



# TIP ACTIONS

Transportation Improvement Program  
New Jersey TIP (FY2020-2023)  
Pennsylvania TIP (FY2021-2024)

PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DVRPC RTC | April 2021

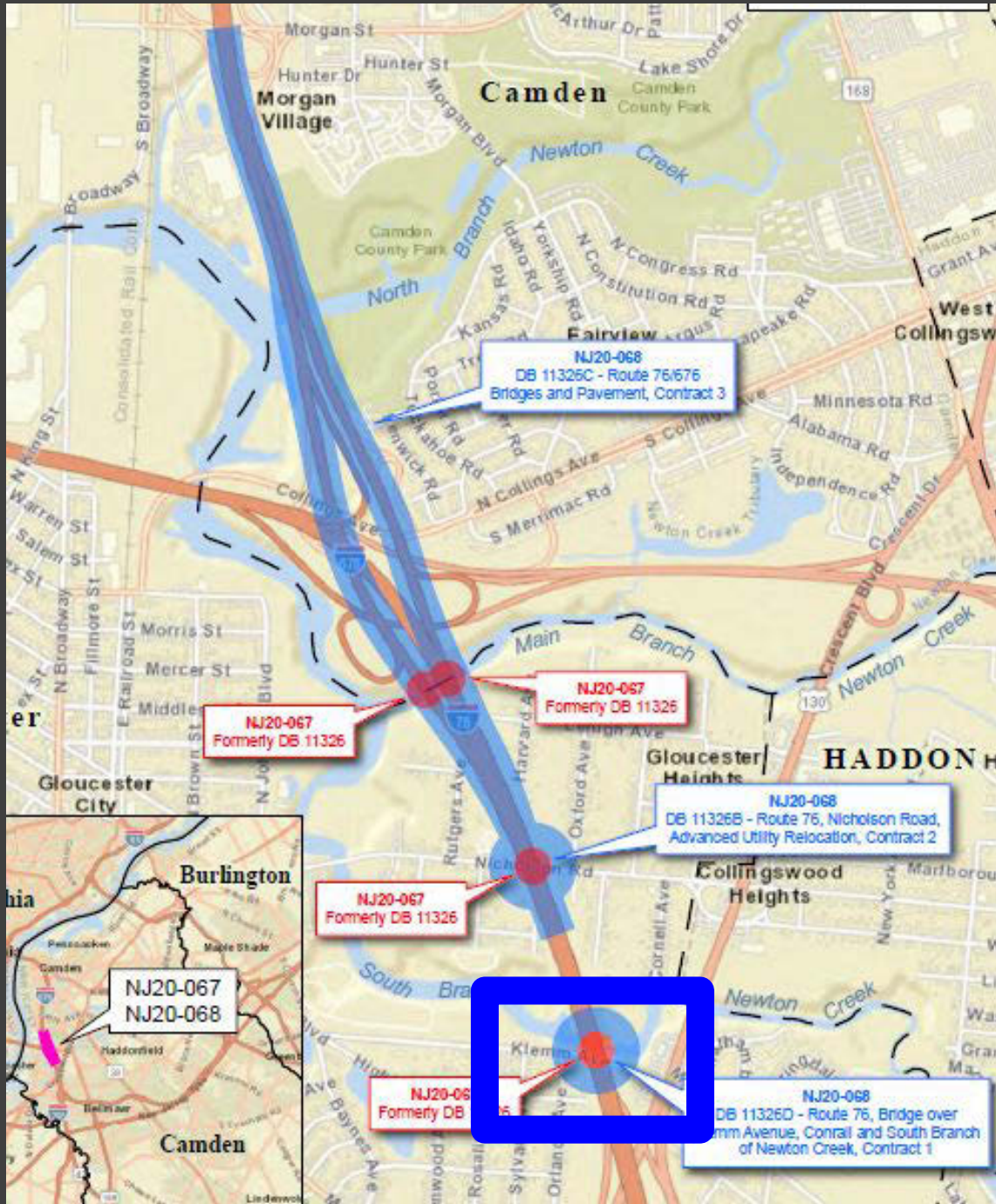


# Route 76/676 Bridges and Pavement

Camden County | Remove Project from the TIP

- **TIP Amendment**
- **Action:** Remove the \$117 M NHPP funded CON project from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP
- **Reason:** Break project out into 3 new projects, per next TIP Action
- **Background:**
  - *Improve safety, correct roadway deficiencies and maintain connectivity and mobility for all Route 76 and Route 676 users*
  - *Route 76 section: crash rates > statewide avg. for similar roadways by 3X from 2009-2012 data*
  - *Route 76 and Route 676 sections within the project limits identified as "severely congested"*





*Break this original project into 3 new projects to accelerate the rapidly deteriorating Route 76 bridge deck over South Branch Newton Creek, Klemm Avenue and Conrail (“Klemm Avenue Bridge”)*

- 2019: Emergency repairs made*
- 2020: Shielded structure’s underside to prevent additional structural deterioration from falling onto the local roadway below.*





**Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1**

**Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2**

**Route 76/676 Bridges and Pavement, Contract 3**

Camden County | Add New Breakout Projects to TIP

- **TIP Amendment**

- **Action:** Add 3 new breakout projects from the Route 76/676 Bridges and Pavement project, totaling \$175.1 M (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX), to the TIP:

1. *Rt. 76, Bridge over Klemm Avenue,  
Conrail and South Branch of Newton  
Creek, Contract 1* *\$89.9 M NHPP for FY21 CON*

2. *Route 76, Nicholson Road,  
Advanced Utility Relocation, Contract 2* *\$3.5 M NHPP for FY22 UTL*

3. *Route 76/676 Bridges and Pavement,  
Contract 3* *\$81.7 M CRRSAA-FLEX  
for FY23 CON*







## Contract 1:

- Construct improvements that are directly related to the “Klemm Avenue Bridge” superstructure replacement and overhead sign structure replacement
- Relocate utilities underneath the bridge
- Incidental work activities: infiltration basin construction, drainage, lighting, ITS Conduit, pavement rehabilitation, replacement of impacted noise walls and ramp reconstruction for the Route 76 Southbound (SB) to Route 130 SB exit ramp.





**BEGIN PROJECT  
STA. 7+50**

**I-76 MP 1.59**

**END PROJECT  
STA. 13+50**

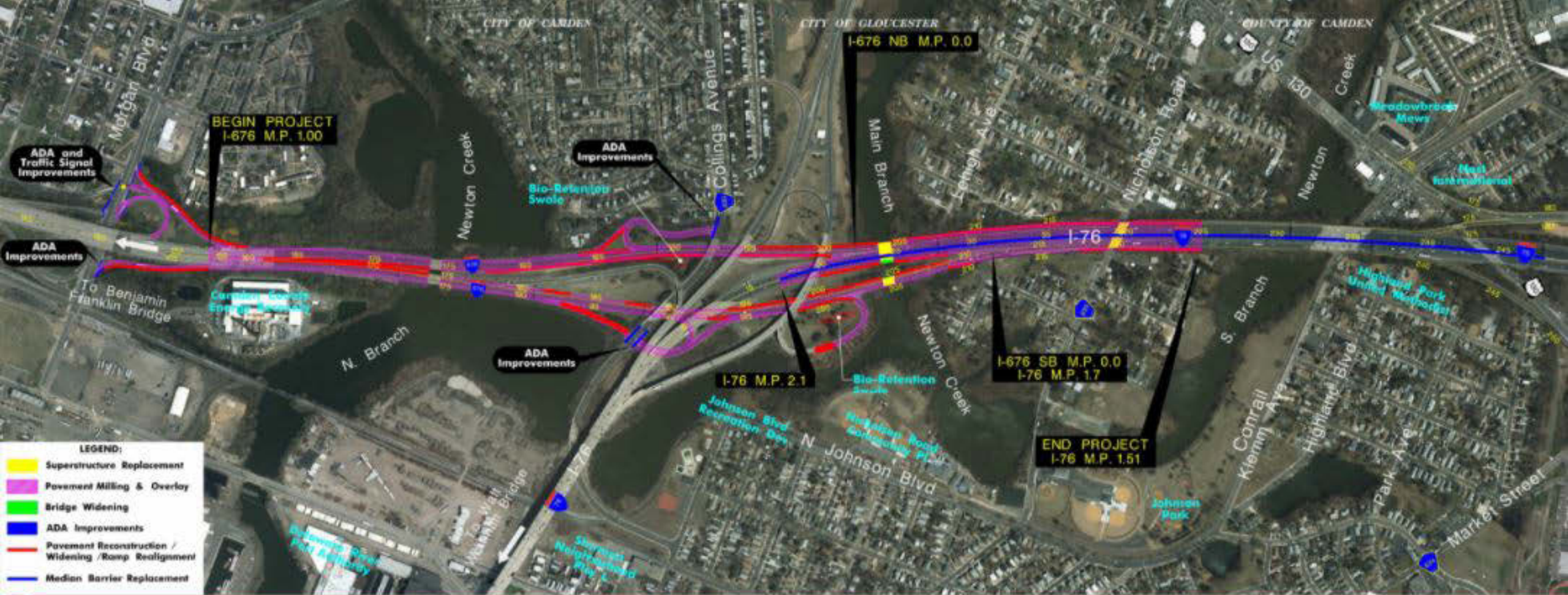
**LEGEND:**

-  Pavement Milling & Overlay
-  PSE&G Aerial Transmission Line Relocation
-  Verizon /Telephone Line Relocation
-  Waterline Relocation

**Contract 2:**  
Utility relocation of overhead PSE&G power lines at Nicholson Avenue overpass to expedite Contract 3 construction.







RT 76/676 BRIDGES AND PAVEMENT, CONTRACT 3 (UPC# 208050)

Source: NJDOT Draft FMP, 2021

### Contract 3:

- Roadway work on Route 76 and Route 676 including the mainline and ramps;
- Widening and rehabilitating the Route 76/676 Northbound (NB) bridge over Main Branch Newton Creek

- Rehab the Route 676 SB over Main Branch Newtown Creek and Route 76
- over Nicholson Avenue bridges
- Shifting the center barrier into final configuration
- Updating the drainage system
- Connecting the ITS system throughout project limits





# TIP ACTIONS | Proposed - NJ

## Request RTC Recommend Board Approval of TIP Amendments:

- **Route 76/676 Bridges and Pavement**

Remove the \$117 M NHPP funded CON project from FY23 (\$30 M), FY24 (\$57 M), and FY25 (\$30 M) of the TIP

- **Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1** for \$89.9 M NHPP for FY21 CON,  
**Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2** for \$3.5 M NHPP for FY22 UTL,  
**Route 76/676 Bridges and Pavement, Contract 3** for \$81.7 M CRRSAA-FLEX for FY23 CON

Add 3 new breakout projects from the Route 76/676 Bridges and Pavement project, totaling \$175.1 M (\$93.4 M NHPP/\$81.7 M CRRSAA-FLEX), to the TIP.





# Preventive Maintenance-Bus

NJ TRANSIT | Cost Decrease

- **TIP Modification**
- **Action:** Decrease FY21 Capital Acquisition (CAP) phase by \$57.013 M SECT 5307 from \$108.655 M SECT 5307 to \$51.642 M SECT 5307 funds.
- **Reason:** Support Dual Power Locomotive final debt service payments, per subsequent TIP Actions, accordingly:
  - *\$7.932 M for Northeast Corridor (NEC) Improvements*
  - *\$49.081 M for Rail Rolling Stock Procurement*
- **Background:**
  - *Program line item provides funding for the overhaul of buses including preventive maintenance costs.*





## ALP45 Dual Powered Locomotives

- Existing 35 locomotives entered revenue service in 2012-2014
- Their useful life will end around 2034 or 2036.

Source: NJ TRANSIT



# Northeast Corridor (NEC) Improvements

NJ TRANSIT | Cost Increase

- **TIP Modification**
- **Action:** Increase the FY21 Engineering, Right-of-Way, or Construction (ERC) phase by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307.
- **Reason:** Support Capital Lease payments for the Northeast Corridor
- **Background:**
  - *Program line item provides for improvements to the Northeast Corridor line to maintain state of good repair, increase capacity, and improve efficiency*



# Rail Rolling Stock Procurement

## NJ TRANSIT | Cost Increase

- **TIP Modification**
- **Action:** Increase FY21 CAP by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds.
- **Reason:** Support the Dual Power Locomotive final debt service payments that run throughout NJ TRANSIT's rail systems.
- **Background:**
  - *Program line item provides funding for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and the expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) that will accommodate ridership growth and other system enhancements over the next 10 years.*

# TIP ACTIONS | Proposed - NJ

## Request RTC Recommend Board Approval of TIP Modifications:

- **Preventive Maintenance-Bus**

Decrease FY21 Capital Acquisition (CAP) phase by \$57.013 M SECT 5307 from \$108.655 M SECT 5307 to \$51.642 M SECT 5307 funds.

- **Northeast Corridor (NEC) Improvements**

Increase the FY21 Engineering, Right-of-Way, or Construction (ERC) phase by \$17.848 M (\$22.744 M SECT 5307 increase/\$4.896 M SECT 5337 decrease) from \$8.537 M (\$3.641 M SECT 5307/\$4.896 M SECT 5337) to \$26.385 M SECT 5307.

- **Rail Rolling Stock Procurement**

Increase FY21 CAP by \$49.081 M SECT 5307 from \$9.688 M (\$1.596 M SECT 5307/\$8.092 M STATE) to \$58.769 M (\$50.677 M SECT 5307/\$8.092 M STATE) funds.







# Thank

Connect With Us!     

# You!

PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

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





# FEDERAL FUNCTIONAL CLASS SYSTEM CHANGES

West Chester Borough,  
Chester County

April 6, 2021  
RTC Meeting

Brad S. Lane, AICP



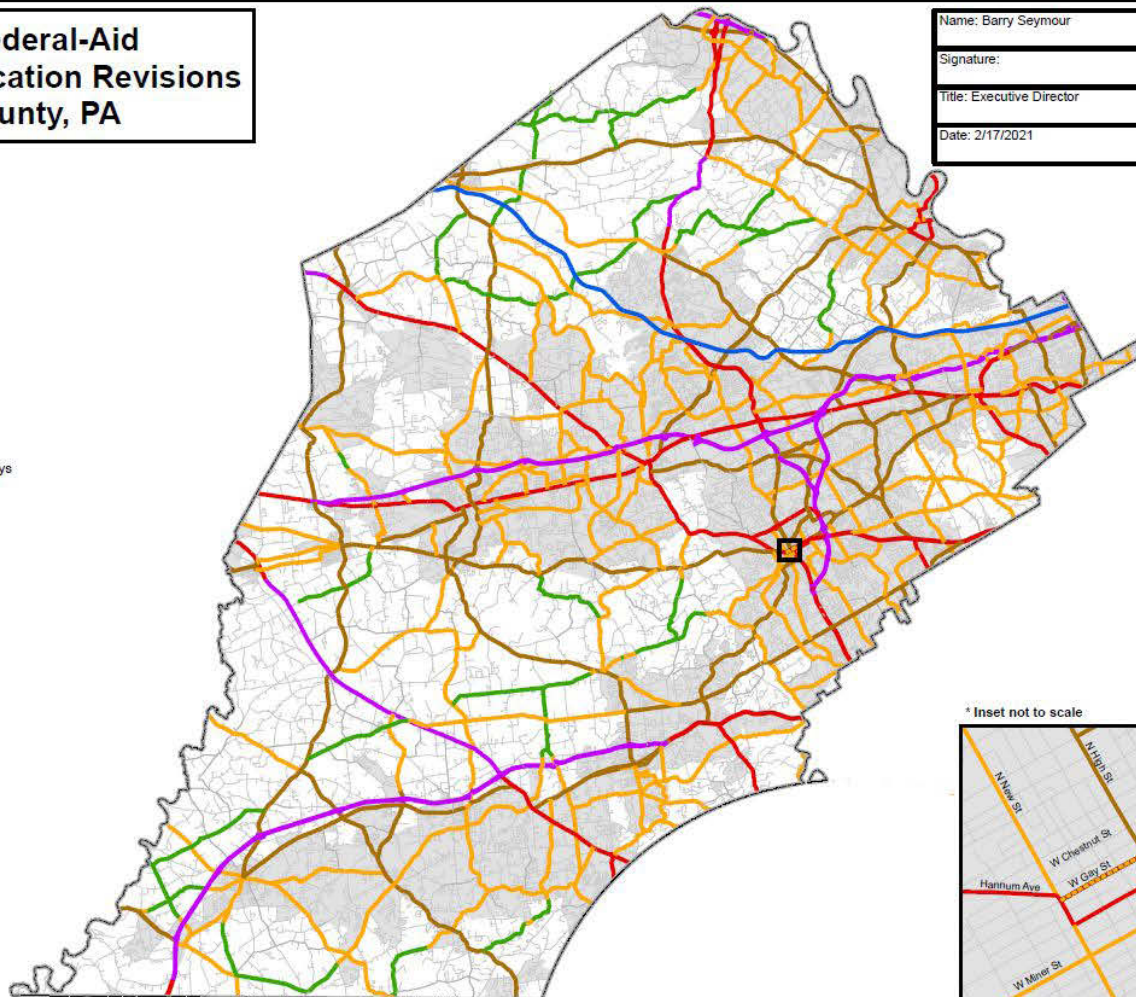
# West Chester Borough

## Proposed Federal-Aid Functional Classification Revisions Chester County, PA

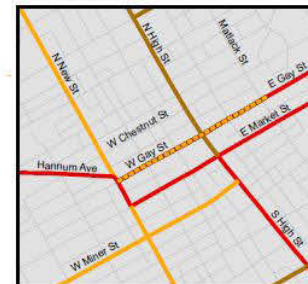
Name: Barry Seymour
Signature:
Title: Executive Director
Date: 2/17/2021

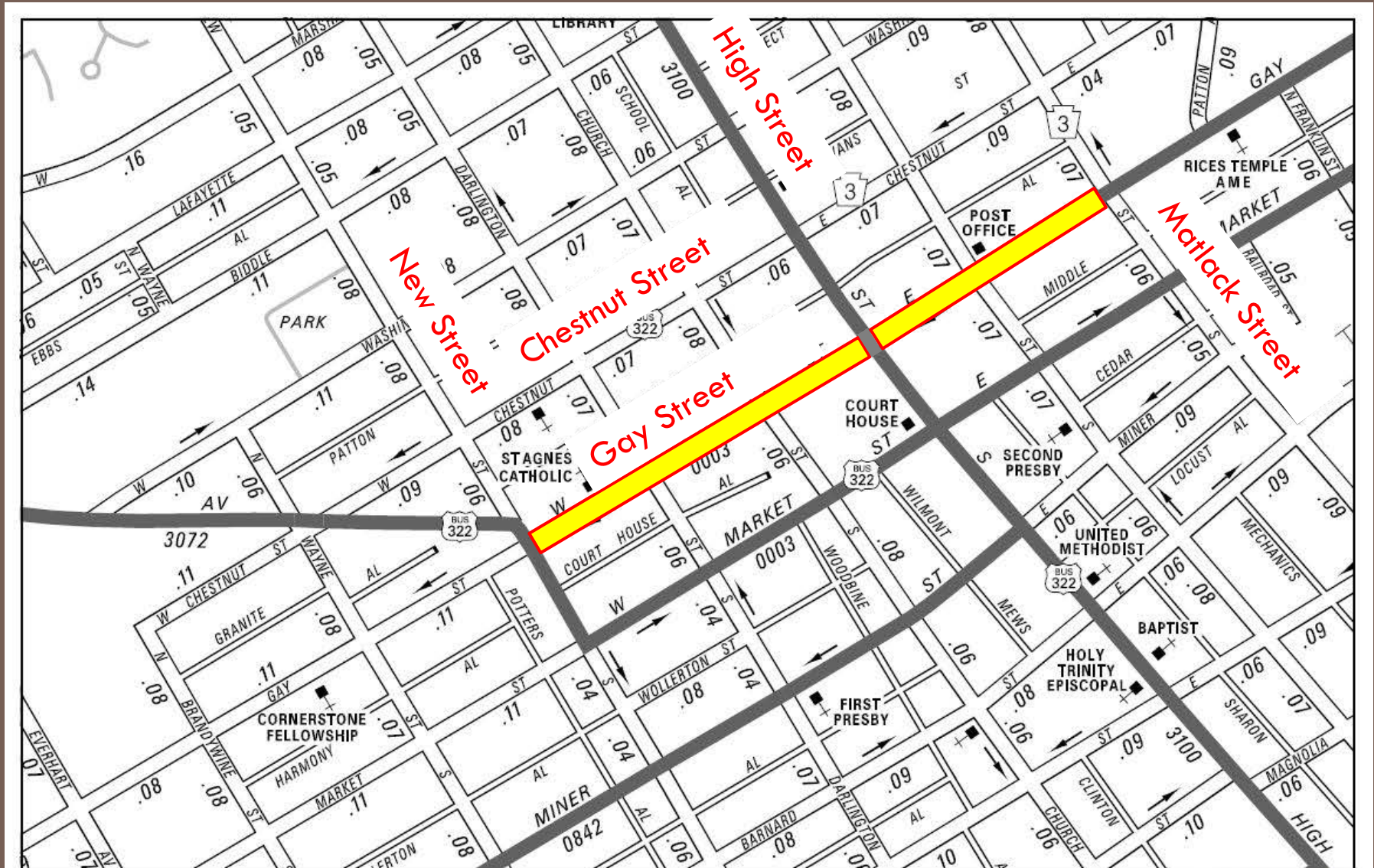
### Legend

- Urban Areas
- Functional Classification**
- Interstate
- Principal Arterial - Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Undetermined
- Proposed Functional Classification**
- Remove from federal aid system**
- Gay Street



\* Inset not to scale









# Motivation for Request

- Urban Principal Arterials in the Federal Aid System are primarily intended to facilitate the movement of vehicles through the urban area
- West Chester wants to help local businesses that are struggling to survive the COVID pandemic
- Re-classifying Gay Street as a Local Road and removing it from the Federal Aid System will allow:
  - West Chester to close Gay Street to traffic
  - The restaurants and bars to use the street for outdoor dining (weather permitting) while complying with social distancing guidelines



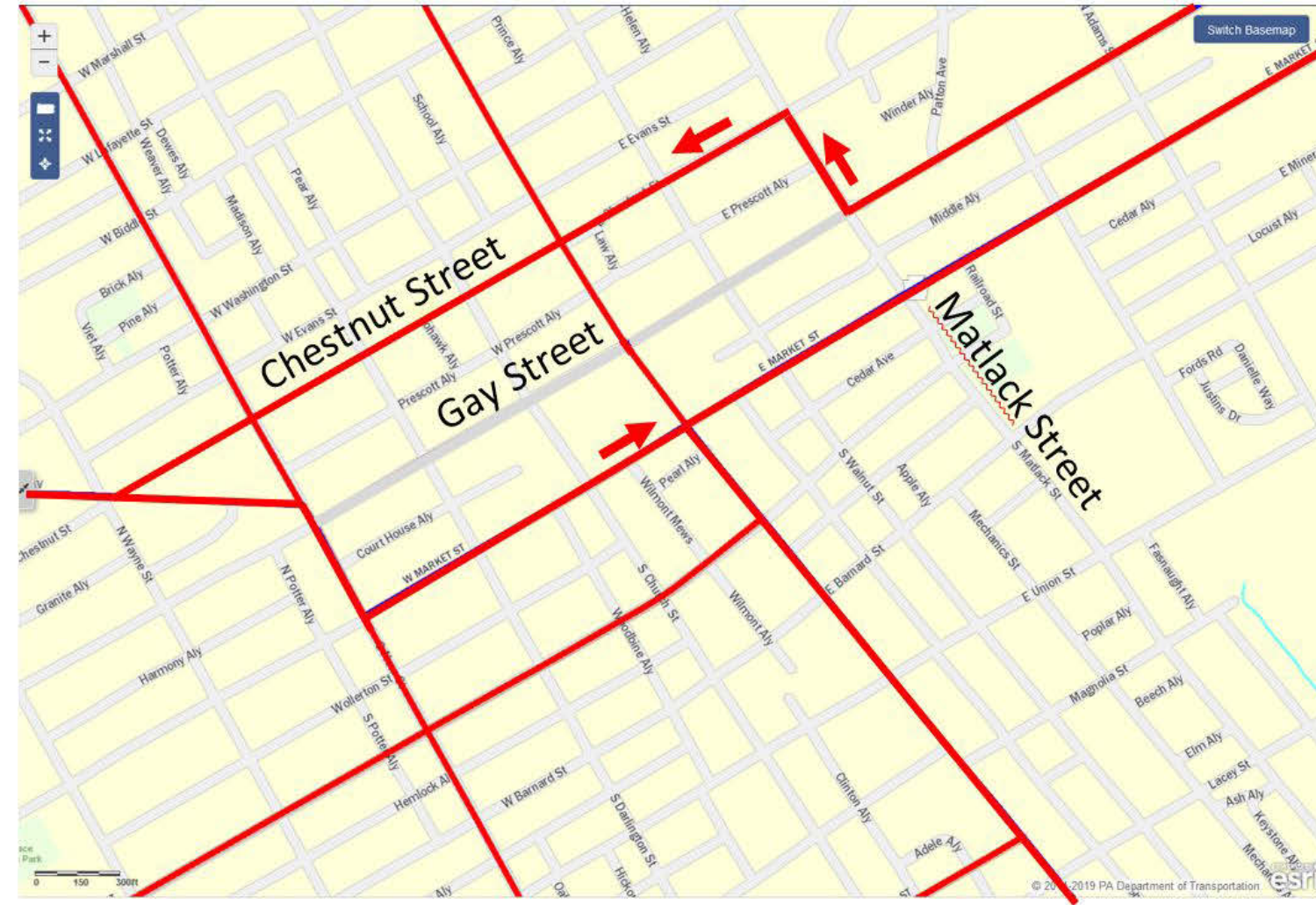
# Federal Functional Classification Change


- Change from Urban Principal Arterial (FC 3) to Local Road (FC 7) and remove from the Federal Aid System
  - Gay Street Segments 0011 and 0021 (0.43 miles)
  
- Change from Local Road (FC 7) to Urban Principal Arterial (FC 3) and add to the Federal Aid System
  - Chestnut Street from Matlack Street to Hannum Avenue (0.46 miles)
  - Matlack Street from Market Street to Chestnut Street (0.07 miles)





# Proposed Federal Aid System



Federal Aid System 

# Action Requested

That the Board approve the Federal Functional Classification changes in West Chester Borough, Chester County.



— JERSEY BARRIER



# JERSEY BARRIER LOCATIONS

# Business District Recovery Plan

## COMMERCIAL BUSINESS DISTRICT RECOVERY PLAN

### OVERVIEW

The COVID-19 pandemic required the closing of the West Chester Commercial Business District (CBD) in March of 2020. This closure created significant economic hardships on the bars, restaurants, and businesses of West Chester Borough. As the Commonwealth of Pennsylvania begins to reopen, it is the goal of the West Chester Police Department to aggressively assist our commercial business partners with their economic recovery. The goal of this document is to outline a joint effort to assist our partners with getting their businesses back on their feet and mitigate the potential economic devastation to our town.

### PLAN

The goal of this recovery plan is to create a safe and desirable destination point for residents of the West Chester region. By closing the Gay Street corridor to vehicle traffic and opening the street to pedestrians, we believe that it will entice the residents of the region to once again come to our town and frequent our bars, restaurants, and businesses while still maintaining social distance.

Key to this goal is the closing of the 50 and 100 blocks of East Gay Street, the 50 and 100 blocks of West Gay Street, and select sections of parking along Market Street. This will allow an open air location for picnic style take-out eating, followed by table service as the Commonwealth lifts state-wide restrictions. Street closures will also help our local businesses by providing an open-air shopping experience for those businesses who chose to set up outside.

Street closures would be in place 24 hours a day, seven days a week. This will allow our businesses to expand their hours and increase their revenue streams to make up for the weeks lost during the height of the pandemic. In addition, the West Chester Police Department would









West Chester

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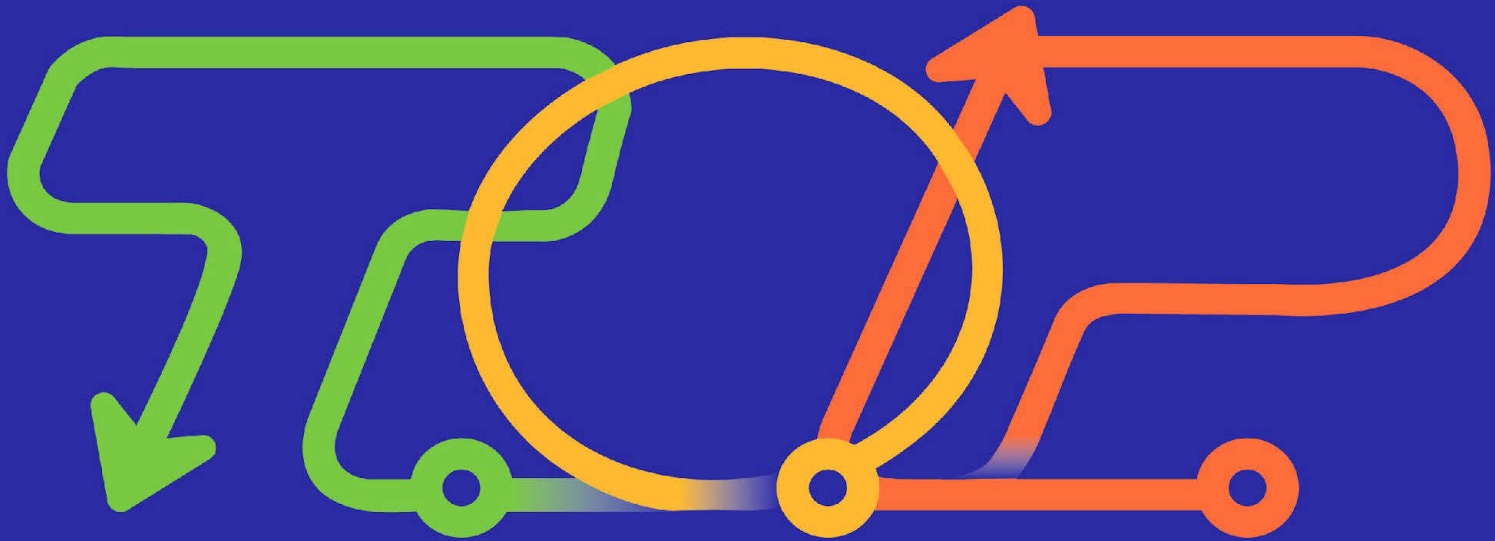
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THE UNIVERSITY  
of MICHIGAN

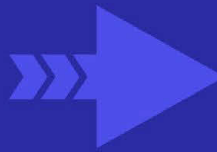
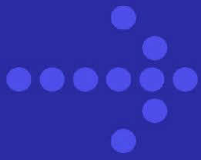
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# TRAVEL OPTIONS PROGRAM

Amy Bernknopf | RTC | April 6, 2021







# Program development: who and how?

Funding previously used for RideECO program marketing. Congestion Mitigation Air Quality (CMAQ) is funding source, which is task and project restrictive

DVRPC staff and Regional Transportation Demand Management (TDM) Advisory Committee worked together to develop:

- Expanded the definition of TDM for the region
- Created a Regional TDM Plan
- Two-phase funding allocation: Expression of Interest and Detailed Application
- \$575,000 through May 31, 2022

More information at our website [www.dvrpc.org/top](http://www.dvrpc.org/top)



# A New Route to Better Travel for All: The Regional TDM Plan

**Plan Vision:** *A region of connected communities, where residents and workers have the freedom to choose from multiple reliable, affordable, safe, and well-connected mobility options that suit them best, other than driving alone (or single occupancy travel) for every trip.*



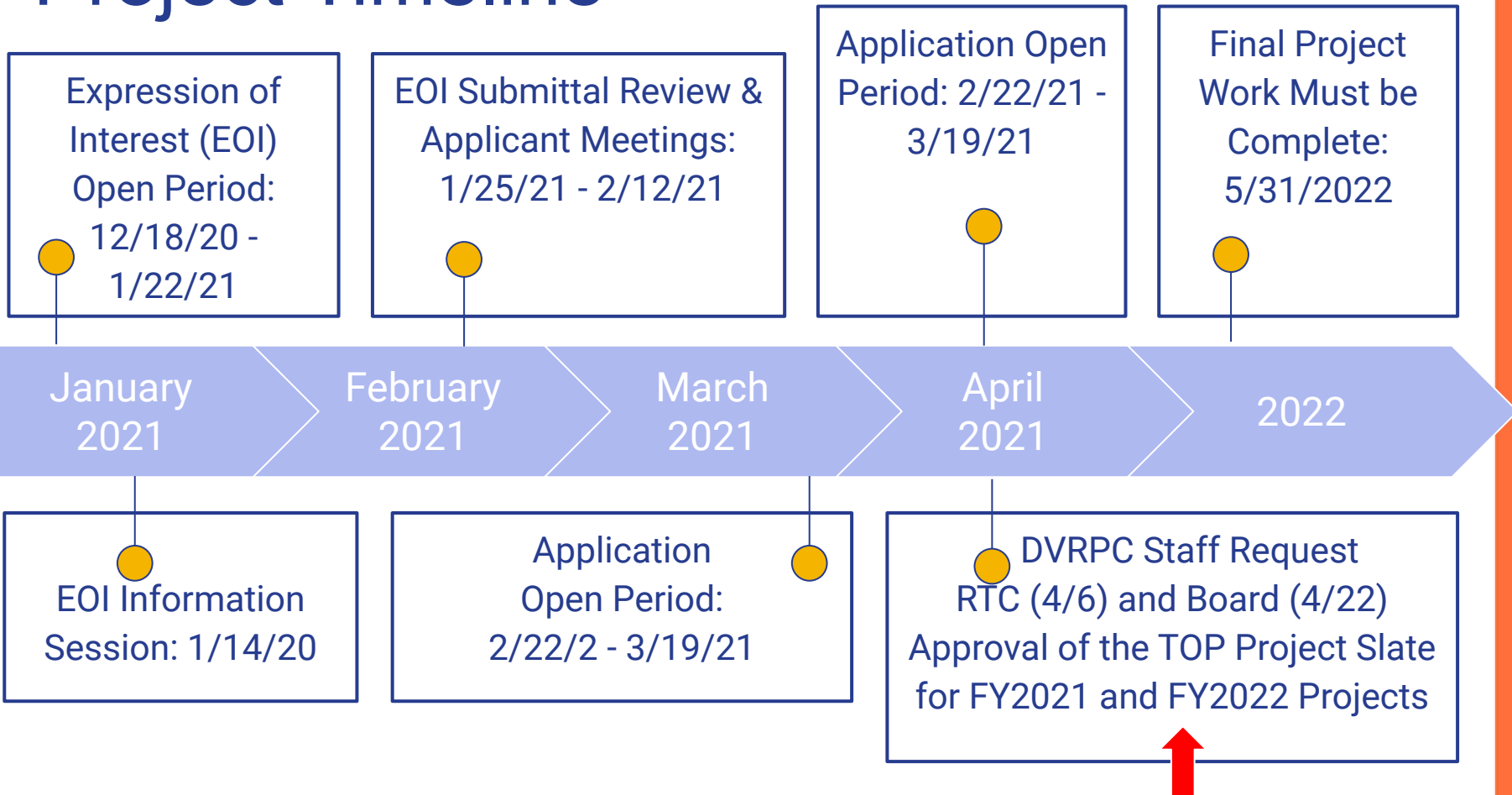


# Regional TDM Plan Goals

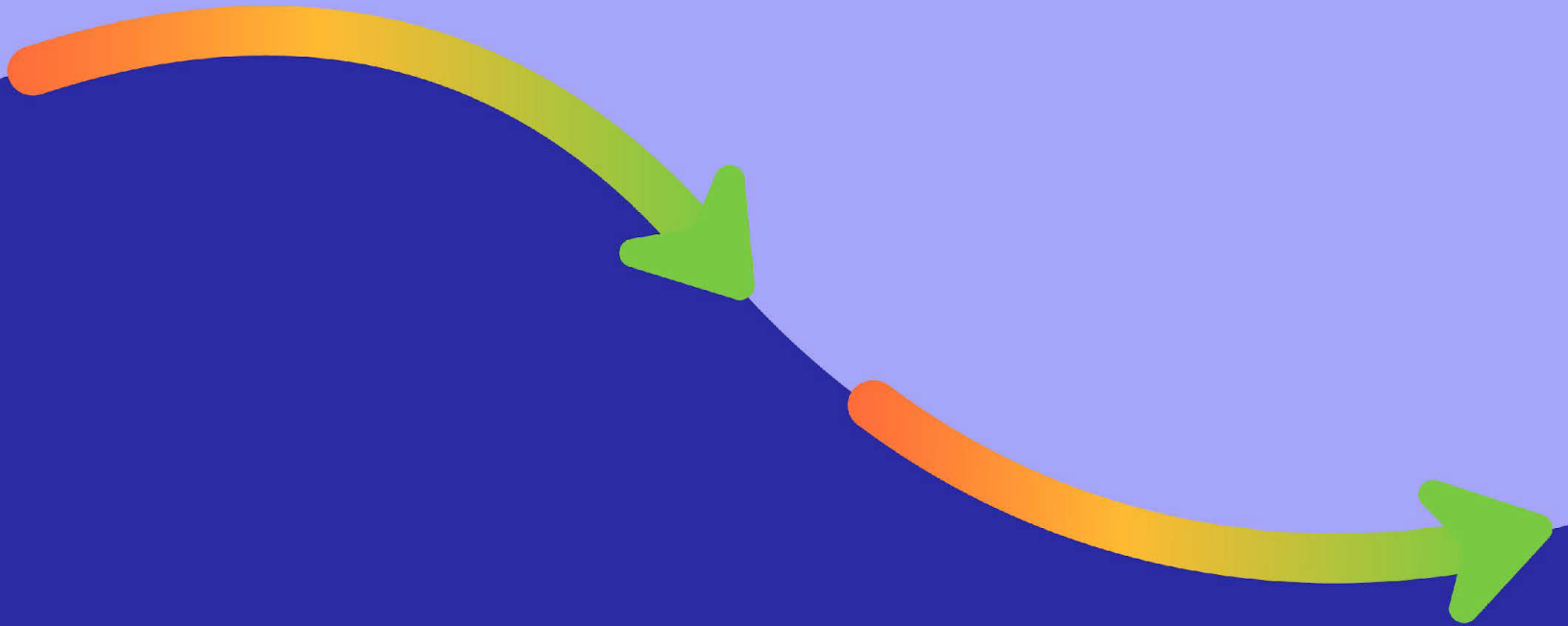
1. **Climate Action and Air Quality improvement:** Contribute to air quality conformity for the region
2. **Equity:** Improve access to opportunity for communities of concern
3. **Reliability:** Make trips by all modes more reliable, specifically during peak periods
4. **Freedom of choice:** Enable multiple, quality modal options
5. **Affordability:** Improve affordability of non-SOV travel options



# Project Timeline







Project Finalists





## Philadelphia Safe and Sustainable Return to Work

The project aims to reduce carbon emissions and congestion in Philadelphia by directly increasing bicycling and carpooling modeshare.

<b>Applicant and Public Partners</b>	Clean Air Council, OTIS, and Philadelphia Chinatown Development Corporation
<b>Proposed Award Amount</b>	\$128,000
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, and Freedom of Choice
<b>Project Outcome</b>	Indego city-wide bike share promotion; develop a new mobile friendly digital bicycle map for the City of Philadelphia; and implement a multimodal transportation program in the Chinatown business district for carpools.



# INDEGO BIKE STATION





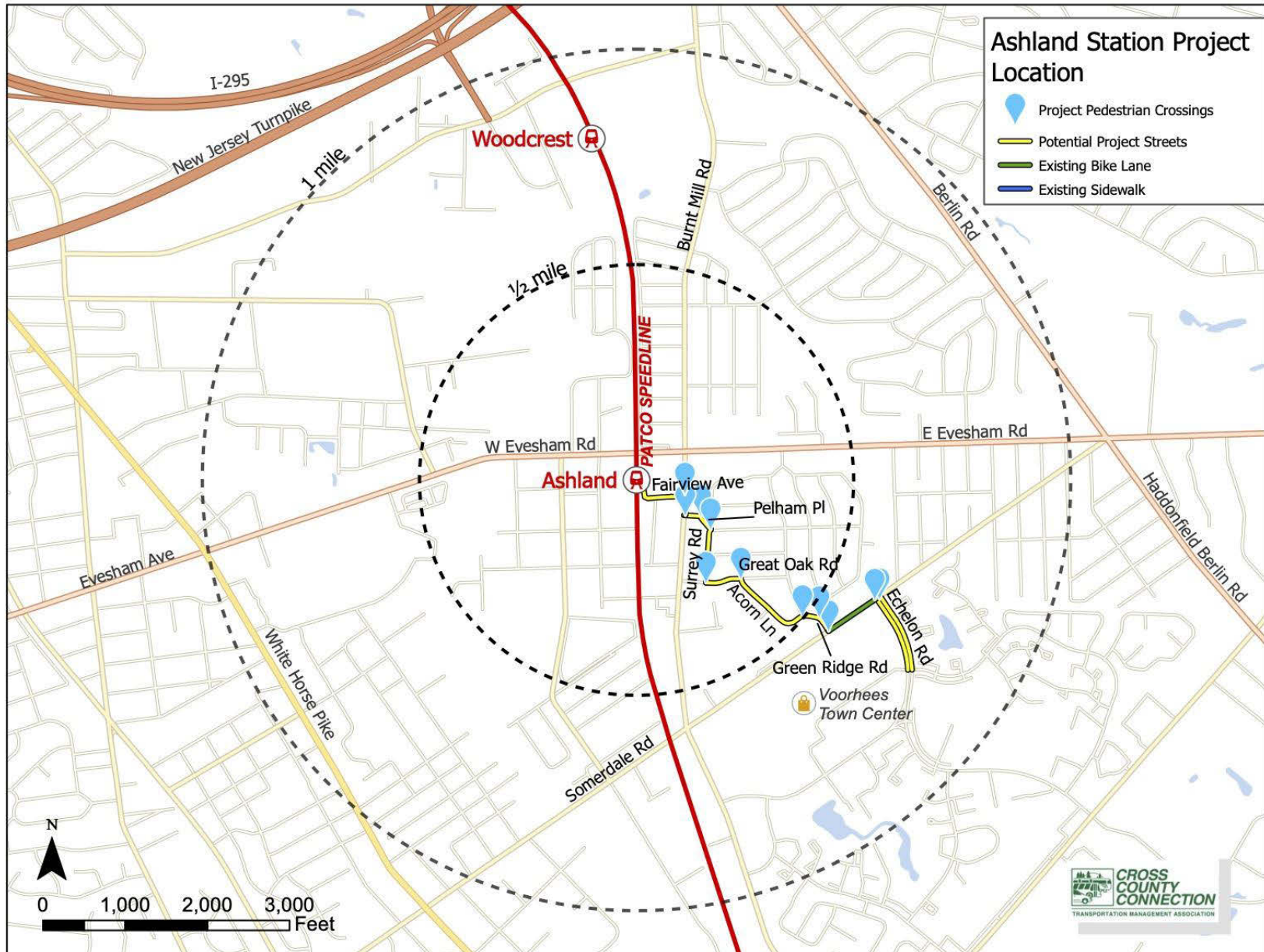


## PATCO Station Complete Streets Demonstration

Educate local residents driving to and living near PATCO stations about multimodal alternatives through the construction of Complete Streets demonstration projects near Collingswood and Ashland stations.

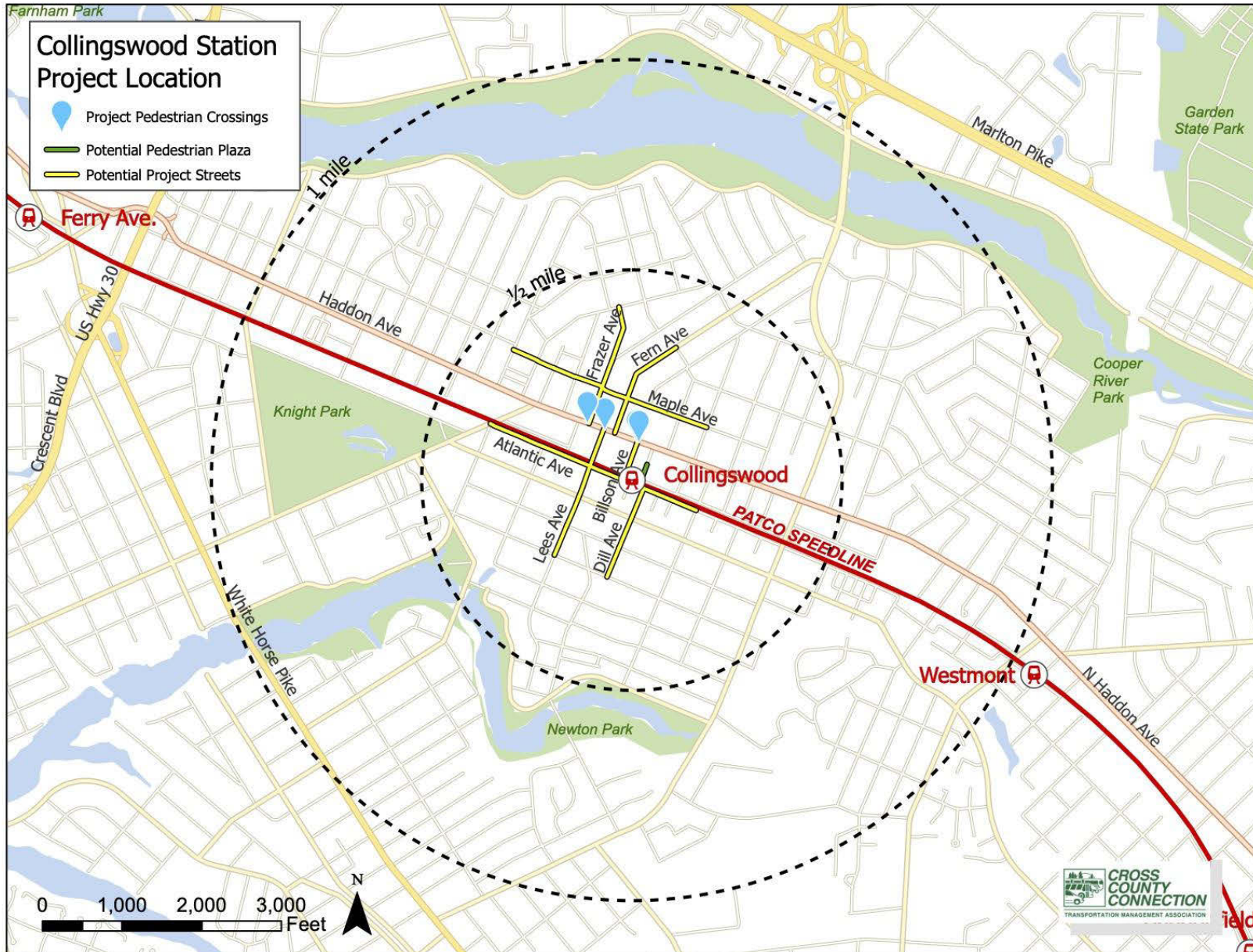
<b>Applicant and Public Partners</b>	PATCO, Camden County, The Township of Voorhees, Borough of Collingswood
<b>Proposed Award Amount</b>	\$50,000
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, and Freedom of Choice
<b>Project Outcome</b>	Conduct demonstration projects. Utilizing lessons learned, use findings to replicate in other South Jersey towns.

# ASHLAND STATION DEMONSTRATION PROJECT LOCATION





# COLLINGSWOOD STATION DEMONSTRATION PROJECT LOCATION





## Automated Vehicle Shuttle in South Philadelphia

This project aims to accommodate non-SOV trips within, to, and from the Navy Yard, during and after construction is completed of the Broad Street interchange, to reduce conflicts with vehicle traffic. The project proposes creating an automated vehicle shuttle service loop that will take passengers throughout the Navy Yard.

<b>Applicant and Public Partners</b>	AECOM, PennDOT District 6-0, PIDC, SEPTA, City of Philadelphia, Drexel University
<b>Proposed Award Amount</b>	\$347,000
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, and Affordability
<b>Project Outcome</b>	Provide a free-of-charge choice for shuttle service for all people.



# I-95/ PHILADELPHIA NAVY YARD SHUTTLE BUS



## PURPOSE AND NEED + OVERVIEW

As part of PennDOT's I-95 CSP planning study, future vehicular volumes to at the Broad Street / I-95 interchange will exceed capacity. PennDOT is looking for ways to reduce the volumes and automated vehicles (AVs) are a consideration. This specific project concept has been in discussions with PennDOT since May 2019.

## DVRPC TRAVEL OPTIONS PROGRAM (TOP)

DVRPC's TOP will fund several ideas that respond to the goals, outcomes, and strategies established in their Regional Traffic Demand Modeling (TDM) Plan that aligns with five goals addressing improving air quality, equity, reliability, affordability, and freedom to choose travel options.





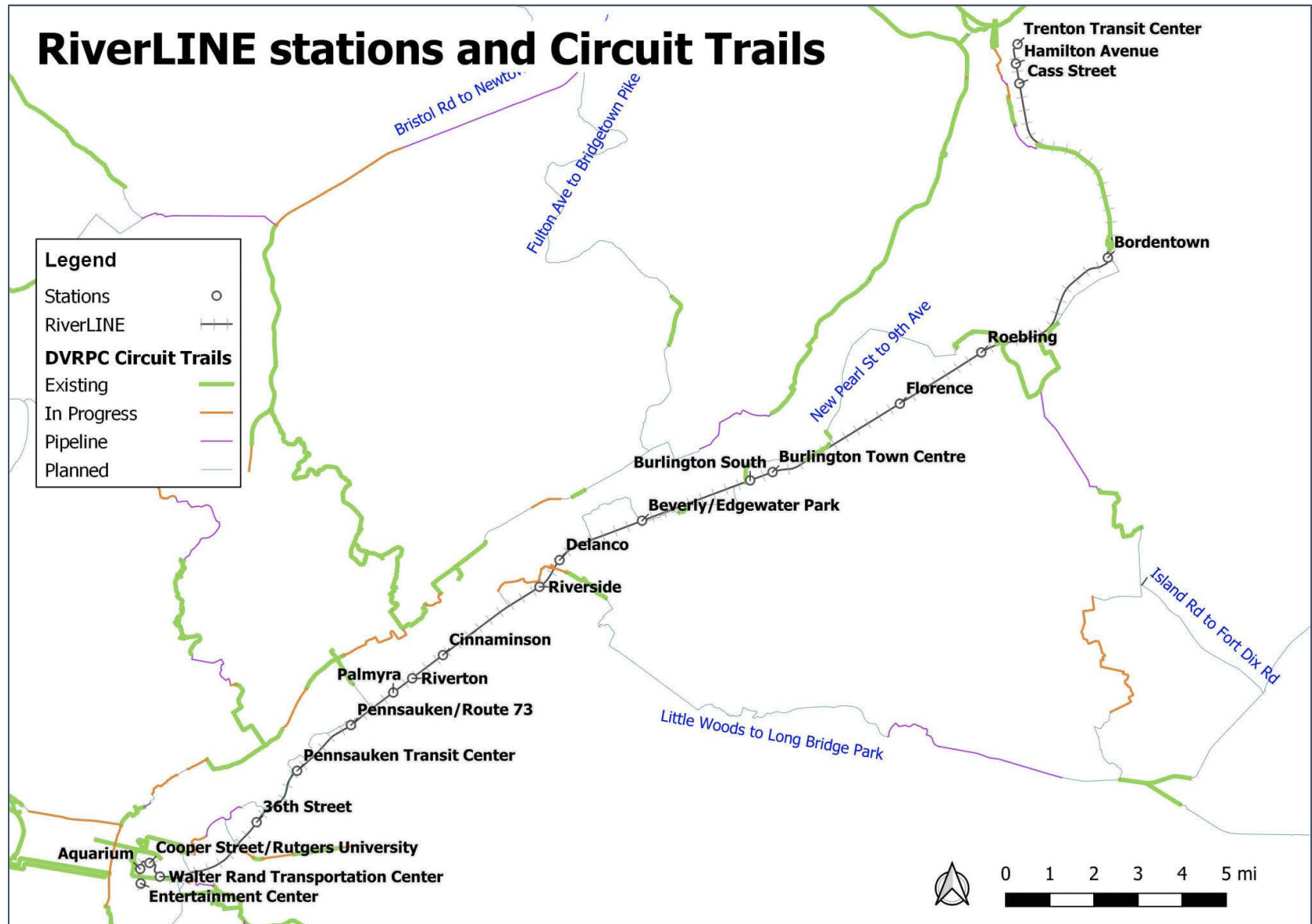
## Light Rail to Trails: Connecting the RiverLINE & the Circuit Trails

This project aims to encourage modeshifting among current RiverLINE users with first-and-last mile connections.

<b>Applicant and Public Partners</b>	Tri-State Transportation Campaign and New Jersey Transit
<b>Proposed Award Amount</b>	\$50,000
<b>TDM Project Goals</b>	Climate Action and Air Quality Improvement, Freedom of Choice, Equity, Reliability, Affordability
<b>Project Outcome</b>	Bicycle repair stations will be installed at feasible stations for basic bike repairs. Fill in missing such bicycle racks for stations without them, coupled with signage to the nearest Circuit Trail.



# RIVERLINE STATIONS AND CIRCUIT TRAILS





# RTC Action Proposed

DVRPC Staff requests RTC to recommend Board approval of the TOP project slate for FY2021 and FY2022 projects.

Proposed Travel Options Program Projects FY21 and FY22			
Project name	Applicant Agency	State	Proposed Award Amount*
Philadelphia Safe and Sustainable Return to Work	Clean Air Council / Philadelphia Chinatown Development Corporation/ OTIS	PA	\$128,000
PATCO Station Complete Streets Demonstration Pilot	Cross County Connection TMA	NJ	\$50,000
Automated Vehicle Shuttle in South Philadelphia	PennDOT District 6-0 / PIDC / AECOM	PA	\$347,000
Light Rail to Trails: Connecting the River Line & the Circuit	NJ Transit and Tri-State Transportation Campaign	NJ	\$50,000
*Specific funding amounts may change based on ongoing CMAQ eligibility review of certain project tasks.			
*Contingent on PennDOT and NJDOT approval of a no-cost time extension to carry FY2021 program funds into FY2022.			

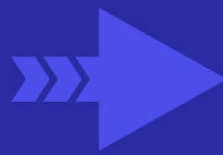




TRAVEL OPTIONS PROGRAM

**THANK YOU!**

<https://www.dvrpc.org/top>



Office of Project  
Implementation

Daniel Snyder, P.E.  
RTC Meeting  
April 6, 2021

# Project Selections for the New Jersey TA-SA



# What is TA Set-Aside

- The Transportation Alternatives Set-Aside (TA-SA) program was established by Congress in 2012 under MAP-21 and was replaced with a set-aside of funds under the Surface Transportation Block Grant Program (STBG) by the FAST Act in 2015
- TA-SA provides federal funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system

# Eligible Activities

- Bicycle & Pedestrian Facilities
- Conversion of Abandoned Railroad Corridors for Trails
- Construction of Scenic Turnouts, Overlooks, and Viewing Areas
- Historic Preservation and Rehabilitation of Historic Transportation Facilities



# Eligible Activities (con't)

- Community Improvement Activities, Specifically:  
Streetscaping and Corridor Landscaping
- Environmental Mitigation to Address Stormwater
- Wildlife Mortality Mitigation

# Selection Process

- DVRPC Review Committee
  - Four New Jersey Counties, DVRPC Staff, and NJDOT
- Selection Criteria
  - Developed by the 3 New Jersey MPOs and NJDOT
- Application Period
  - TA-SA: July 31, 2020– November 24, 2020

# Applications

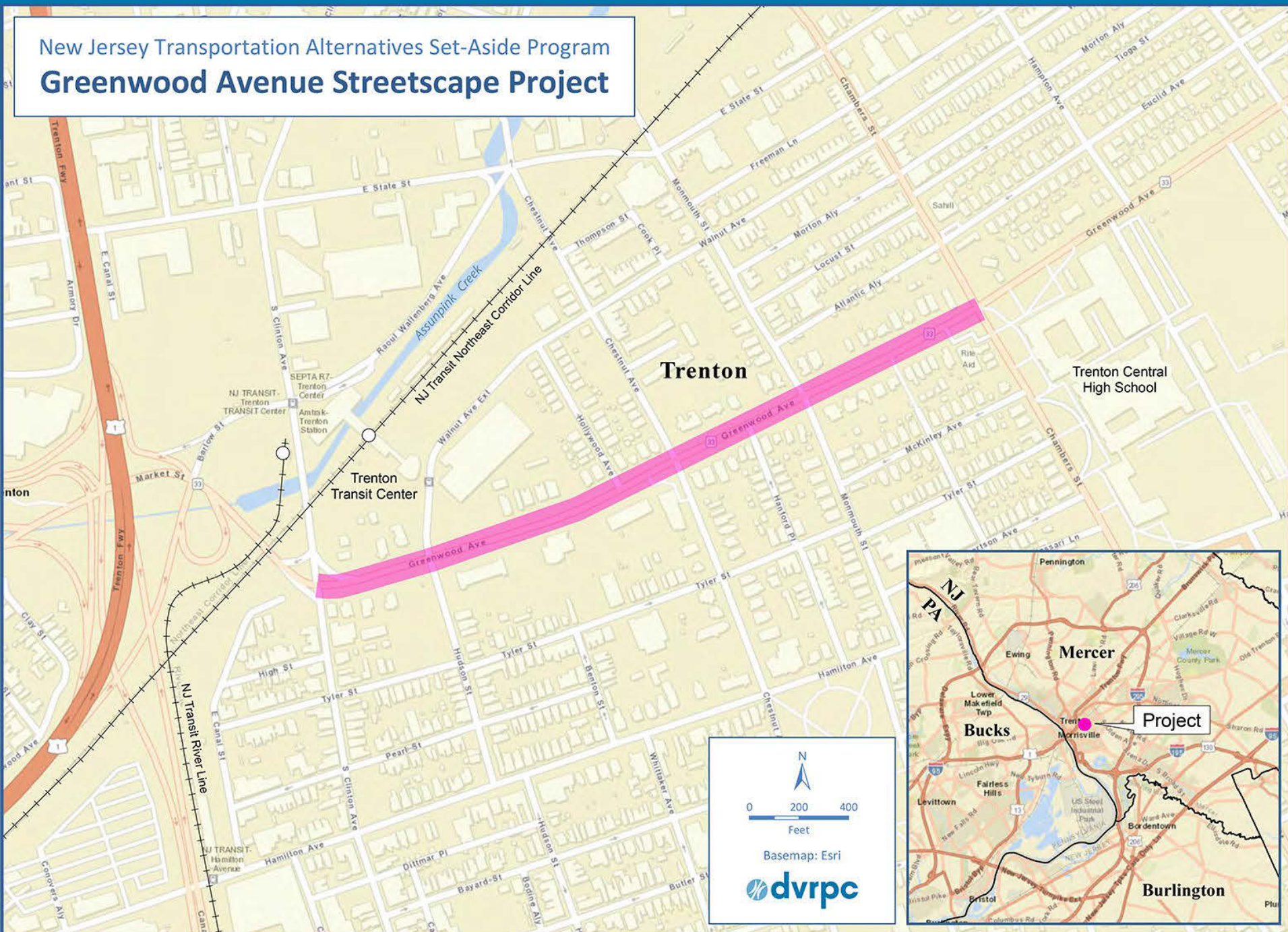
- TA Set-Aside
  - 28 Applications
  - Approx. \$23.0 Million in Requests



# TA-SA Selected Projects

Project Title	Sponsor	Award Amount
<b>Greenwood Avenue Streetscape Project</b>	Trenton City, Mercer County	\$519,000
<b>Cooper River Bike/Ped Bridge Project</b>	Camden County	\$1,000,000
<b>Heritage Trail Shared-Use Path and On-Road Improvements</b>	Edgewater Park Township, Burlington County	\$440,000
	Total	\$1,959,000

# New Jersey Transportation Alternatives Set-Aside Program Greenwood Avenue Streetscape Project



0 200 400  
Feet

Basemap: Esri

The logo for the Delaware Valley Regional Planning Commission (dvrpc) is located in the bottom right corner of the map area. It features a stylized blue and green circular icon to the left of the lowercase text "dvrpc".

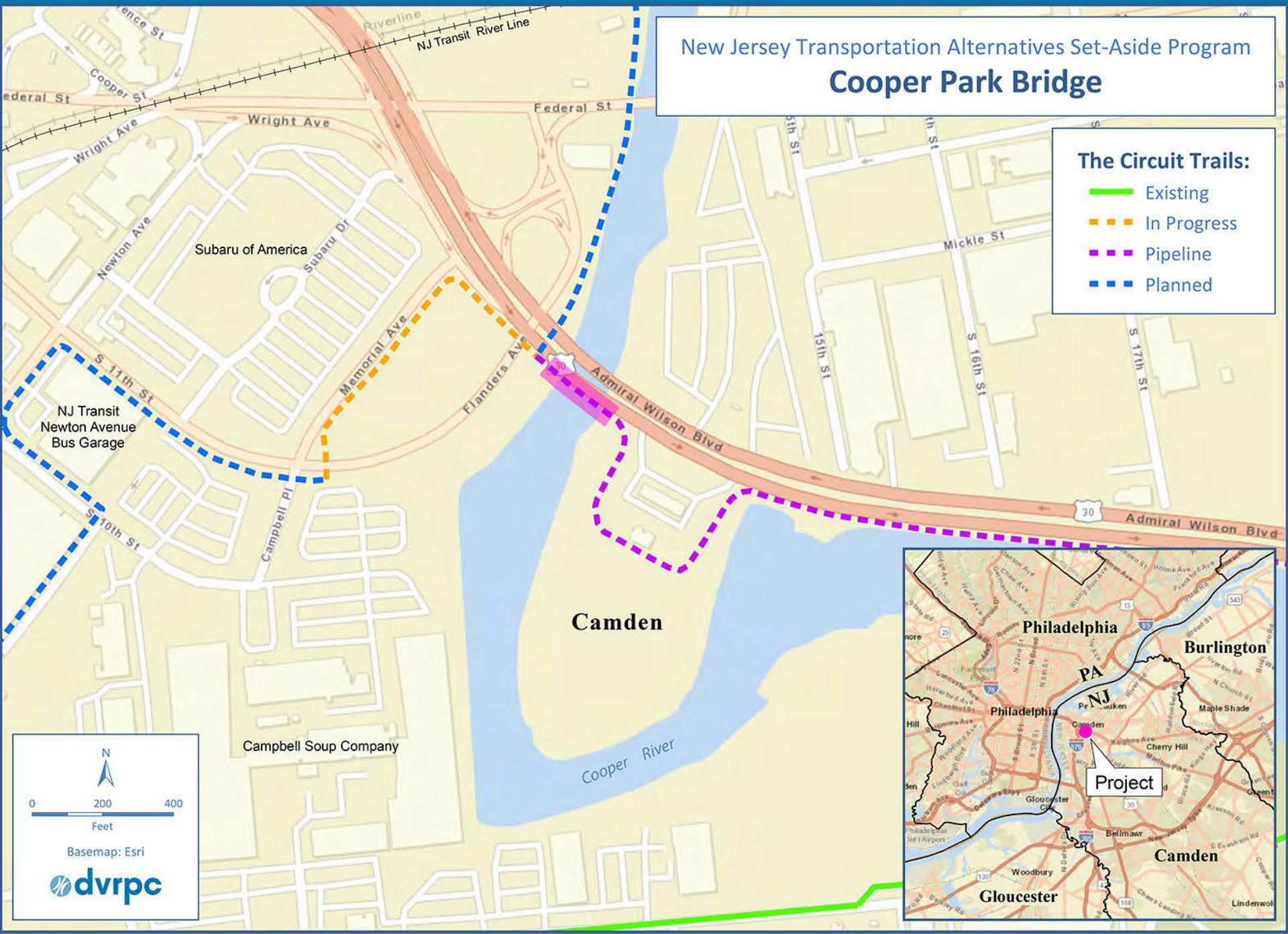


# New Jersey Transportation Alternatives Set-Aside Program

## Cooper Park Bridge

### The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned



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Feet  
Basemap: Esri  
**dvrpc**

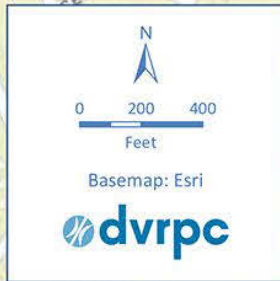
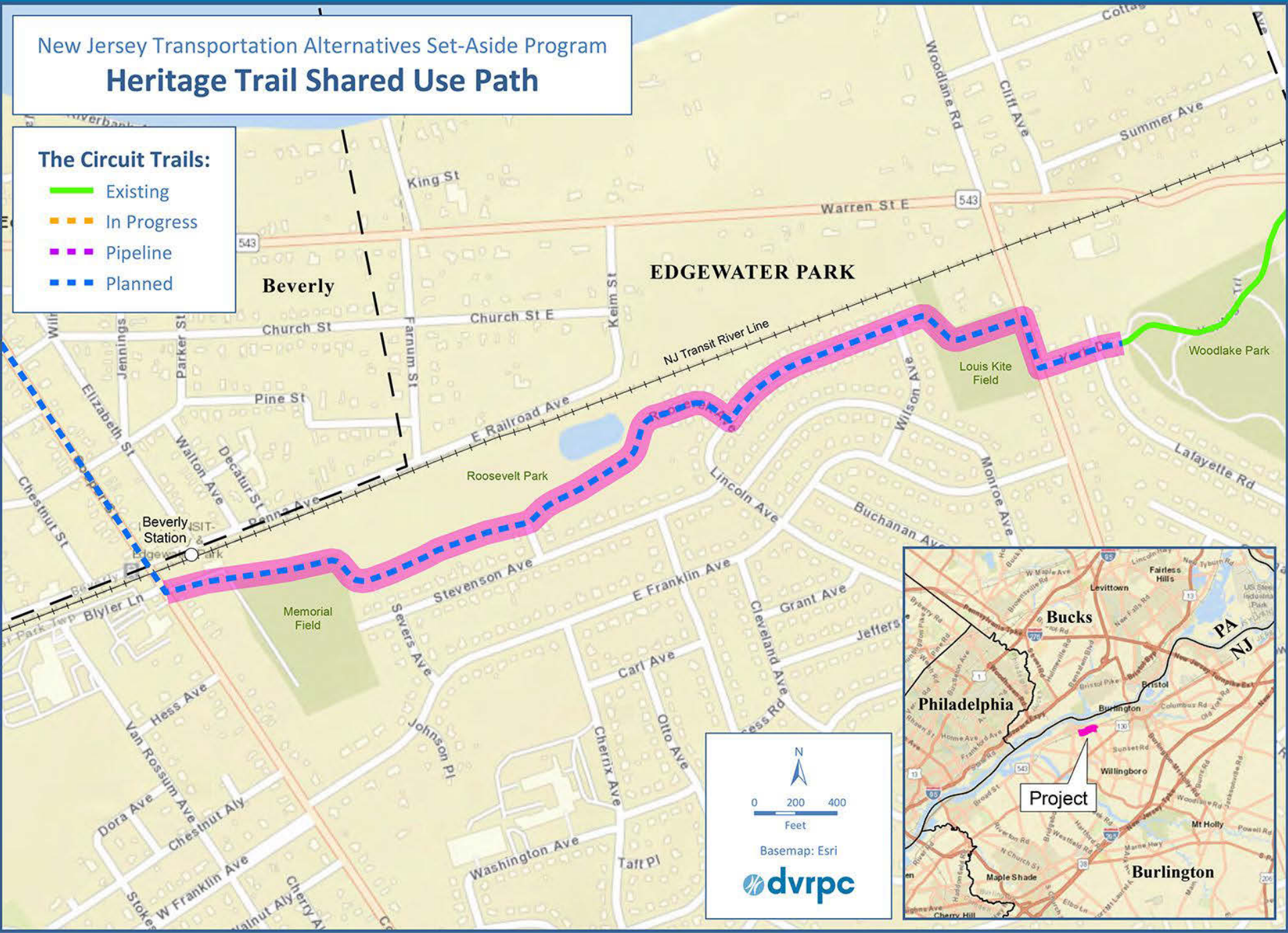




# New Jersey Transportation Alternatives Set-Aside Program Heritage Trail Shared Use Path

## The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned



# Action Proposed

That the Regional Technical Committee (RTC) recommends Board approval of the list of selected Transportation Alternative Set-Aside (TA-SA) projects and amend them into the FY2020 S/TIP for New Jersey in the amount of \$1,959,000 TA (TIP Action NJ20-069,DB #X107).

Thank you!



# → Regional Trails Program: Phase 8 Grant Awards

*Regional Technical  
Committee  
April 6, 2021*



# Regional Trails Program

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

# Phase 8 Timeline

- Sept. 2020 – Funding Opportunity Announcement Released
- Nov. 2020 – Applications Due
- Dec. 2020-March 2021 – Selection Committee Review and Consideration



# Phase 8 Guidelines

- Award Cap – \$300,000
- Match – At least 20% of total project costs
- Eligibility – Counties, municipalities, and non-profits
- Activities – Any phase of trail development

# Requests vs. Available Funds

- Forty Applications Received
- \$7,621,533 Requested
- Only \$2,643,667 Available

# Selection Committee

- Composed of representatives from the counties and major cities, state natural resource agencies, and the Circuit Trails Coalition.
- Met several times throughout January, February, and March.



# Selection Committee

- **Asked to consider projects':**
  - Readiness,
  - Current funding and leverage of additional funding,
  - Catalytic potential,
  - Provision of new transportation and recreational opportunities to underserved populations and communities of color, and
  - Overall quality.

# Equity

- **Applicants were required:**
  - To identify the Indicator of Potential Disadvantage (IPD) rating of the Census tract in which the proposed project will be located.
  - To describe steps taken or steps to be taken to during a project's planning and design to engage underserved populations and communities of color.

# Equity

- **Five projects recommended today will be located in Census Tracts with IPD ratings of 20 or higher.**
- **These five projects total \$1,011,867.**
- ***Italicized* in following project lists.**



# Summary by Phase

- 4 Planning Projects  
(Total: \$288,000)
- 7 Design Projects  
(Total: \$1,787,333)
- 3 Construction Projects  
(Total: \$568,334)

# Recommended Grant Awards

1. **Rancocas Creek Greenway - Laurel Run (design),**  
Sponsor: Burlington County – \$225,000
2. ***Camden County Link Bike/Ped Bridge over NJ 130***  
*(design), Sponsor: Camden County – \$300,000*
3. ***Cramer Hill Waterfront Park Trail Connector***  
*(acquisition and construction), Sponsor: Cooper's Ferry*  
*Partnership – \$128,334*
4. ***Union Transportation Trail Extension (design),***  
*Sponsor: East Windsor Township - \$227,888*

# Recommended Grant Awards

5. **Schuylkill River Trail - Birdsboro and Robeson Township** (feasibility study), Sponsor: Schuylkill River Greenway National Heritage Area - \$18,000
6. **Bristol Greenway** (feasibility study), Sponsor: Bristol Township - \$50,000
7. **Neshaminy Creek Greenway Trail** (design and construction), Sponsor: New Britain Township - \$140,000
8. **Newtown Rail Trail - Bristol Road to the Churchville Nature Center** (design), Sponsor: Bucks County - \$238,800



# Recommended Grant Awards

9. **Chester Valley Trail - Enola Low Grade Segment**  
(design), Sponsor: Chester County - \$240,000
10. **Darby Creek Trail - Southern Extension 1**  
(construction), Sponsor: Haverford Township - \$300,000
11. ***West 2nd Street - Chester Waterfront Trail (design),***  
*Sponsor: Riverfront Alliance of Delaware County -*  
*\$255,645*
12. **Cross County Trail** (feasibility study),  
Sponsor: Montgomery County - \$120,000

# Recommended Grant Awards

13. ***Lower Schuylkill River Trail - Bartram's to Passyunk Phase II (feasibility study), Sponsor: Schuylkill River Development Corporation - \$100,000***
14. **Wissahickon Gateway Trail (design), Sponsor: City of Philadelphia - \$300,000**

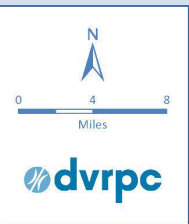
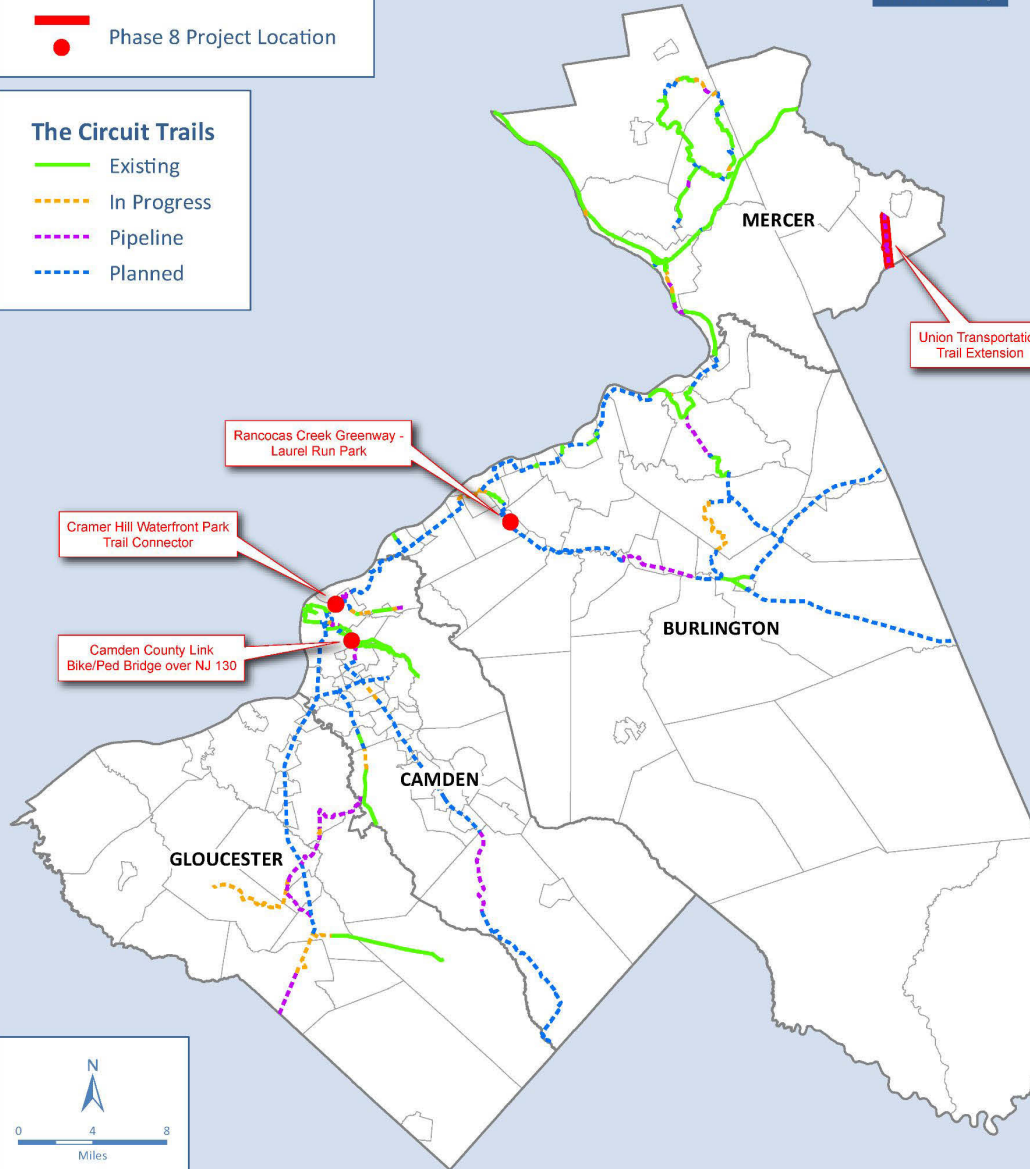
# New Jersey Phase 8 Recommended Projects

## THE CIRCUIT TRAILS

 Phase 8 Project Location

### The Circuit Trails

-  Existing
-  In Progress
-  Pipeline
-  Planned

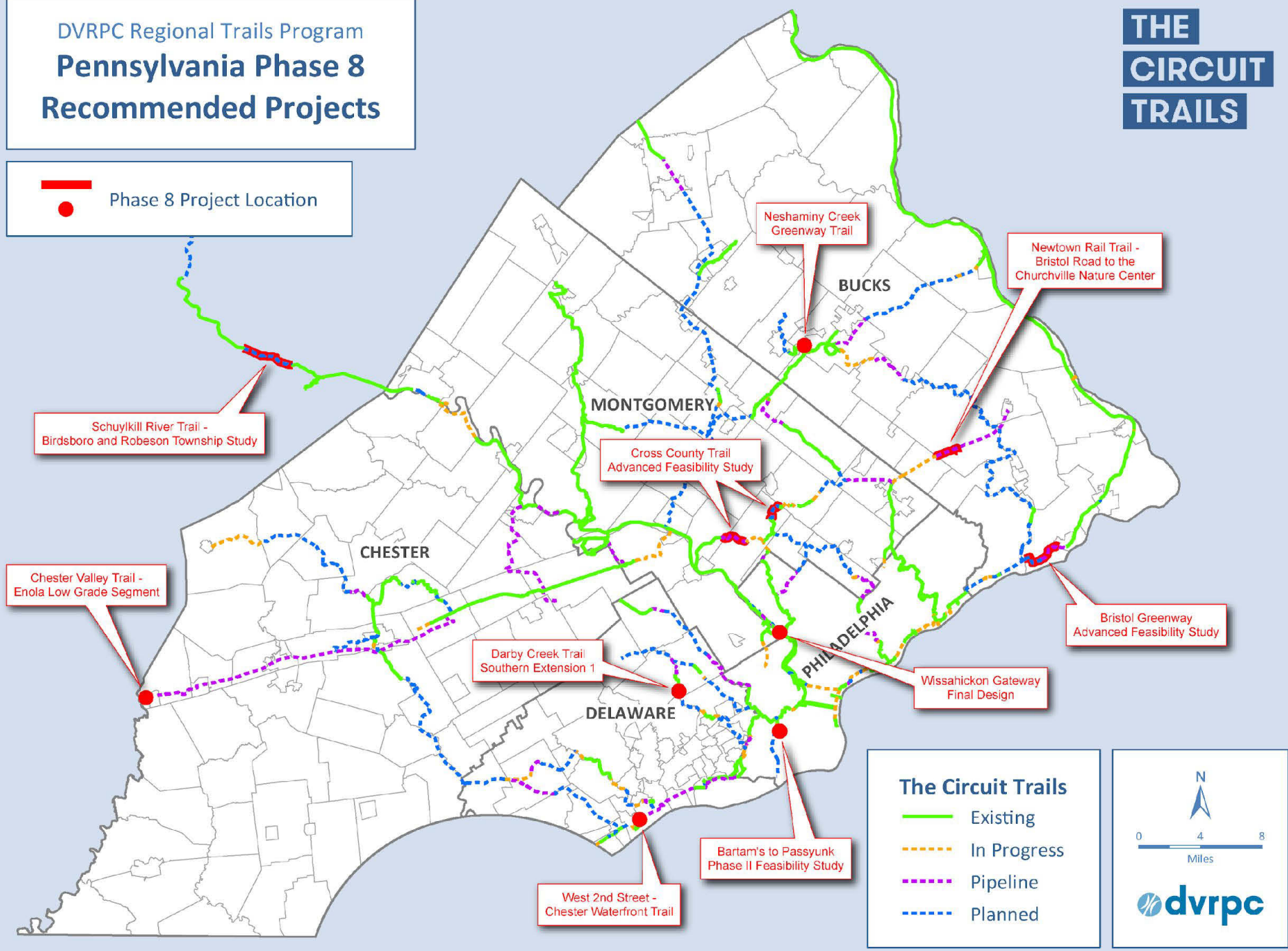




DVRPC Regional Trails Program  
**Pennsylvania Phase 8  
Recommended Projects**

**THE  
CIRCUIT  
TRAILS**

 Phase 8 Project Location



# Action Proposed

That the Regional Technical Committee recommend Board approval of these 14 Regional Trails Program Phase 8 grant awards totaling \$2,643,667.

# FY 2021-22 TMA and MAP Contractor Work Program Funding

Presentation to the Regional Technical Committee

April 7, 2021



# TMA Assistance Grant

**TMA Assistance Grants** provide funding for TDM-related work geared toward reducing traffic congestion and improving air quality, largely by (but not limited to) promoting and/or implementing transportation alternatives and helping to increase their use through education and outreach

- Program initiated in 1990 – currently funds nine TMAs statewide (PennDOT)
- TMAs must follow PennDOT Application Requirements
- SE PA Work Programs developed with input from related County/City Planning Dept/Commission, reviewed by TMA Policy Committee

# TMA Assistance Grant:

## SE PA TMAs

- Bucks County TMA
- TMA of Chester County
- Delaware County TMA
- Greater Valley Forge TMA
- Partnership TMA
- Central Philadelphia TMA

# TMA Assistance Grant:

## Common Program Elements

- Be a Travel Demand Management (TDM) information resource for municipalities, employers/institutions, and the general public
- Promote increased transit use through a variety of means
- Educate audiences about other alternate commute methods and incentives, as appropriate
- Act as coalition builders and gain support for regional transportation programs and capital projects
- Act as liaison between PennDOT and the local business community for Construction Project Mitigation efforts, alternate transportation options during projects, and employer concerns/questions



# TMA Assistance Grant:

## FY22 Funding Levels

• TMA Bucks	\$ 224,500 (\$179,600 federal/\$44,900 match)
• TMAACC:	\$ 224,500
• DCTMA:	\$ 224,500
• GVF TMA:	\$ 224,500
• Partnership TMA:	\$ 224,500
• CPTMA:	<u>\$ 62,500</u> (\$50,000 federal/\$12,500 match)
<b>Program Total:</b>	<b>\$1,185,000 (\$948,000 federal/\$237,000 match)</b>

# Mobility Alternatives Program (MAP)

**MAP** is an education and outreach program about the benefits of TDM, geared to employers located, and commuters working, in southeastern Pennsylvania.

- Program inception in 1995
- Contractors use common marketing materials (produced by DVRPC)
- Promote and utilize Share-A-Ride (SAR) matching ([pacarpool.org](http://pacarpool.org))
  - contracts and training through DVRPC
    - Transit, Carpools, Vanpools, Bike groups
- Promote registration in Emergency Ride Home (ERH) program
- Educate employers on telework, compressed work week, etc.
- Air Quality Partnership (AQP) alerts and outreach, membership

# Mobility Alternatives Program (MAP):

## Contractors

- Bucks County TMA (TMA Bucks)
- TMA of Chester County (TMACC)
- Delaware County TMA (DCTMA)
- Greater Valley Forge TMA (GVF)
- Partnership TMA of Montgomery Co. (PTMA)
- University City District TMA (UCD TMA)
- Clean Air Council (CAC) for City of Phila.
- SEPTA



# Mobility Alternatives Program (MAP):

## Program Elements

- Work Program elements for TMAs and Clean Air Council are focused on reducing SOVs *to/from work sites during peak commute times*, and easing specific commute issues during off-peak times
  - Contractors select a corridor or employment center to focus on
- SEPTA provides outreach support to TMAs and also works directly with select regional employers
- Like with the TMA Assistance Grant, TMAs and Contractors work with appropriate County/City Planning Depts to develop WPs; PA TMA Policy Committee reviews all WPs

# Mobility Alternatives Program (MAP):

## FY22 Funding Levels

- Each TMA (6): \$ 67,500 (\$ 54,000 federal/\$13,500 match)
  - Clean Air Council: \$ 98,375 (\$ 78,700/\$19,675)
  - SEPTA : \$165,000 (\$132,000/\$33,000)
- Program Total:** \$668,375 (\$534,700/\$133,675)

# Total FY22 Funding per Agency

- 5 County TMAs (TMA Assistance and MAP): \$292,000 each
- CPTMA (only TMA Assistance): \$ 62,500
- UCD TMA (only MAP) \$ 67,500
- Clean Air Council (only MAP): \$ 98,375
- SEPTA (only MAP): \$165,000
- FY22 Total:** **\$1,853,375**

(\$1,482,700 federal/\$370,675 match)

Note: This funding is for FY22 only, the second year of the last 2-year Contract with PennDOT under the current 6-year Agreement



# Total FY22 Funding Per Program

TMA Assistance:	\$1,195,000 (\$956,000 federal/\$239,000 match)
MAP	<u>\$ 668,375</u> (\$534,700/\$133,675)
<b>FY22 Total:</b>	<b>\$1,853,375</b> (\$1,482,700/\$370,675)

# RTC Action Proposed

That the Regional Technical Committee recommend Board approval of these FY21 TMA Assistance and MAP Contractor Work Programs and funding; and

That the RTC recommend the Board amend the FY 2021 TIP for Pennsylvania (PA21-33) to decrease the FY21 PRA phase of the Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR) (MPMS #110429) by \$67,625 (\$53,300 CMAQ/\$14,325 Local) and to decrease the FY21 PRA phase of the Transportation Management Associations (TMA) (MPMS #111424) by \$144,000 (\$116,000 CMAQ/\$28,000 Local).

TMA  
Assistance  
and MAP  
Grants

Questions?

Thank you!

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