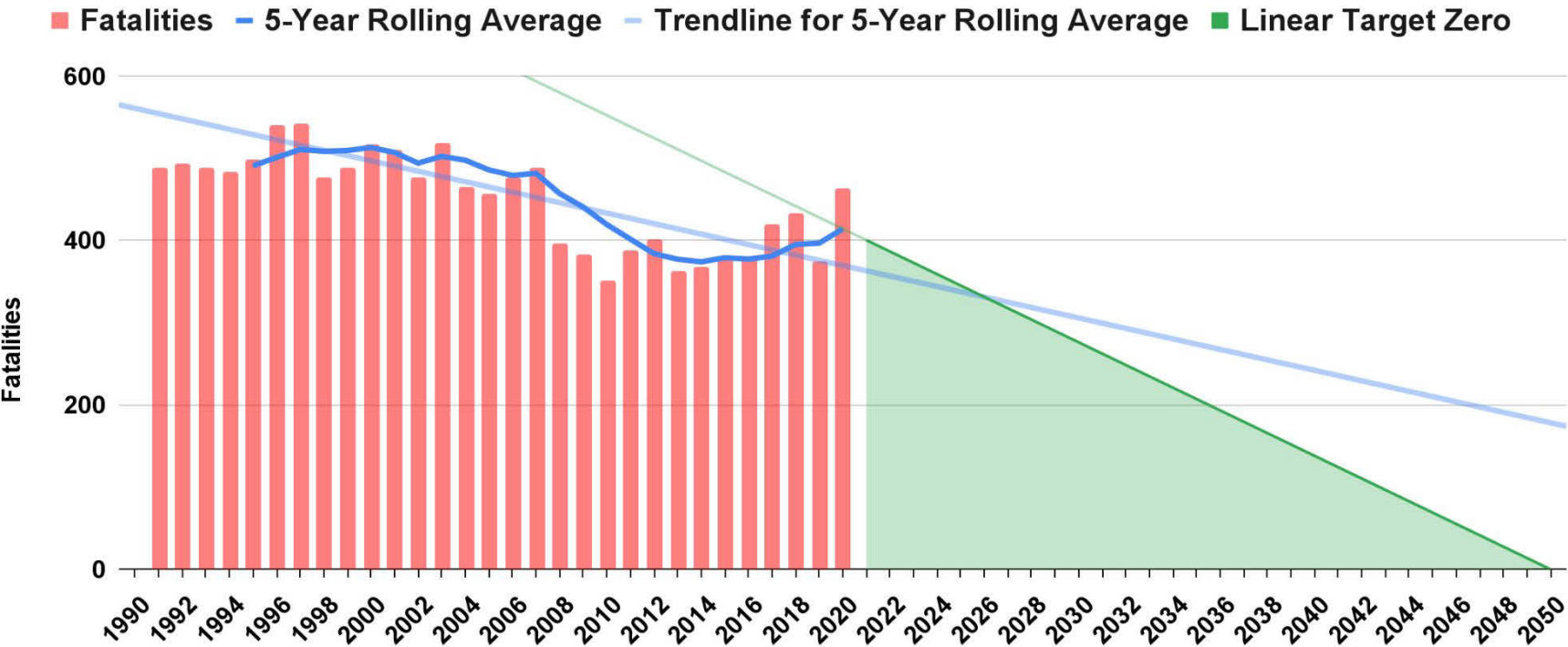
- Benefits of looking at long-term trend (both past and future)
- Consider near-term targets and interim goals

3. Collaboration

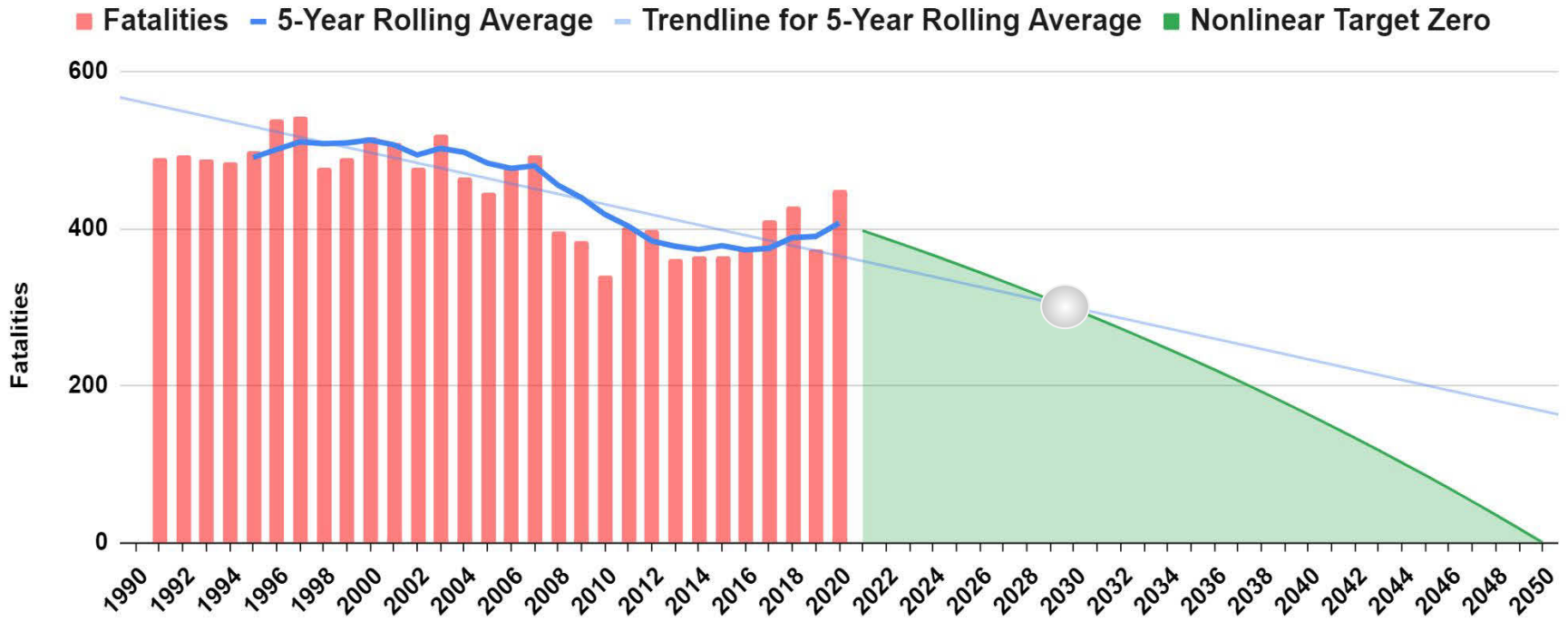
- Transparent process needed for stakeholder buy-in
- Targets not achievable following business-as-usual approach

State & FHWA partners stressed next steps that prioritize safety!

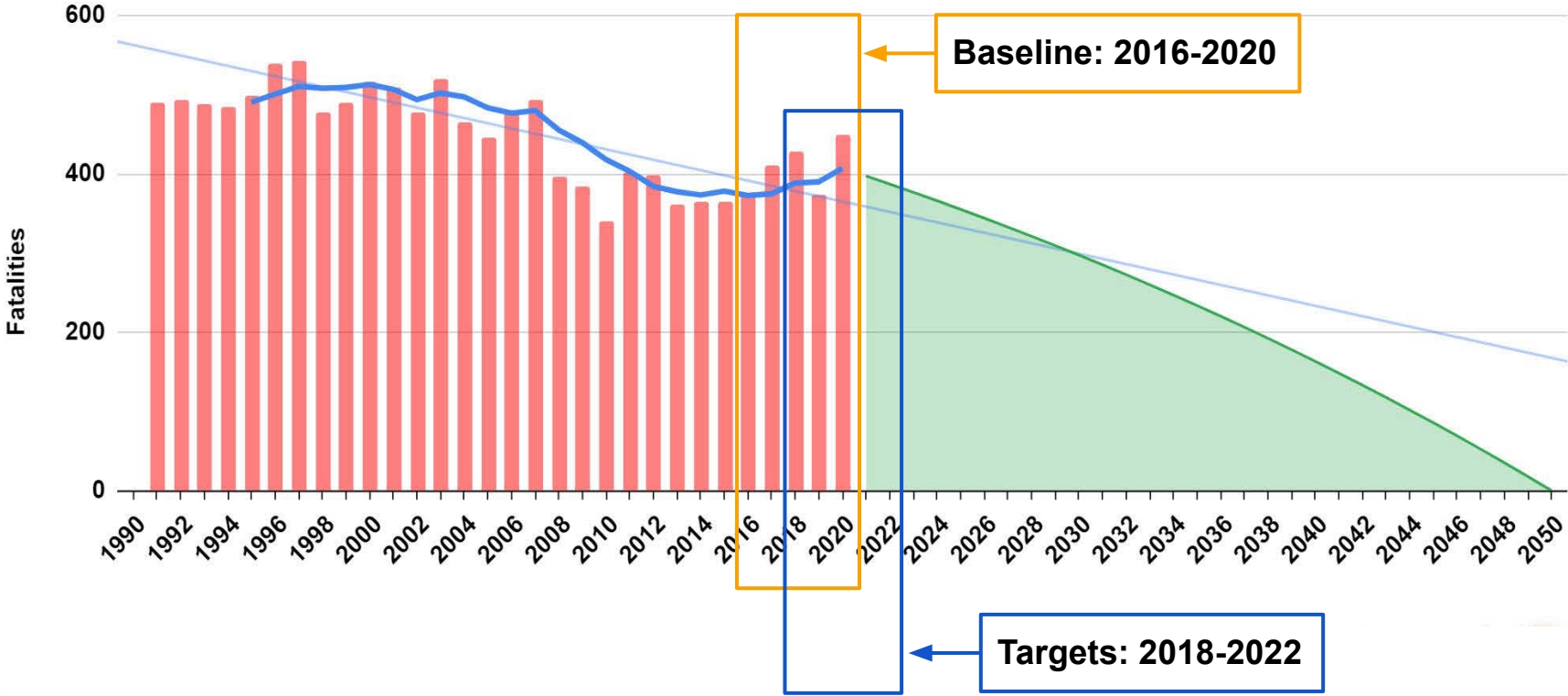
Linear Targets - Regional Vision Zero 2050



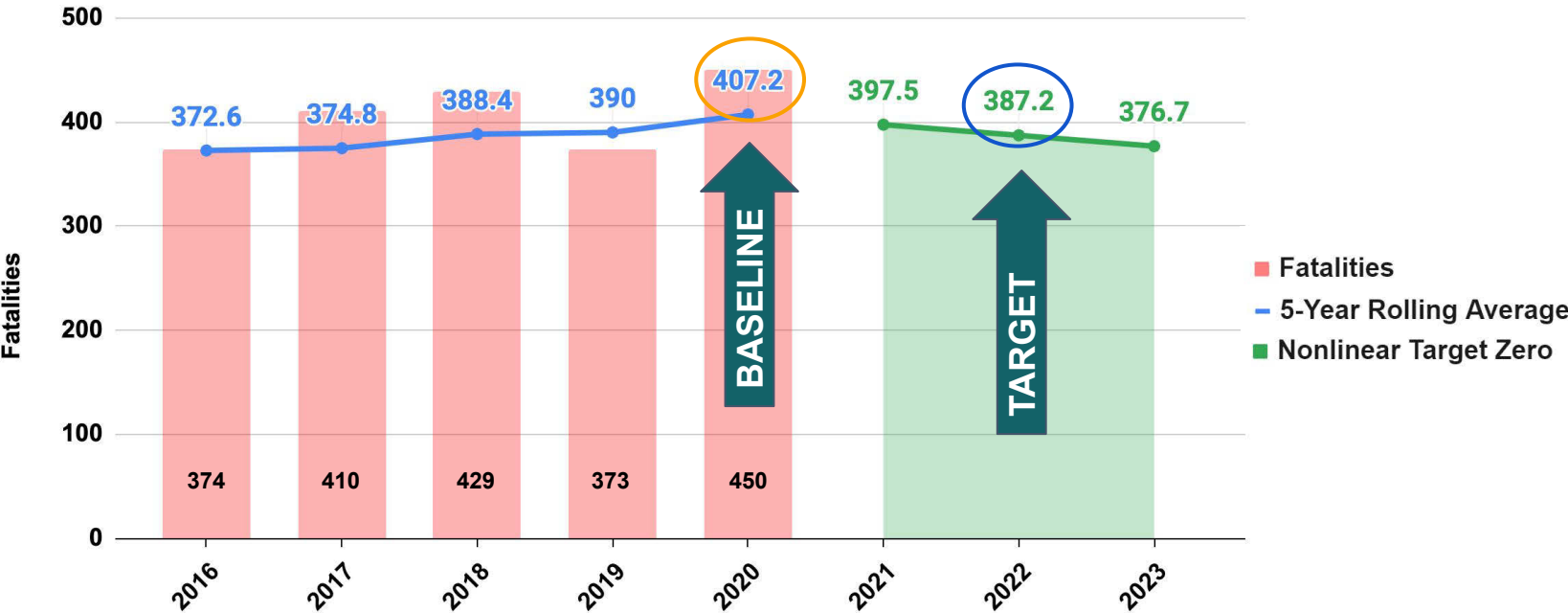
Non-linear Targets - Regional Vision Zero 2050



Baseline & Targets Data - Regional Vision Zero 2050 context



Baseline & Targets Data Points



Regional Safety Targets: Non-linear

Performance Measure	Baseline (2016-2020)	Target (2018-2022)
Fatalities	407.2	387.2
Rate of Fatalities Per 100 Mil VMT	1.050	0.940
Suspected Serious Injuries	1382.8	1302.8
Rate of Suspected Serious Injuries Per 100 Mil VMT	3.557	3.162
Non-Motorized Fatalities and Serious Injuries	378.0	359.7

**Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*

Regional Safety Targets: Updated & Original Values

Performance Measure	Updated 1-18-22		Presented to RTC 1-11-22	
	Baseline (2016-2020)	Target (2018-2022)	Baseline (2016-2020)	Target (2018-2022)
Fatalities	407.2	387.2	414	394
Rate of Fatalities Per 100 Mil VMT	1.05	0.94	1.068	0.956
Suspected Serious Injuries	1382.8	1302.8	1400.4	1319.4
Rate of Suspected Serious Injuries Per 100 Mil VMT	3.557	3.162	3.617	3.202
Non-Motorized Fatalities and Serious Injuries	378	359.7	388.2	369.4

**Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*

Assessment of Significant Progress

States:

FHWA directly assess state progress toward meeting targets:

- *4 of 5 measures perform better than baseline, or achieved targets*

Failure to show significant progress:

- *Implementation Plan, minimum funding requirements*

MPOs:

FHWA *does not* directly assess MPO progress toward meeting targets

- Transportation Management Area certification review
- Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program

Achieving Targets/Improving Safety



Best practices/partner initiatives to model:

- **Policy**
- **Tools**
- **Safety Culture**

Identify next steps and step milestones

IJA: Safe Streets and Roads for All (\$5B/5yrs)

- **Priorities:** safety planning, Vision Zero



Public Health
& Safety



Green Streets



Economy



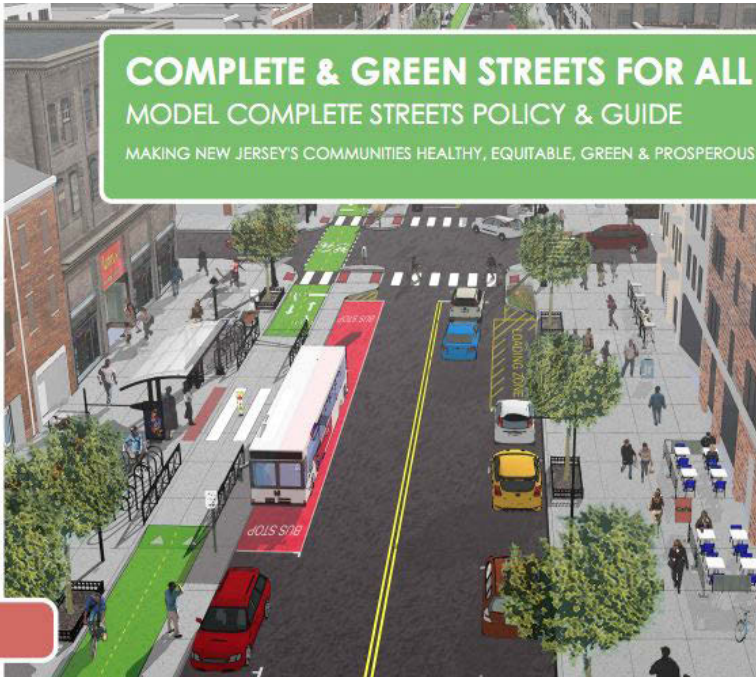
Equity

JULY 2019
(Updated January 2020)

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

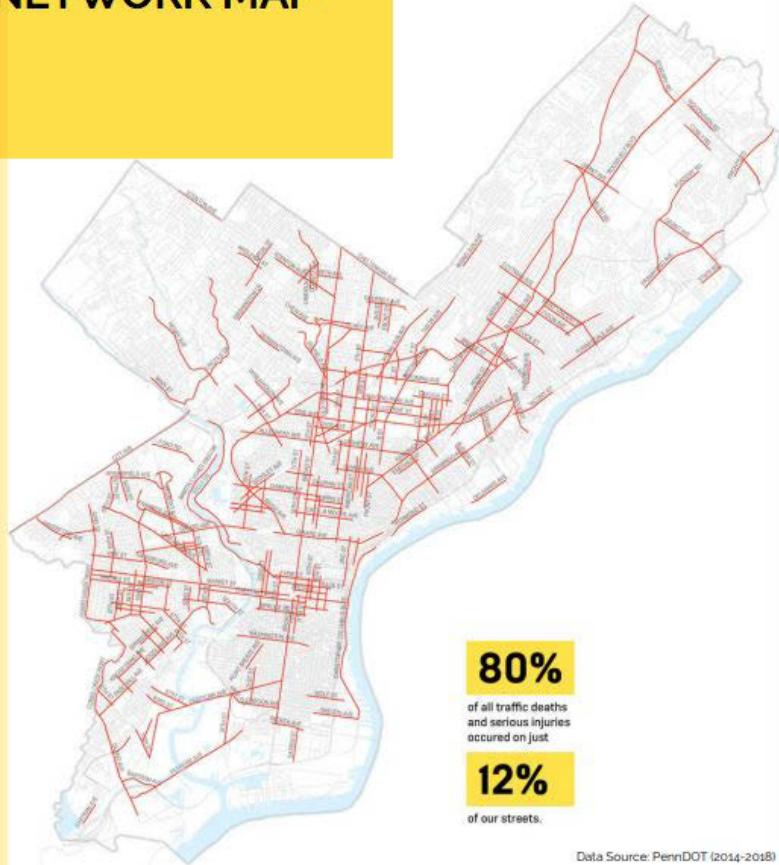
MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS



Policy: Complete Streets

Complete Streets are designed and operated with the safety, mobility, and accessibility needs of users of all ages and abilities in mind.

HIGH INJURY NETWORK MAP



80%

of all traffic deaths and serious injuries occurred on just

12%

of our streets.

Data Source: PennDOT (2014-2018)

Tools: High Injury Network

Philadelphia Vision Zero Action Plan HIN:

- Accounts for 80% of all traffic deaths and serious injuries occurred on 12% of Philadelphia streets

Questions?

Action Proposed

That the DVRPC Board adopt the regional safety targets and agree to plan and program projects that contribute toward meeting or exceeding the targets.

Performance Measure	Baseline (2016-2020)	Target (2018-2022)
Fatalities	407.2	387.2
Rate of Fatalities Per 100 Mil VMT	1.050	0.940
Suspected Serious Injuries	1382.8	1302.8
Rate of Suspected Serious Injuries Per 100 Mil VMT	3.557	3.162
Non-Motorized Fatalities and Serious Injuries	378.0	359.7

**Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*

A woman with blonde hair, wearing a light blue t-shirt and blue jeans, is walking across a crosswalk. She has a brown shoulder bag. In the background, a white sedan is parked on the street. The scene is outdoors with trees and a grassy area.

Thank you



Connect With Us!     

→ **Regional Trails
Program:
Additional Phase 8
Grant Awards**

*DVRPC Board
January 27, 2022*



Regional Trails Program

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

Additional Phase 8 Grant Awards

The following actions on multi-use trail projects are recommended :

- Add \$11,725 to the current award for design of the D&R Connector - Wellness Loop to Union Street
- Grant \$59,356 for an engineering assessment and feasibility study of a trail on the Philadelphia and Reading Railroad Mule Bridge

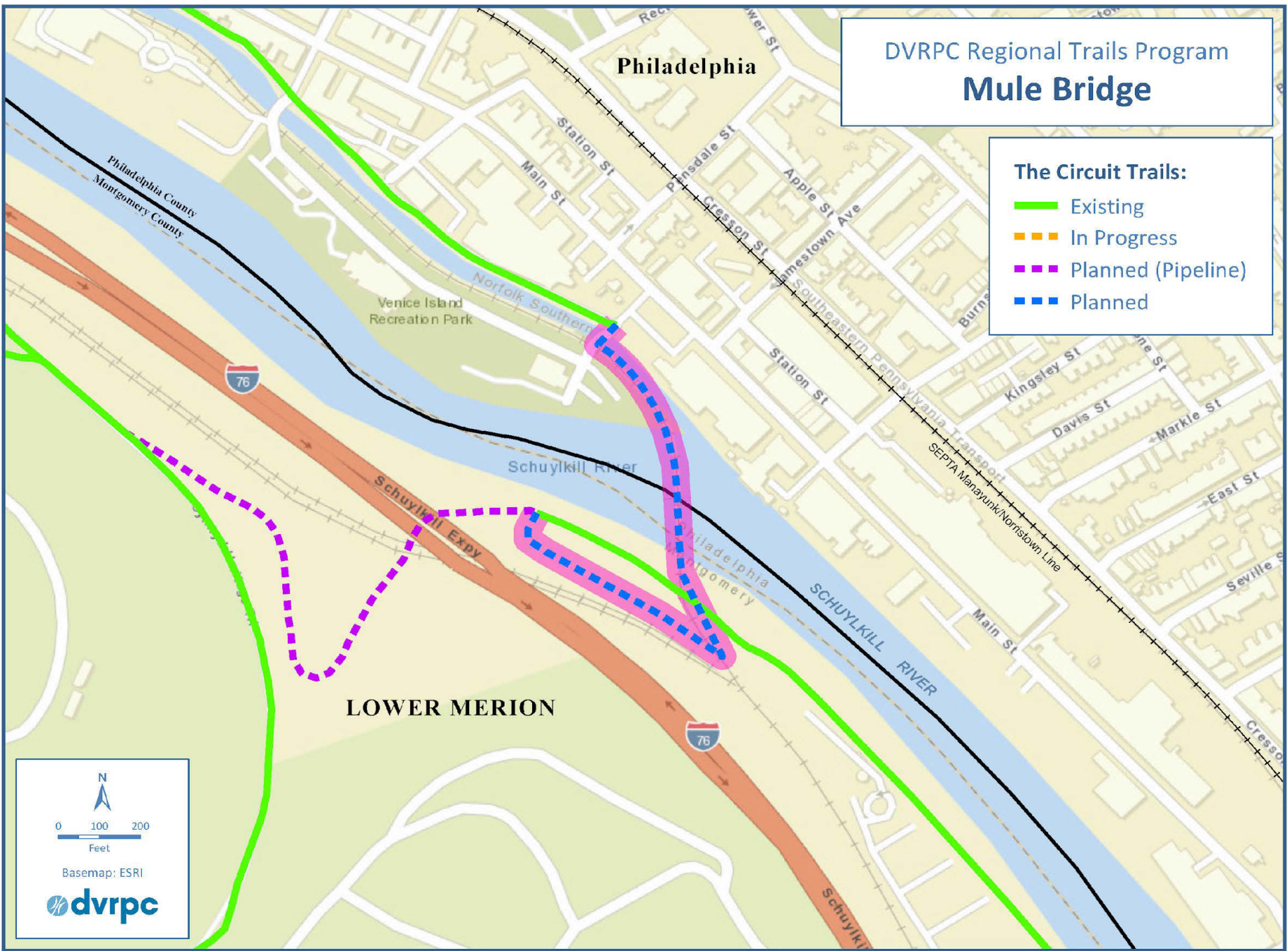
DVRPC Regional Trails Program
**D&R Greenway Connector,
Wellness Loop to Union Street/Cooper Field (Circuit)**



DVRPC Regional Trails Program

Mule Bridge

- The Circuit Trails:**
- Existing
 - In Progress
 - Planned (Pipeline)
 - Planned





N

0 100 200
Feet

Basemap: ESRI

Action Proposed

That the Board approve these two Regional Trails Program awards for \$71,081.



**DVRPC FY 2023
Unified Planning Work Program
and TIP Actions**

Request for Board Adoption

DVRPC Board | January 27, 2022

Patty Elkis | Deputy Executive Director



DVRPC FY23 UPWP Development - Timeline



DVRPC FY23 UPWP Development - Timeline



Compliance and Coordination

Acknowledges IIJA



New Planning Emphasis Areas



**Tackling the
Climate Crisis
- Transition to
a Clean
Energy,
Resilient
Future**

**Equity and
Justice⁴⁰ in
Transportation
Planning**



**Complete
Streets**


**Public
Involvement**

New Planning Emphasis Areas



**Strategic
Highway
Network/U.S.
Dept of
Defense
Coordination**

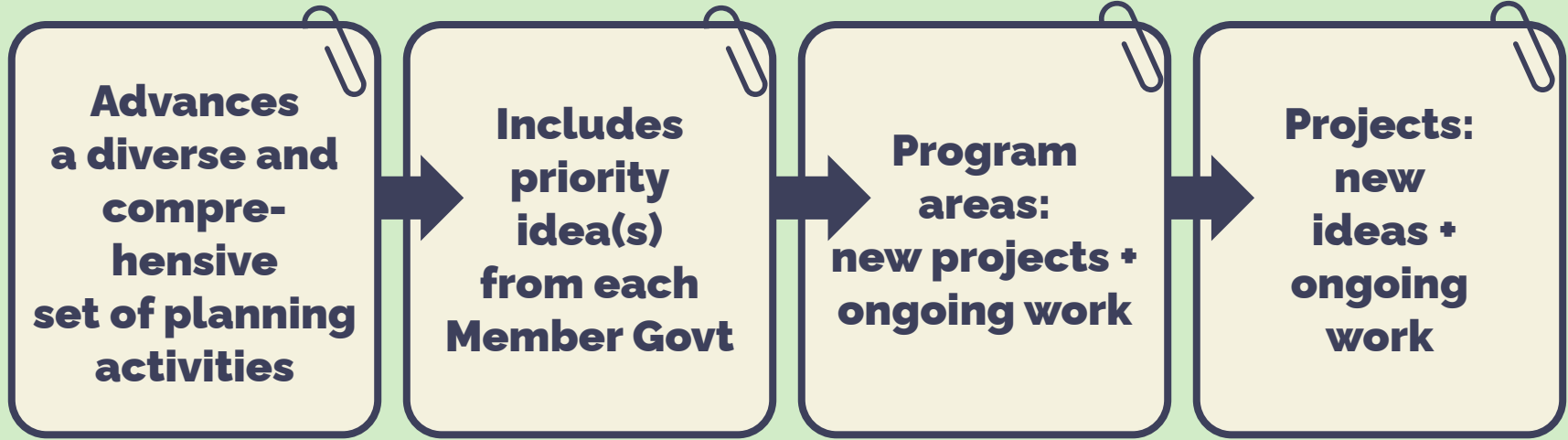
**Federal Land
Management
Agency
Coordination**



**Planning and
Environmental
Linkages**

**Data in
Transportation
Planning**

UPWP Content



Funding Sources



**Core Formula
Federal Funds from
FAST Act -IIJA once
appropriated**

PA State Funds



**Member Gov't
Contributions**

**TIP
(concurrent
approval at Jan
RTC/Board
Meetings)**



**Public Sector and
Foundation Grants**

**Competitive
Programs
(selections in
spring)**



FY23 Operating Budget


\$22,090,950

FY22 Operating Budget


\$22,103,460



**TCDI,
TOP,
TDM, LCD**



**FY23 Pass-
through to
Member Gov'ts
=\$12,028,400
double from FY22**



**FY22 Pass-
through grants
=\$6,392,000**

Sampling of New PA Projects



**Vine Street
Cap**

**Connectivity
Options for
Rt 202**



**Lower Bucks
Freight Access
Plan**

**Delaware
County Air
Pollution Study**



**Future of
Freight
Deliveries
Scenarios**

**SEPTA Rt 34
End of Line
Screening**

Sampling of New NJ Projects




**Burlington/
Florence
Connector Road
Study**

**Mercer Mobility
Element of
Master Plan**



**Trenton Bike
Plan**

**Camden County
Guide Rail
Management
System**



**Safe Routes to
NJT - Bike/Ped
Enhancements**

**Glouco Signal
Timing
Initiative**

Key Parts of Document

**Table 2:
Project
Funding by
Source**

**Chapter 2:
Program Area and
Project
Descriptions**

**Chapters 3, 4, 5:
Pass-through
Programs for SRHPP,
TSP, + other Member
Gov't Projects**

Public Comment Period

**12/8/21
through
1/10/22**

**DVRPC Board Authorized Opening
FY23 UPWP for 30 day Public
Comment Period.**

**Comments received from PA and
NJ DOTs, and FHWA Divisions of
PA and NJ. No comments
received from the public.**

1/27/22

Partner Comments/Responses

**NJ DOT/
FHWA NJ
Division**

Final budget clarifications and miscellaneous minor items will be addressed in response letters plus UPWP document

Final budget clarifications and minor program description items will be address in response letters plus UPWP document

**PennDOT
/FHWA
PA Div**

Known Changes to Draft Document

**PA and
NJ
SRHPPs**

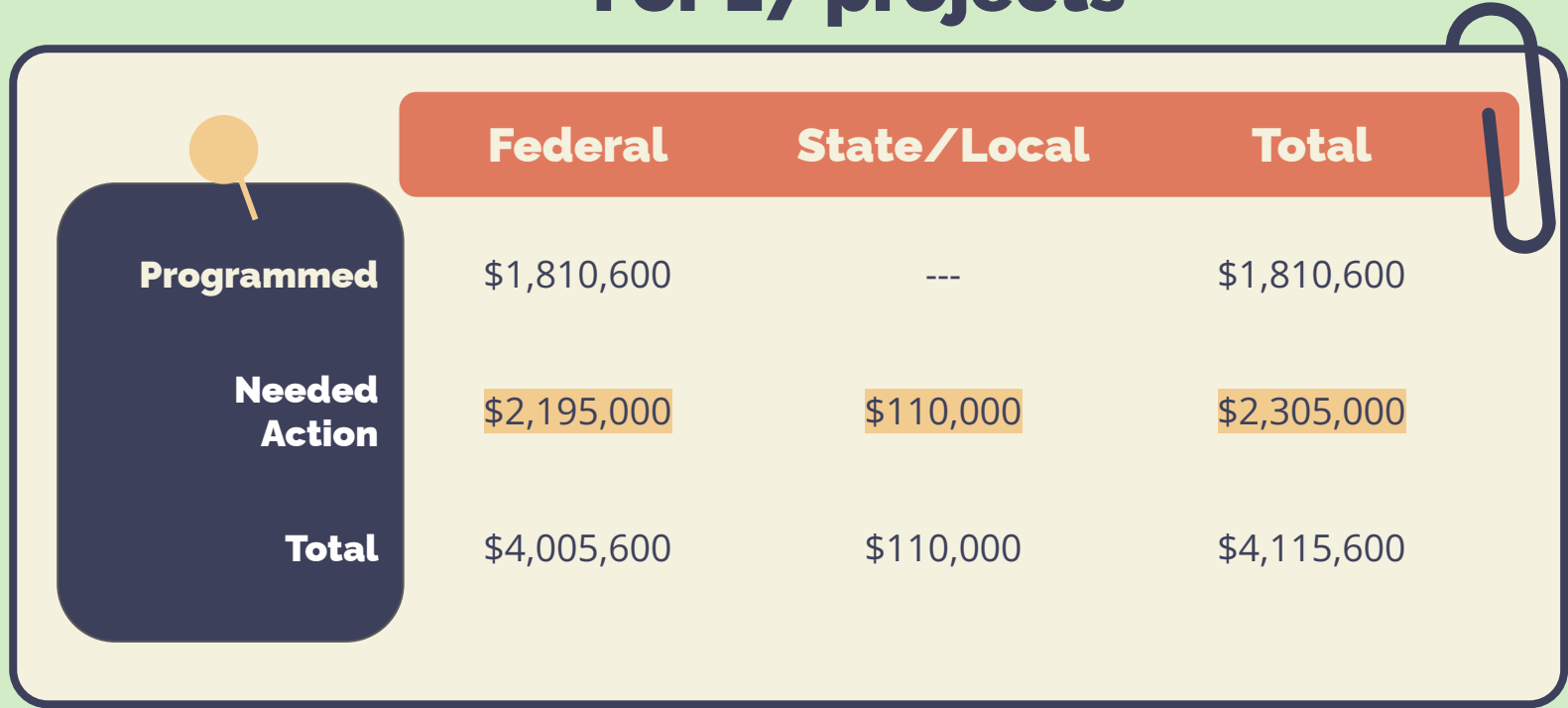
No longer require in-kind matches, but will be covered by toll credit => streamline administrative processes for all

Tables, corresponding program descriptions, and other references will be updated in the final FY23 UPWP

+ Other small budget updates

FY22 NJ TIP Actions for FY23 UPWP

- For 17 projects -



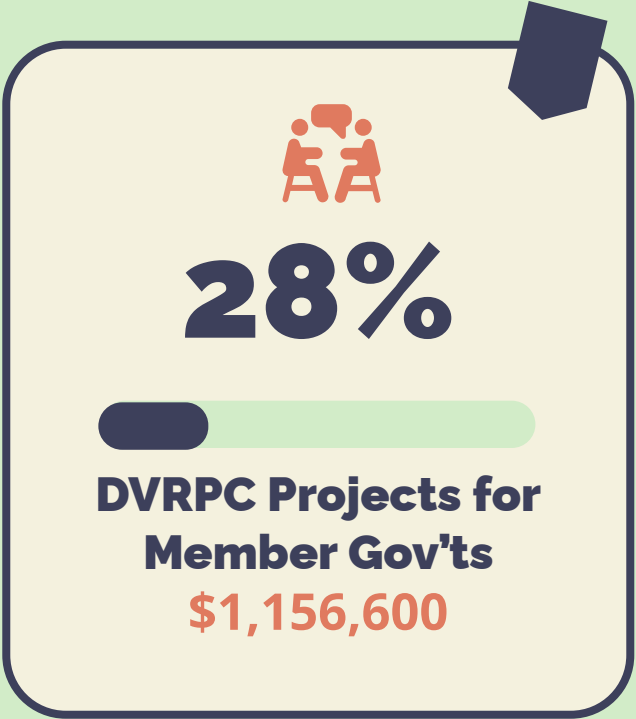
	Federal	State/Local	Total
Programmed	\$1,810,600	---	\$1,810,600
Needed Action	\$2,195,000	\$110,000	\$2,305,000
Total	\$4,005,600	\$110,000	\$4,115,600

FY21 PA TIP Actions for FY23 UPWP

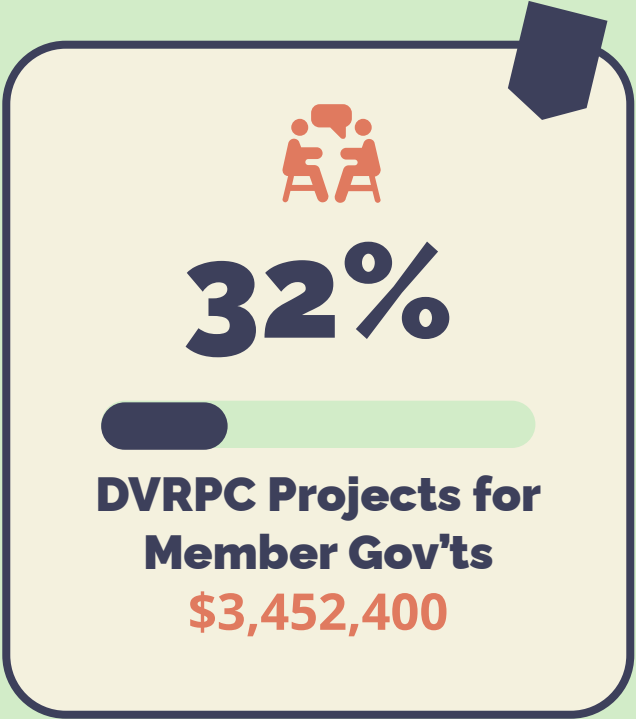
- For 22 projects -

	Federal	State/Local	Total
Programmed	\$6,082,400	\$499,000/\$754,000	\$7,335,400
Needed Action	\$3,408,520	(\$49,400)/\$169,780	\$3,528,900
Total	\$9,490,920	\$1,373,380	\$10,864,300

NJ TIP Funded FY23 UPWP Total Costs



PA TIP Funded FY23 UPWP Total Costs





100%!

**Total FY23 Work Program that
Supports Members and the Region**



Action Proposed

That the Board adopt the FY23 UPWP, pending the resolution of any outstanding issues; adopt resolution B-FY22-004; and approve the actions to amend or modify the FY2022 TIP for NJ and FY2021 TIP for PA as required.



Questions?



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