



TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2018-2021)

Pennsylvania TIP (FY2019-2022)

April 2019



Bus Acquisition Program

NJ TRANSIT

Federalize



- ▶ **TIP Amendment**

- ▶ **ACTION:** Federalize line item by increasing FY19 ERC with \$1,636,000 prior year unobligated Section 5339 federal funds (FY16: \$363,000/FY17: \$1,273,000)

- ▶ **BACKGROUND:**
 - Buy eight (8) 40' electric transit buses for 8 routes in DVRPC NJ region
 - Obligate the prior year Section 5339 funds this FY19 by showing it in FY19 of the TIP (per FTA)

- ▶ **FY19 ERC increases from \$26.364 Million to \$28 Million.**

TIP Action | Proposed – NJ



Recommend Board approval to amend the TIP:

Federalize NJ TRANSIT's Bus Acquisition Program by increasing the FY19 ERC phase with \$1,636,000 prior year unobligated Section 5339 from \$26,364,000 State to \$28,000,000.

Citywide Resurfacing 105 & 106

City of Philadelphia

Cost Increase, Cost Decrease, Scope Change



advrpe

▶ TIP Amendment

▶ ACTION:

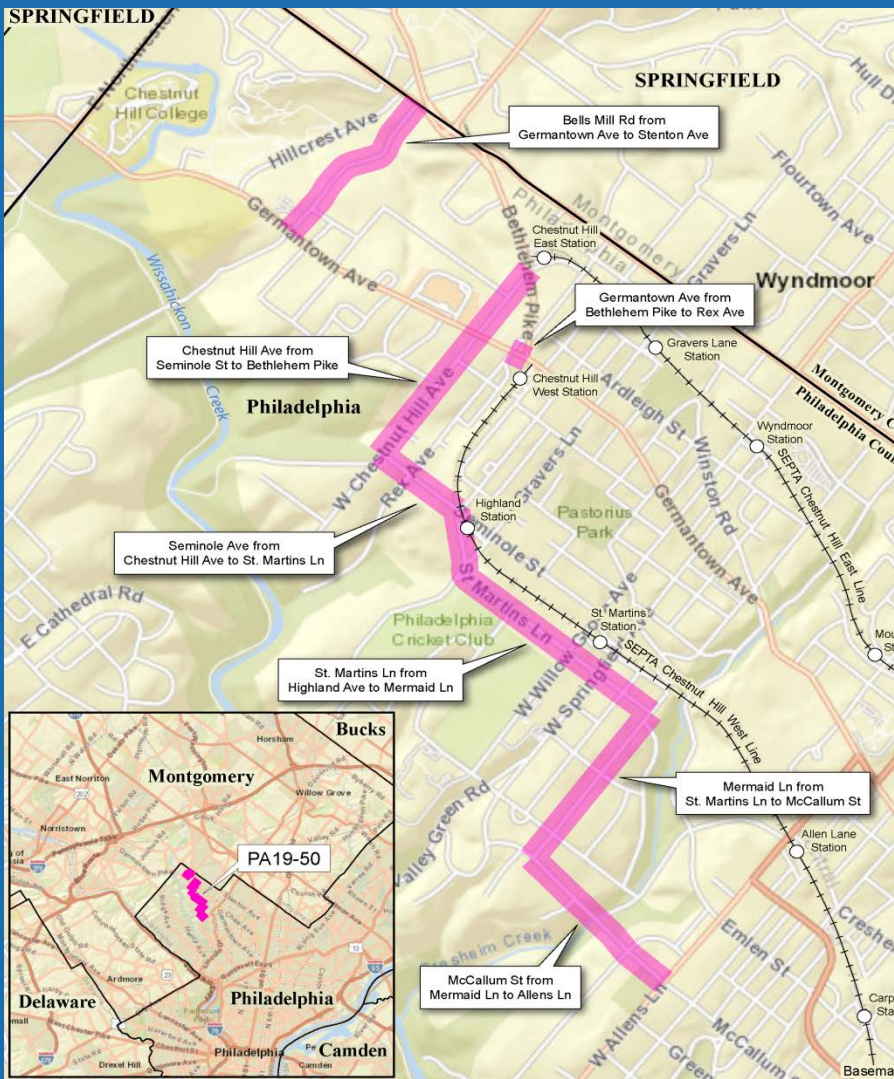
– Citywide Resurfacing 105

- **Decrease CON by a total of \$7,621,000 from \$16,710,000 to \$9,089,000**

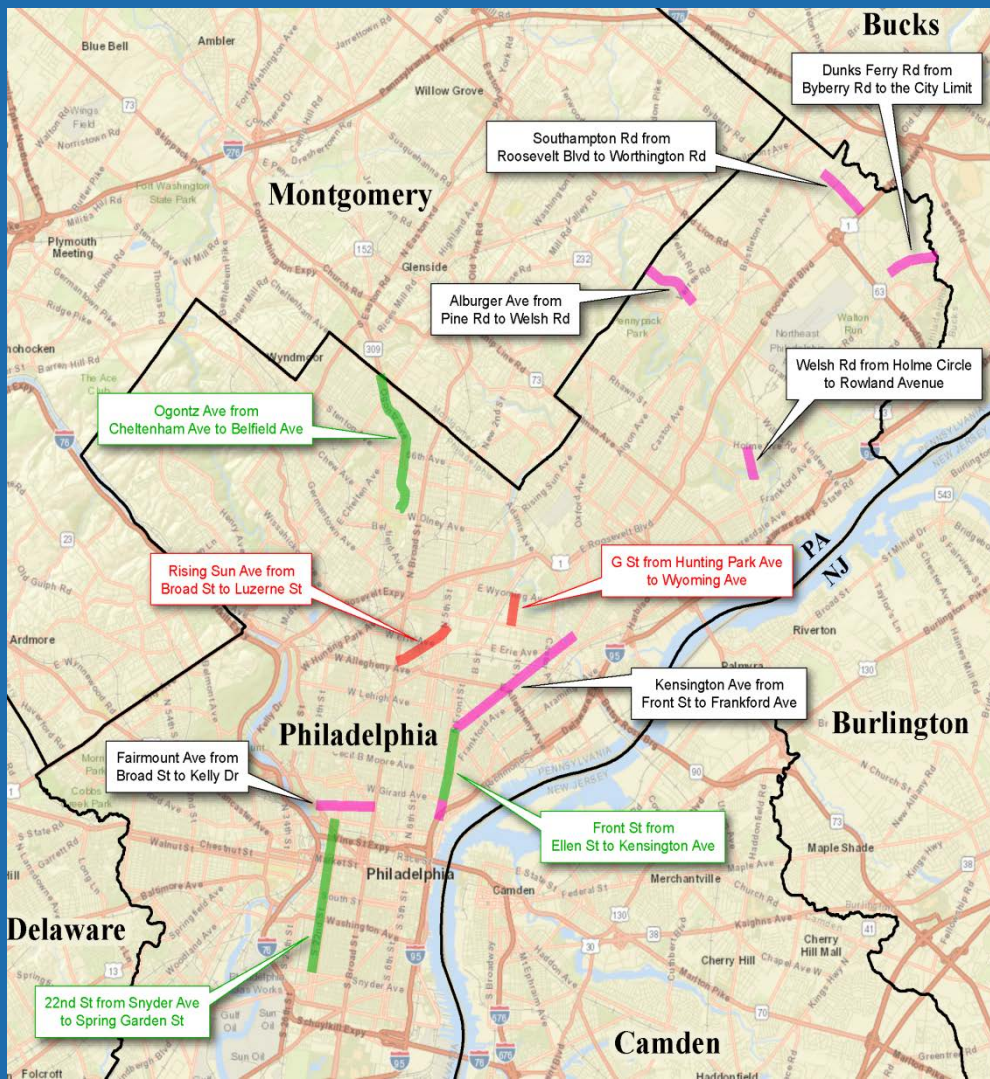
– Citywide Resurfacing 106

- **Increase CON total by \$8,167,000 from \$11,250,000 to \$19,417,000**
 - 1st year of CON will also advance from FY21 to FY20.
- **Remove FD in FY20 (\$546,000)**
 - Overall project increase is \$7,621,000.
- **Change scope:**
 - **Include 22nd St. from Snyder Ave. to Spring Garden St.,**
 - **Remove G St. and Rising Sun Ave. corridors (future contract)**
 - **Modify limits of the Front St. Corridor, from Ellen St. to Girard Ave., to Ellen St. to Kensington Ave.**

CW 105



CW 106 (with scope change)



TIP Action | Proposed – PA



Recommend Board approval to amend the TIP:

Citywide Resurfacing 105

- Decrease CON by a total of \$7,621,000 from \$16,710,000 to \$9,089,000**

Citywide Resurfacing 106

- Increase CON total by \$8,167,000 from \$11,250,000 to \$19,417,000**
- Remove FD in FY20 (\$437,000 STP/\$109,000 Local)**
- Change scope:**
 - Include 22nd St. from Snyder Ave. to Spring Garden St.,**
 - Remove G St. and Rising Sun Ave. corridors (future contract)**
 - Modify limits of the Front St. Corridor, from Ellen St. to Girard Ave., to Ellen St. to Kensington Ave.**

Henry Ave. Corridor Safety Improvements, Phase 1 & Phase 2

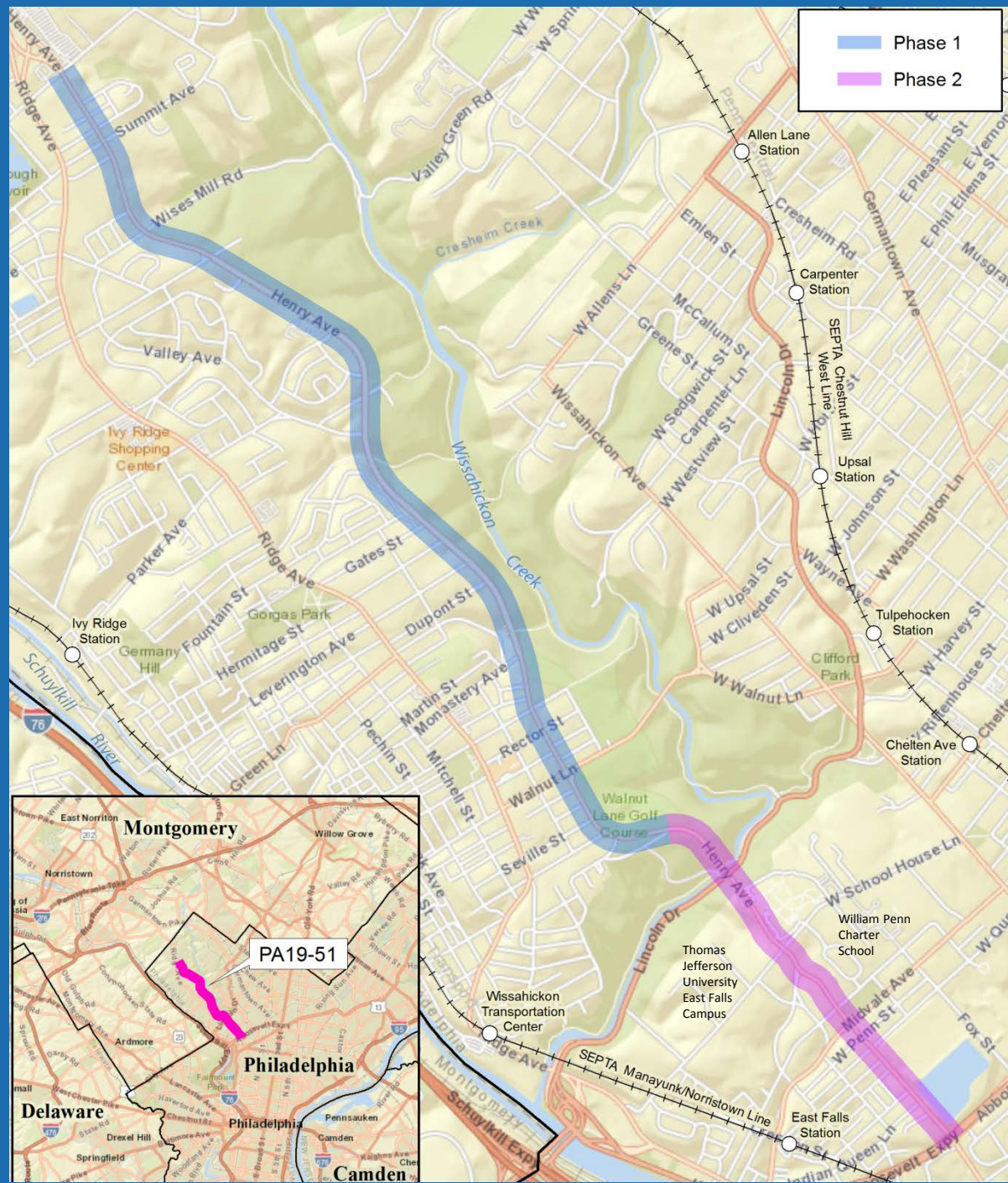
City of Philadelphia

Draw Funding Down from Regional Safety Initiatives Line Item

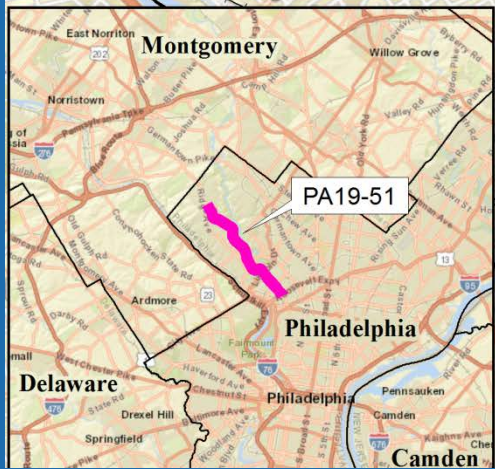


▶ TIP Amendment

- ▶ **ACTION:** Draw \$18.8 Million HSIP total from Regional Highway Safety Initiatives (HSIP) to provide for projects,
 - **Henry Avenue Corridor Safety Improvements, Phase 1 (\$13.14 Million)**
 - \$1,000,000 for FD and \$350,000 for UTL in FY19
 - \$11,790,000 for CON (FY20: \$6,790,000; FY21: \$5,000,000)
 - **Henry Avenue Corridor Safety Improvements, Phase 2 (\$5.66 Million)**
 - \$700,000 for FD in FY19
 - \$150,000 for UTL in FY20
 - \$4,810,000 for CON in FY21



Phase 1
Phase 2



TIP Action | Proposed – PA



Recommend Board approval to amend the TIP:

Draw \$18.8 million HSIP total from the Regional Highway Safety Initiatives (HSIP) line item to fund projects,

Henry Avenue Corridor Safety Improvements, Phase 1

- \$1,000,000 for FD and \$350,000 for UTL in FY19
- \$11,790,000 for CON (FY20: \$6,790,000; FY21: \$5,000,000)

Henry Avenue Corridor Safety Improvements, Phase 2

- \$700,000 for FD in FY19
- \$150,000 for UTL in FY20
- \$4,810,000 for CON in FY21

Easton Road Roundabout

Bucks County

Add PE Phase Back into TIP



▶ TIP Amendment

▶ ACTION:

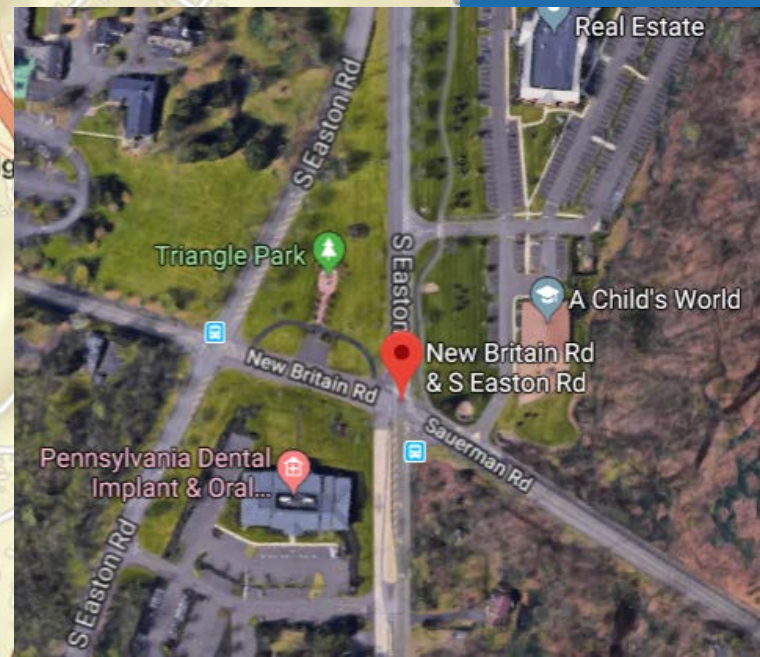
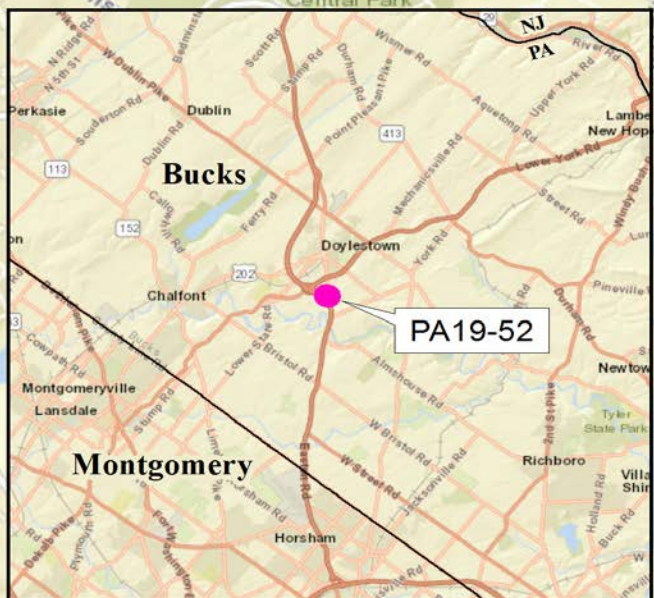
Add \$500,000 sHSIP PE back into the TIP in FY19

▶ BACKGROUND:

- sHSIP are additional funds to the region.
- Action increases total cost from \$2.615 M to \$3.115 M.
- PE was in previous FY2017 TIP and not carried over to current TIP.
- PE is ready for obligation this FY19.



DOYLESTOWN



Real Estate

Pennsylvania Dental
Implant & Oral...

New Britain Rd
& S Easton Rd

A Child's World

TIP Action | Proposed – PA



Recommend Board approval to amend the TIP:

**Add \$500,000 sHSIP PE back into the TIP in FY19
for the Easton Road Roundabout**

These are additional funds to the region.



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

Proposed Action

- ▶ That the RTC recommend that the Board modify the FY2020 Planning Work Program project #20.41.050, Competitive Program and Project Management by increasing funding by \$180,000 (\$144,000 STU / \$36,000 State 581). Further, modify the FY2019 TIP for Pennsylvania by increasing the FY19 PE phase of MPMS #66460, TAP Project Engineering and Management DVRPC, by \$180,000 (\$144,000 STU / \$36,000 State 581).

TMA Competitive Grant Program (CGP)



**PRESENTATION TO THE
REGIONAL TECHNICAL
COMMITTEE
APRIL 9, 2019**

Origins



- The SE PA TMAs have received TMA Assistance and Mobility Alternatives Program (MAP) grant funding for over 25 years for outreach and education to businesses and commuters on the advantages and benefits of Transportation Demand Management (TDM).
- The CGP provides a mechanism to complement those programs with additional funding to carry out supplemental activities that are core to their missions by either bolstering and leveraging existing, effective strategies, or by applying new initiatives.

Parameters of the Program



- CMAQ funding – up to \$250,000 total
- Grants for two-year period (7/1/19 – 6/30/21)
- Eligible applicants = Existing TMA and MAP contractor 501(c)3s
- Eligible activities = CMAQ eligible
- NOT eligible = capital projects < \$250,000
- 20% Local match required
- Minimum floor of \$10,000/project
- Maximum cap of \$125,000/project; cap of \$200,000 for multi-organization projects
- Documentation of input from corresponding County Planning Department/Commission(s) required
- Organizations could submit more than one proposal, but no one organization could receive all of the funding

Evaluation and Selection



- **Evaluation criteria:**
 - 35% Project Need
 - 35% Proposed Project Effectiveness
 - 30% Organizational Capacity
- Each entity represented on the TMA Policy Committee had one vote per proposal = 8 votes (FHWA provided input but did not vote)
- Nine proposals were submitted by six organizations
 - One disqualified because it was CMAQ-ineligible
 - Eight projects from five organizations scored
- The Policy Committee met to thoroughly discuss the rankings and the merits of each of the eight proposals; three final projects were selected to move forward

Evaluation and Selection



- Three agencies were informed that (one of) their projects had been selected; they were asked to address questions and issues the Committee raised during its meeting and revise accordingly
- Upon further, satisfactory revisions, the Committee members confirmed these three proposals as their final selections:
 - **DCTMA – Targeted Social Media Campaign**
 - **GVF TMA – Outreach and Education along Route 422**
 - **PTMA – Promoting Biking as a Commuting Option**

Selected Proposals



- **DCTMA: Targeted Social Media Campaign - \$70,200 (\$56,160 CMAQ/\$14,040 Local)**
 - The TMA will extend its current social media efforts for the general public, to focus on Millennial generation to increase awareness of TDM options and encourage alternate commutes within this group.*
 - A targeted plan will be developed and implemented with the various social media platforms most used by this group, and will include segment-appropriate messaging and possible purchase of advertising on some platforms.

* Studies have proven that “Millennials” overall are more open to using transit and commute alternatives; they also are later to drive and prefer to live in walkable, transit-rich communities.

Selected Proposals



- **GVF TMA: Education and Outreach Along Route 422 - \$102,900 (\$82,320 CMAQ/\$20,580 Local)**
 - Enhance and extend current outreach and education work done under contract with PennDOT District 6-0, to reach more employers, municipalities and commuters located along and/or regularly using this congested corridor.
 - The TMA will create and provide corridor-specific, coordinated educational resources for these audiences, through meetings, email blasts, social media and other resources.
 - Employers and municipalities will be encouraged to work together to implement relevant TDM options resulting in reduced congestion and improved air quality on a more regular basis (i.e. before and after project completion).

Selected Proposals



- **PTMA: Promoting Biking as a Commuting Option - \$25,000 (\$20,000 CMAQ/\$5,000 Local)**
 - The TMA will work with employers with access to bike trails or bike-friendly roads to evaluate current amenities and recommend improvements to encourage more employees to bike to work.
 - Staff will provide riding instruction and safety workshops to employees at these sites.
 - Employers who implement the TMA's suggestions and who see an increase in bicycle commuting at their sites, will be recognized and selected to receive a bike "fix-it" station. Bike "fix-it" stations funded separately, through DVRPC Regional Trails Program.

Budgets



• DCTMA – Targeted Social Media Campaign	\$ 70,200 (\$56,150 CMAQ/\$14,050 local)
• GVF TMA – Education and Outreach on Rt. 422	\$102,900 (\$82,320 CMAQ/\$20,580 local)
• PTMA – Promoting Biking as Commuting Option	\$ 25,000* (\$20,000 CMAQ/\$5,000 local)
Total	\$198,100 (\$158,480 CMAQ/\$39,620 local)

* Note: The bicycle fix-it stations will be paid for separately through the Regional Trails Program, funded by a grant from the WPF, as an additional amount. This was approved by the RTP committee and the TMA Policy Committee.

Action Requested



- The RTC recommend Board approval of these three projects under the TMA Competitive Grant Program, with CMAQ funding, beginning in FY19/20 (July 1, 2019) through no later than the end of FY20-21 (June 30, 2021); and to amend the FY2019 TIP for PA by adding a new project, the TMA Competitive Grant Program (MPMS #TBD) and programming funding in FY19 and FY20 to total \$198,100 (\$158,480 CMAQ/\$39,620 Local)
- The RTC recommend Board approval of up to \$5,000 from the DVRPC Regional Trails Program for several Bike Fix It stations.

Draft Limited English Proficiency Plan



April 9, 2019
DVRPC RTC Meeting

Alison Hastings, PP/AICP
Manager, Office of
Communications &
Engagement



Limited English Proficiency Plan

- Plan responds to:
 - Title VI of the Civil Rights Act of 1964
 - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (2000)
 - USDOT, *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons* (2005)
- Recipients of federal financial assistance, such as DVRPC, must take "reasonable steps" to provide LEP persons with "meaningful access" to the recipient organization's programs and activities.

USDOT Guidance for Creating a Plan

- Four-factor Analysis
 - The number or proportion of LEP persons
 - The frequency of contact
 - The nature and importance of a recipient's programs, services, or activities
 - The resources available to recipient
- Five-step Implementation Plan
 - Identify LEP individuals
 - Document language assistance measures
 - Train staff
 - Provide notice
 - Monitor and update plan

Limited English Proficiency Plan

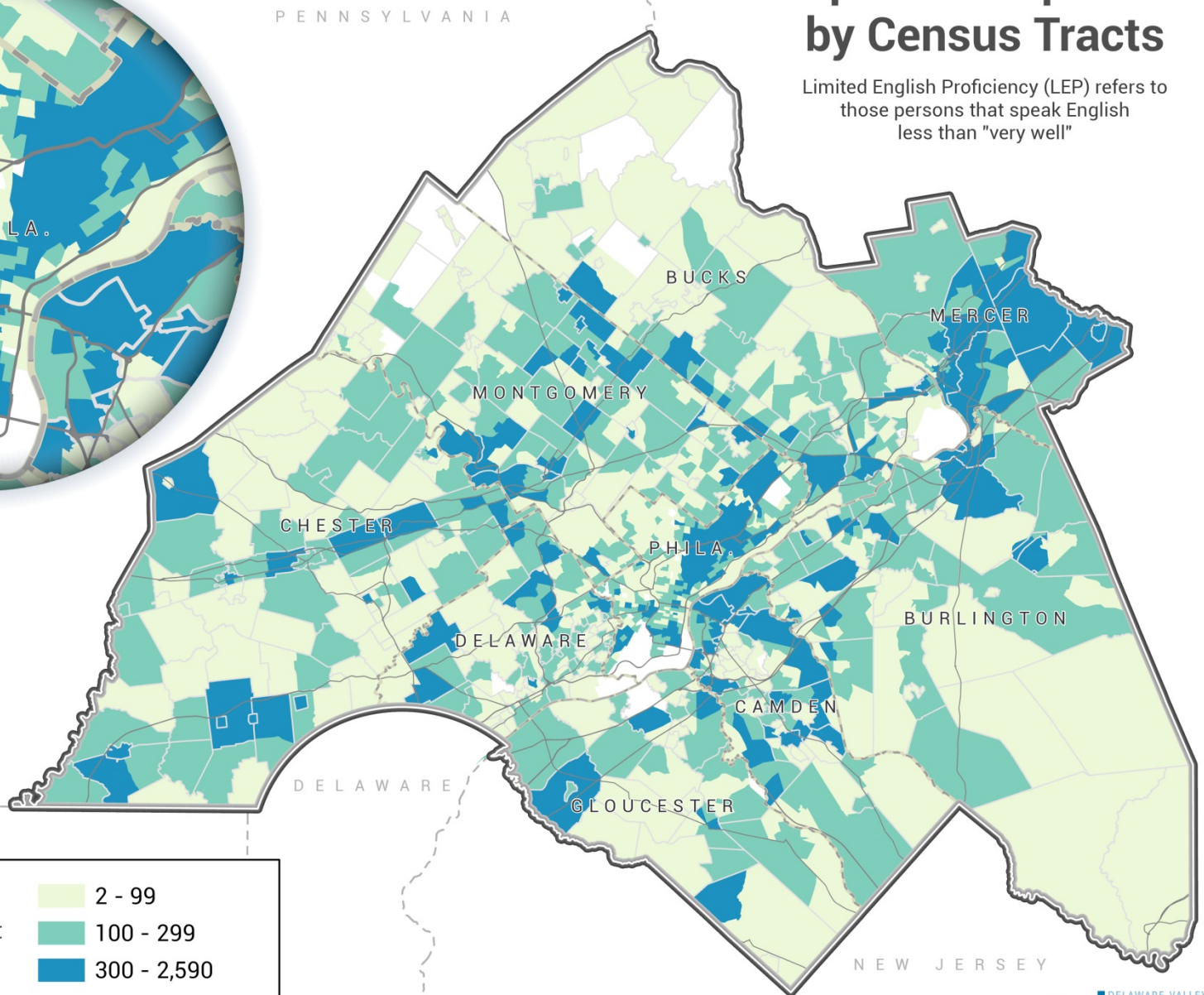
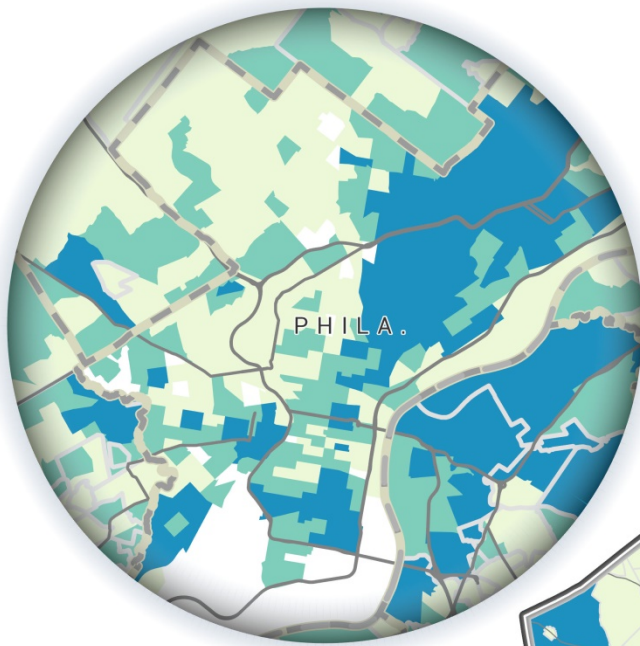
- Definition of Limited English Proficient (LEP) Person:
 - A person 5 years or over,
 - Who speaks a language other than English at home, and
 - Who speaks English less than “very well.”
- In DVRPC region:
 - Approximately 364,000 people are in the LEP population
 - 6.8% of total population 5 years or over
 - Varies greatly throughout region

DVRPC's Draft LEP Plan

- Presented as an information item at 2/28 Board Meeting
- Sent to NJDOT and PennDOT Civil Rights Offices, FHWA-PA and NJ divisions, and FTA for comments.
- Received comments from NJDOT, PennDOT, FHWA-PA
- **Changes from the 2/28 version will be noted throughout presentation.**

Map 1: LEP Speakers by Census Tracts

Limited English Proficiency (LEP) refers to those persons that speak English less than "very well"

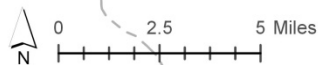


Total LEP Speakers

People per Census Tract



ACS 2013-2017, Table C16001: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over.
ACS data are derived from a survey and are subject to sampling variability.



Number or Proportion of LEP Persons

- Guidance establishes threshold for providing language access measures:
 - 1,000 people (in an LEP language group, over a specific geography)

Or

- 5% of population (in an LEP language group, over a specific geography)

Whichever is less

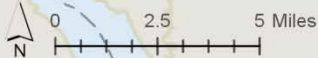
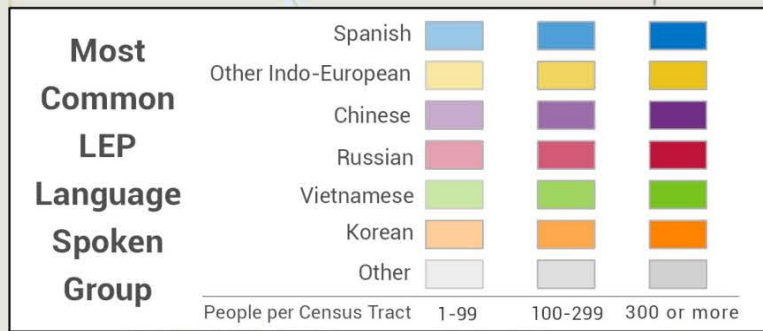
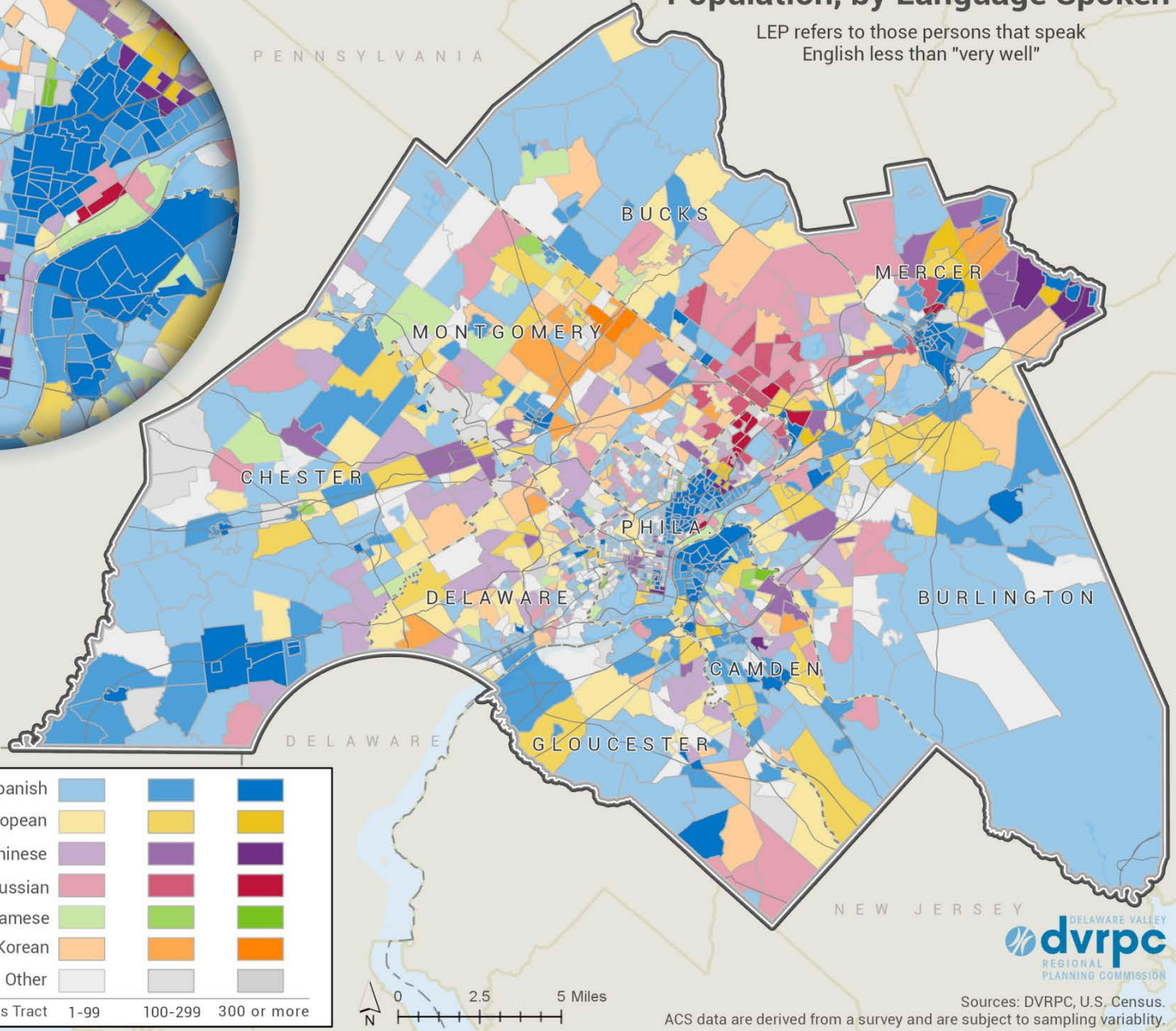
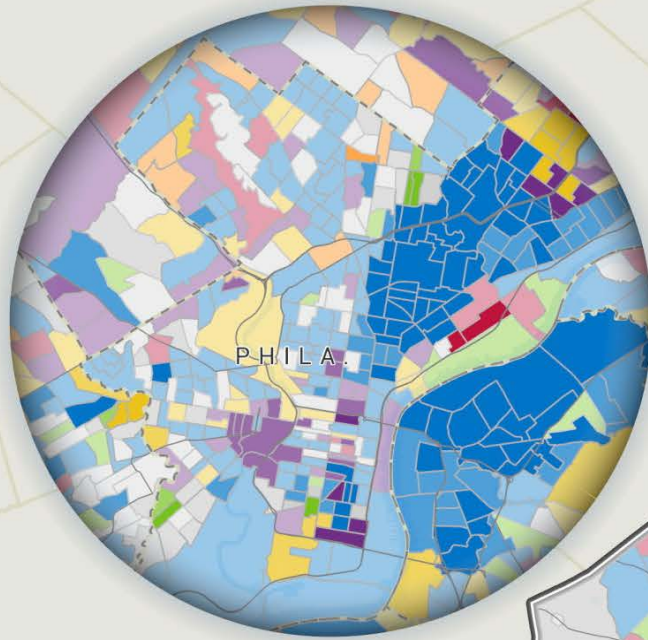
LEP Population by Language Spoken at Home

Language Group	Total (Region)	Percentage of Total Population 5 Years or Older	Percentage of LEP Population
Spanish	157,707	2.9%	43.3%
Chinese (incl. Mandarin, Cantonese)	38,771	0.7%	10.7%
Vietnamese	17,883	0.3%	4.9%
Russian	15,418	0.3%	4.2%
Korean	14,518	0.3%	4.0%
Gujarati	7,768	0.1%	2.1%
Haitian	7,729	0.1%	2.1%
Arabic	7,104	0.1%	2.0%
Italian	6,986	0.1%	1.9%
Other Indo-European languages	5,823	0.1%	1.6%

Source: ACS 2013-2017, Table B16001: "Language Spoken at Home by Ability to Speak English for the Population 5 Years and older," aggregated from Public Use Microdata Sample (PUMS)

Limited English Proficiency (LEP) Population, by Language Spoken

LEP refers to those persons that speak English less than "very well"



Sources: DVRPC, U.S. Census. ACS data are derived from a survey and are subject to sampling variability.


Step 1: Identify LEP individuals who need language assistance

- In nine-county region, **35 language groups** are over 1,000 person threshold
- What's realistic and meaningful?
- DVRPC already offers translation and interpretation upon request/on-demand in any language
- Plan proposes: a) to offer translation of certain vital documents (or elements of those documents) into the most common LEP language – Spanish; b) make it easier for LEP persons to request translation and interpretation; and c) guidance for study area outreach


Step 2: Language assistance measures

- Written translation of DVRPC's core regional planning products (vital documents) into Spanish:
 - TIP Handbook
 - TIP Highlights, starting with FY2020 TIP for NJ
 - Long-Range Plan executive summaries
 - Work Program, Chapter One, starting with FY2020
 - Public Participation Plan
 - **Limited English Proficiency (LEP) Plan**
- **Adding taglines in these vital documents in five different languages**

DVRPC Y Planificación A Largo Plazo	2
Visión Para 2045	4
Enfoque Y Alcance 2045	6
Tendencias Y Pronósticos	8
contenido	
Cinco Principios Básicos	18
Inversiones En Transporte	28
Adopción De Medidas	33



Plan de Participación del Público



Introducción

La Comisión de Planificación Regional del Valle de Delaware (DVRPC, o "la Comisión") cuenta con una larga tradición de participación y compromiso del público en las iniciativas de planificación a nivel regional y de transporte. A lo largo de la historia de la DVRPC, el principio básico de la participación del público sigue siendo el mismo: llegar a la mayor cantidad posible de miembros del público e impulsar su participación en los procesos de toma de decisiones. Las personas responsables de la toma de decisiones y la planificación y el público pueden compartir sus opiniones y formar mutuamente una visión de la comunidad, del condado y de la región.

El *Plan de Participación del Público* de la DVRPC está diseñado como un recurso para que el Consejo y el personal de la DVRPC y el público en general comprendan mejor la estrategia y los procedimientos generales de participación del público estipulados por la Comisión, así como los mandatos federales que informan la participación pública de la DVRPC. El plan refleja el compromiso de la DVRPC para lograr un proceso de participación transparente y proactivo que aspire a involucrar a todos los residentes de la región del Área Metropolitana de Filadelfia.

¿Qué es la DVRPC?

La Comisión de Planificación Regional del Valle de Delaware (DVRPC) se creó en 1965 a través de la celebración de un pacto interestatal entre Pensilvania y Nueva Jersey. Esta Comisión se encarga de la planificación del crecimiento y el desarrollo biestatal del Área Metropolitana de Filadelfia y se desempeña como una Organización de Planificación Metropolitana (MPO) para la región.

Step 2: Language assistance measures con't

- Legal Notices in Spanish
- Real-time interpretation for Public Meetings:
 - Upon request, 7 days notice
 - Web form, dvrpc.org/calendar
- Other publicly-available DVRPC documents:
 - Upon request
 - Web form, dvrpc.org/product
- Other translation measures
 - Surveys, Air Quality materials, outreach brochures
- Web-based translation measures

Google Translated to: Spanish | Show original

dvrpc Search

publico, PPR, programa de trabajo, las comunicaciones, la urisusion, el compromiso, las partes interesadas.

personal de contacto

- Alison M. Hastings, PP, AICP (ahastings@dvrpc.org)
- Shoshana Akins (sakins@dvrpc.org)

solicitud de traducción

Publicaciones o porciones de las publicaciones de la DVRPC pueden ser traducidos en idiomas y formatos alternativos si así se solicita. Para solicitar la traducción, por favor llene el siguiente formulario y haga clic en enviar. También puede comunicarse con la Oficina de Comunicaciones y compromiso de la DVRPC al 215-592-1800 o public_affairs@dvrpc.org.

Nombre del producto:

DVRPC Public Participation Plan: A Strategy fo

Número de producto:

TM18012

Nombre de pila:

Apellido:

La forma preferida de contacto:

Email

Email:

Teléfono:

¿En qué formato le gustaría recibir el docume



Step 2: Language assistance measures con't

Public meetings held in community- or neighborhood-setting (ex. Church), or Area-specific studies/plans:

- Perform threshold analysis for defined area
 - Vicinity of meeting location
 - Corridor Plan study area
- Partner or seek input from community organization or member government
- Translate surveys or engagement tool into primary LEP language(s)
- Possibly translate all written materials



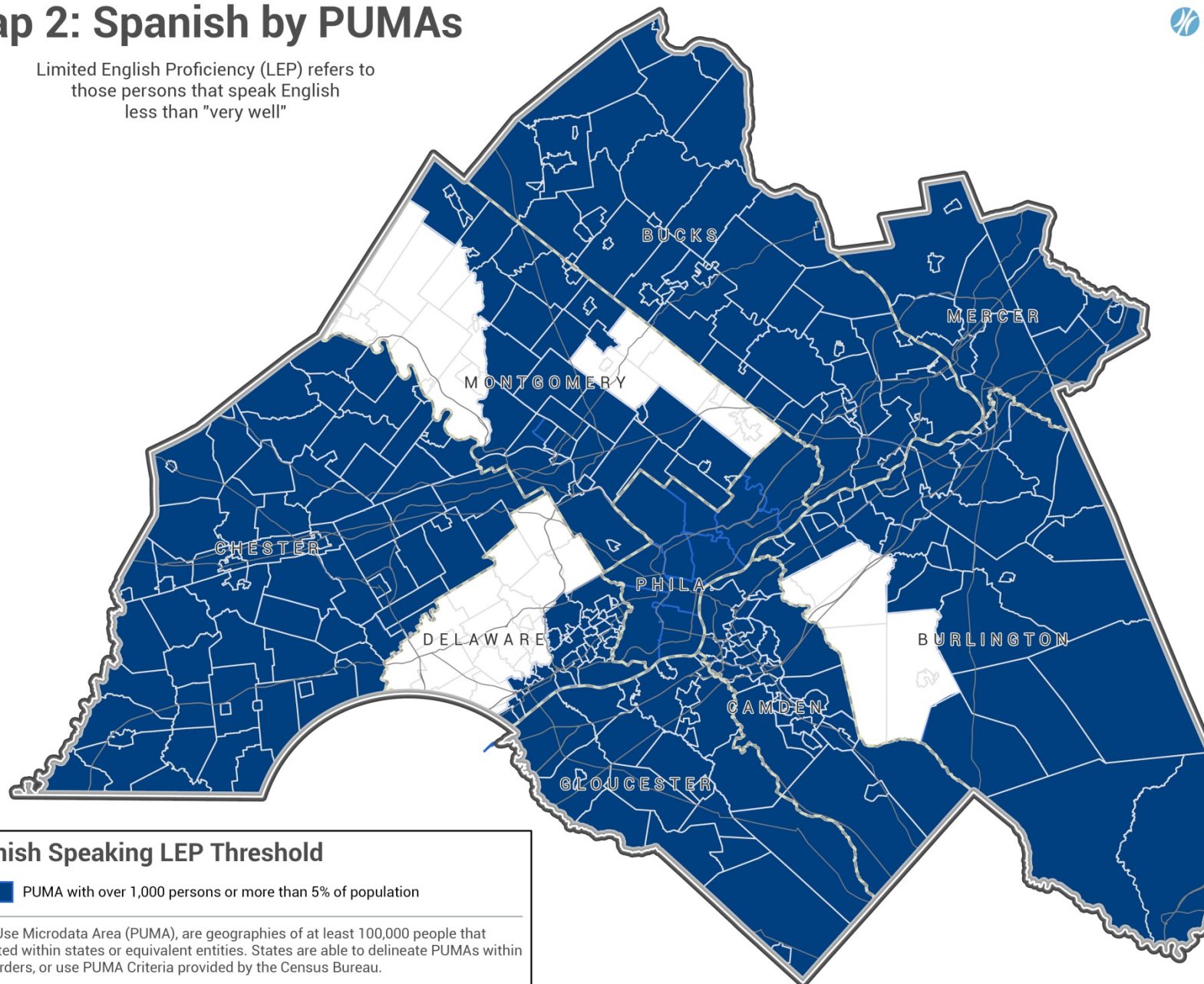
第1部分：項目反饋

1) 在提出的建議中，列出5個對您而言最重要的建議。在每個選項旁寫出數字(1-5)，1代表最重要：

- 減少交通堵塞 (轉向和信號定時變更可以緩解交通堵塞。)
- 道路精簡 (移除車道。)
- 車道變窄 (減小車道寬度。)
- 限速標誌
- 自行車車道保養
- 寬人行道
- 小型公園
- 新建自行車車道 (東行方向)
- 路緣擴充區 (擴展路緣區域，減少行人的穿行距離。)
- 符合ADA要求的斜坡 (符合《美國殘障人士法案》(ADA)要求的路緣斜坡。)
- 人行橫道標誌的保養
- 照明設施
- 鐵路公園入口
- 用景觀替代牆體
- 快速幹道封頂 (對快速幹道的一部分封頂，為其他用途形成新空間。)

Map 2: Spanish by PUMAs

Limited English Proficiency (LEP) refers to those persons that speak English less than "very well"



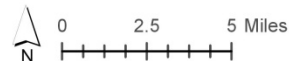
Spanish Speaking LEP Threshold

 PUMA with over 1,000 persons or more than 5% of population

Public Use Microdata Area (PUMA), are geographies of at least 100,000 people that are nested within states or equivalent entities. States are able to delineate PUMAs within their borders, or use PUMA Criteria provided by the Census Bureau.

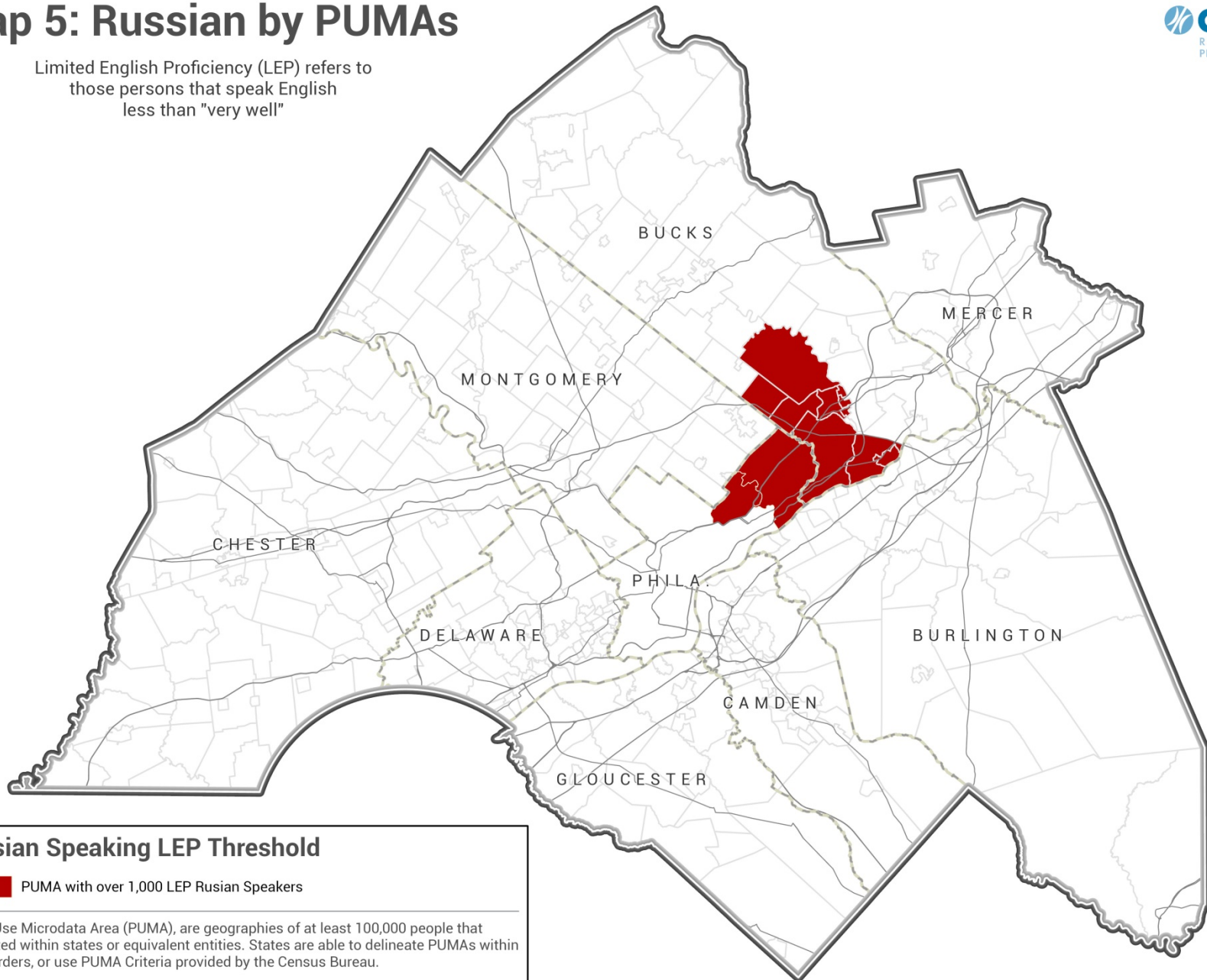
ACS 2013-2017, Table B16001: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over.

ACS data are derived from a survey and are subject to sampling variability.



Map 5: Russian by PUMAs

Limited English Proficiency (LEP) refers to those persons that speak English less than "very well"

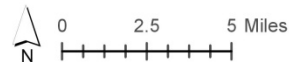


Russian Speaking LEP Threshold

■ PUMA with over 1,000 LEP Russian Speakers

Public Use Microdata Area (PUMA), are geographies of at least 100,000 people that are nested within states or equivalent entities. States are able to delineate PUMAs within their borders, or use PUMA Criteria provided by the Census Bureau.

ACS 2013-2017, Table B16001: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over.
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Step 3: Training staff

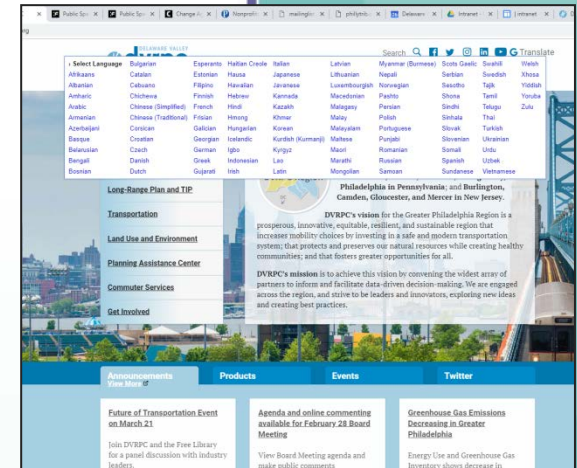
Language access measures are managed by Office of Communications & Engagement.

- Written notice will be given to all staff via email upon adoption of this plan
- Presentation at upcoming all-staff meeting(s)
- On a regular basis, OCE advises on public outreach for area-specific studies and plans
- One-on-one training for DVRPC staff who answer phone calls, interact with the public, and/or execute DVRPC's regular public meetings
- **Work with Creative Services staff to incorporate taglines into vital documents.**
- Training is a part of formal orientation for new employees

Step 4: Providing notice to LEP persons

DVRPC already provides:

- All travel-related surveys are translated into Spanish
- All legal notices published in Spanish newspaper *Al Dia*
- Website is translated into 103 languages via Google Translate
- Air Quality Partnership materials translated into Spanish
- Area-specific surveys or engagement tools are translated into Spanish, if LEP population is known (or local knowledge)
- Title VI Statement (with translation/interpretation upon request policy) appears in all DVRPC products, on public meeting agendas and invites, on various webpages



Step 4: Providing notice to LEP persons con't

Plan proposes that DVRPC will:

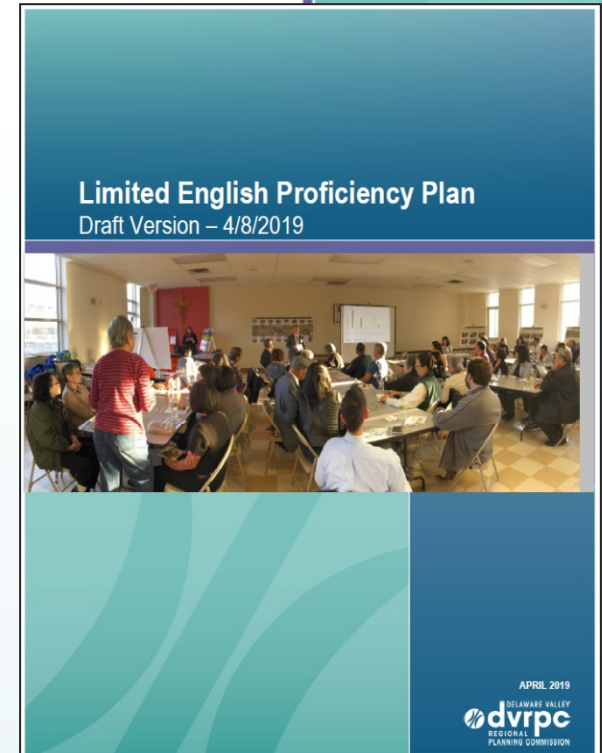
- Translate certain materials used to promote DVRPC (generally) into Spanish and Chinese
- In core planning documents, include simple text in Spanish, Chinese, Russian, Vietnamese, and Korean that reads "this document is available in other languages and formats upon request"
- Partner with community organizations that serve LEP groups to provide notice of public meetings or availability of documents
- Add web form to request interpretation at Public Meetings
- Add web form to request Product is translated into any language.

Step 5: Monitoring and updating LEP Plan

- Annually:
 - Administer a staff survey about “Frequency of Contact” and language skills
 - Review Google Translate analytics
 - Review ACS data
 - Review requests made through online forms
- Revise and re-adopt LEP Plan every five years or more frequently, if needed

RTC Action Proposed

- Recommend that the Board adopt the Limited English Proficiency Plan as part of the Commission's Title VI and Public Outreach programs.



Thank You!
Questions? Comments?



For more information:
www.dvrpc.org/GetInvolved

Alison Hastings, PP/AICP
Manager, Office of
Communications &
Engagement





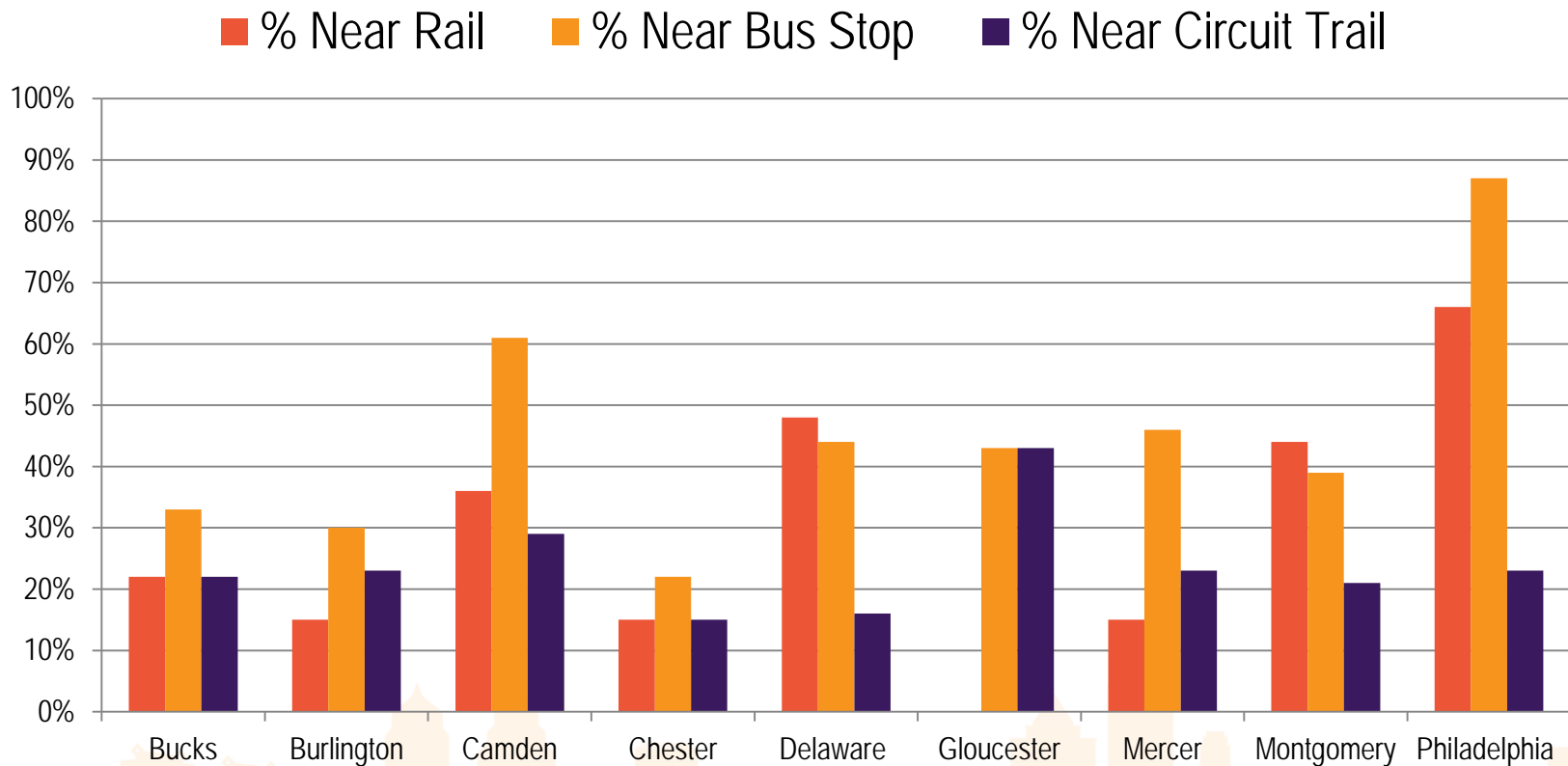
Evaluating Access to Tourist Attractions in Greater Philadelphia

April 9, 2019 | Presented by Karen P. Cilurso

Conclusions

- Approximately 30% of the tourist attractions are accessible via transit.
- 32% of attractions have transportation challenges
- Deficiencies include signage, safety, lack of technology, aesthetics, and gaps in trail system
- Stakeholder interest for regional forum

Attraction Accessibility



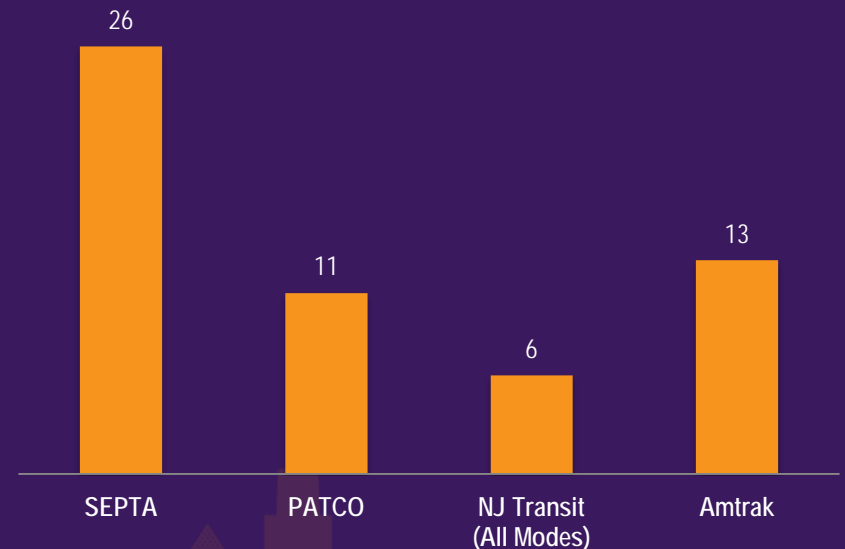


- Highlight unique cultural aspects of a place
- Invest in formal tourism infrastructure
- Build on region's world heritage site
- Assist municipalities in promoting historic assets

Good Practices: Attractions and Access

- Illustrate location of bike racks
- Highlight nearest bike share station
- Map transit stops
- Provide walking directions
- Advertise social media handles
- Encourage transit use through admission discounts

Transit Providers Listed on Tourist Attraction Websites (32 total)



Incorporating Tourism

- Expand TCDI project eligibility
- Work with Classic Towns on social media for potential visitors
- Develop model zoning regulations to mitigate impact of mobile tourism
- Evaluate tourism trends in each county and provide recommendations
- Continue to convene tourism stakeholders and interested partners
- Evaluate walkability of attractions based on sidewalk accessibility



Thank you.

April 9, 2019 | Presented by Karen P. Cilurso