



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2020-2023)

Pennsylvania TIP (FY2021-2024)

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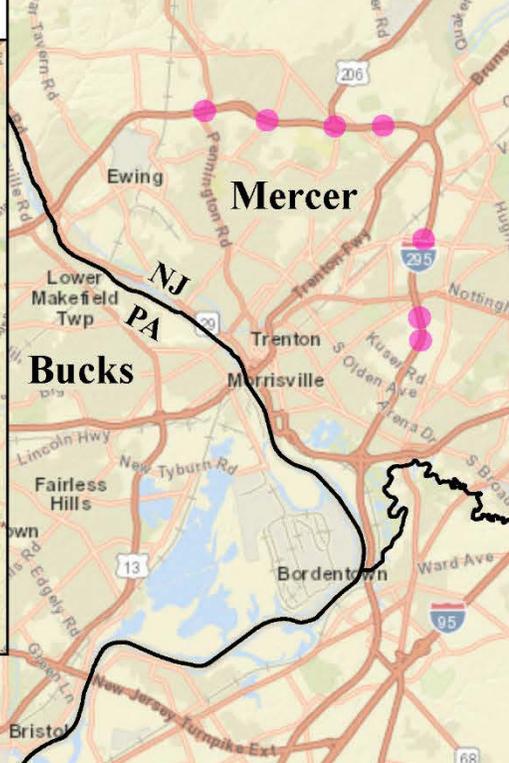
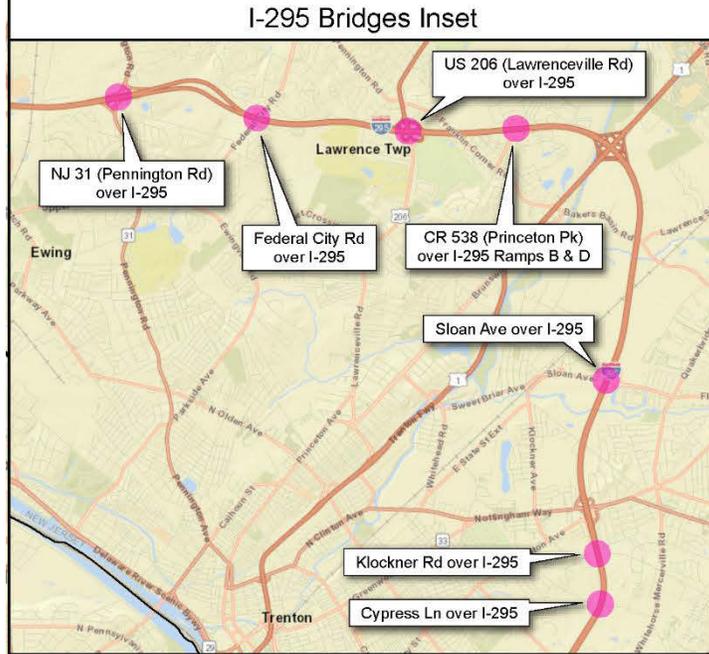
DVRPC Board | May 2021



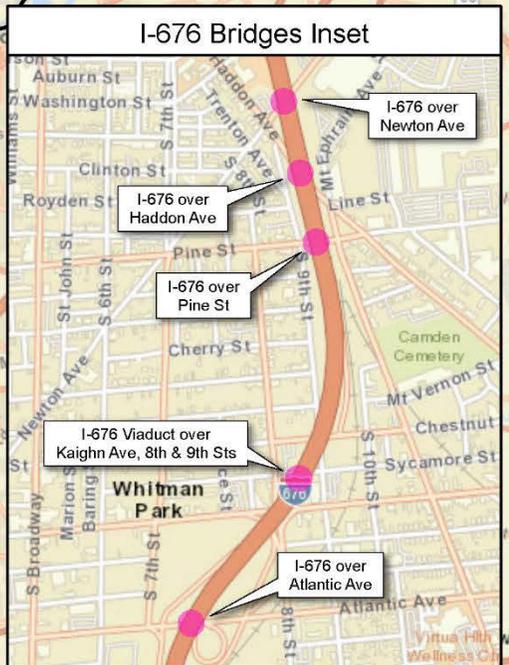
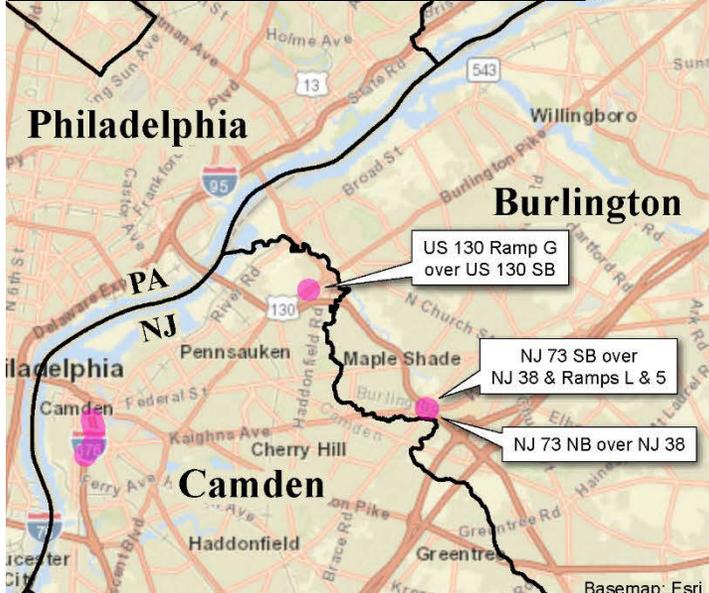
Bridge Preventive Maintenance

NJ Statewide | Cost Increase

- **TIP Modification**
- **Action:** Increase FY21 Engineering/Construction (EC) phase by \$24.478 M NHPP
- **Reason:** Line item provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs)
- **Background:**
 - *Action has no impact on the DVRPC Regional Highway Program*
 - *Statewide Program is not specific to any particular MPO region*



All bridges in Mercer County fall under **Maintenance Bridge Painting Contract 2020-2**
 All bridges in Burlington and Camden Counties fall under **Maintenance Bridge Painting Contract 2020-3**



3 Statewide Contracts:

- \$10.731 M for bridges in Mercer County and outside DVRPC region in Monmouth and Ocean Counties;
- \$7.417 M for bridges in Burlington and Camden Counties;
- \$6.33 M for bridges in counties outside DVRPC region.

TIP ACTION | Proposed - NJ

Request Board Approval of TIP Modification

- **Statewide Bridge Preventive Maintenance**
Increase FY21 EC phase by \$24.478 M NHPP



Paratransit Vehicle Purchase

SEPTA | Reduce Funding

- **TIP Amendment**
- **Action:** Reduce FY21 Purchase (PUR) phase by \$7 M (\$5.6 M FTA Section 5307/\$1.355 M State 1514/\$45,000 Local)
- **Reason:** Paratransit service usage has declined during pandemic;
 - *SEPTA able to defer next planned procurement of new paratransit vehicles to FY22;*
 - *FY21 funds will be reallocated for other needs.*
- **Background:**
 - *SEPTA typically replaces half of its 450-vehicle paratransit fleet every 3 years*
 - *Most recent procurement of 225 vehicles fully funded and completed*

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

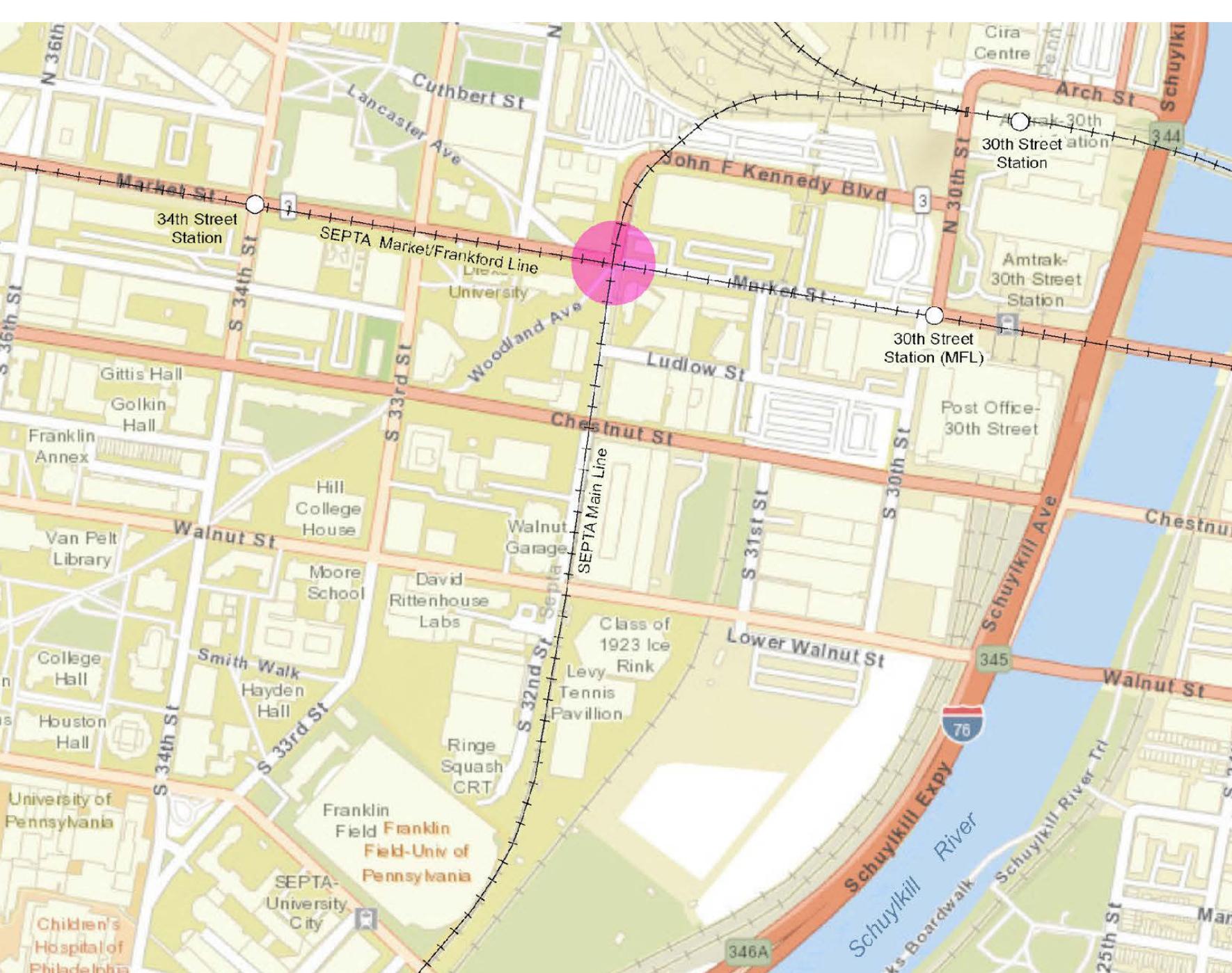
- **Paratransit Vehicle Purchase**
Reduce FY21 PUR phase by \$7 M (\$5.6 M FTA Section 5307/\$1.355 M State 1514/ \$45,000 Local) to zero



JFK Boulevard at 32nd Street over SEPTA (30th Street Station) (Bridge)

City of Philadelphia | Reduce Funding

- **TIP Amendment**
- **Action:** Reduce Construction (CON) phase by \$11.17 M (FY21: \$5.912 M NHPP/\$1.478 M State 185; FY22: \$3.024 M NHPP/ \$756,000 State 185)
- **Reason:** Updated CON estimate considered Utility (UTL) cost increase from December 2019 (PA19-96);
 - *CON phase funding PennDOT rehabilitation of poor condition bridge;*
 - *UTL phase for SEPTA rehabilitation work inside tunnel.*
- **Background:**
 - *Total cost estimate for all phases is approximately \$44 M*
 - *Majority of project's funding already obligated/encumbered*



Proposed work includes:

- Deck and sidewalk repairs/replacement,
- Steel superstructure and substructure repairs/replacement, Drainage upgrades, and
- Concrete substructure repairs,
- Streetscape improvements.

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

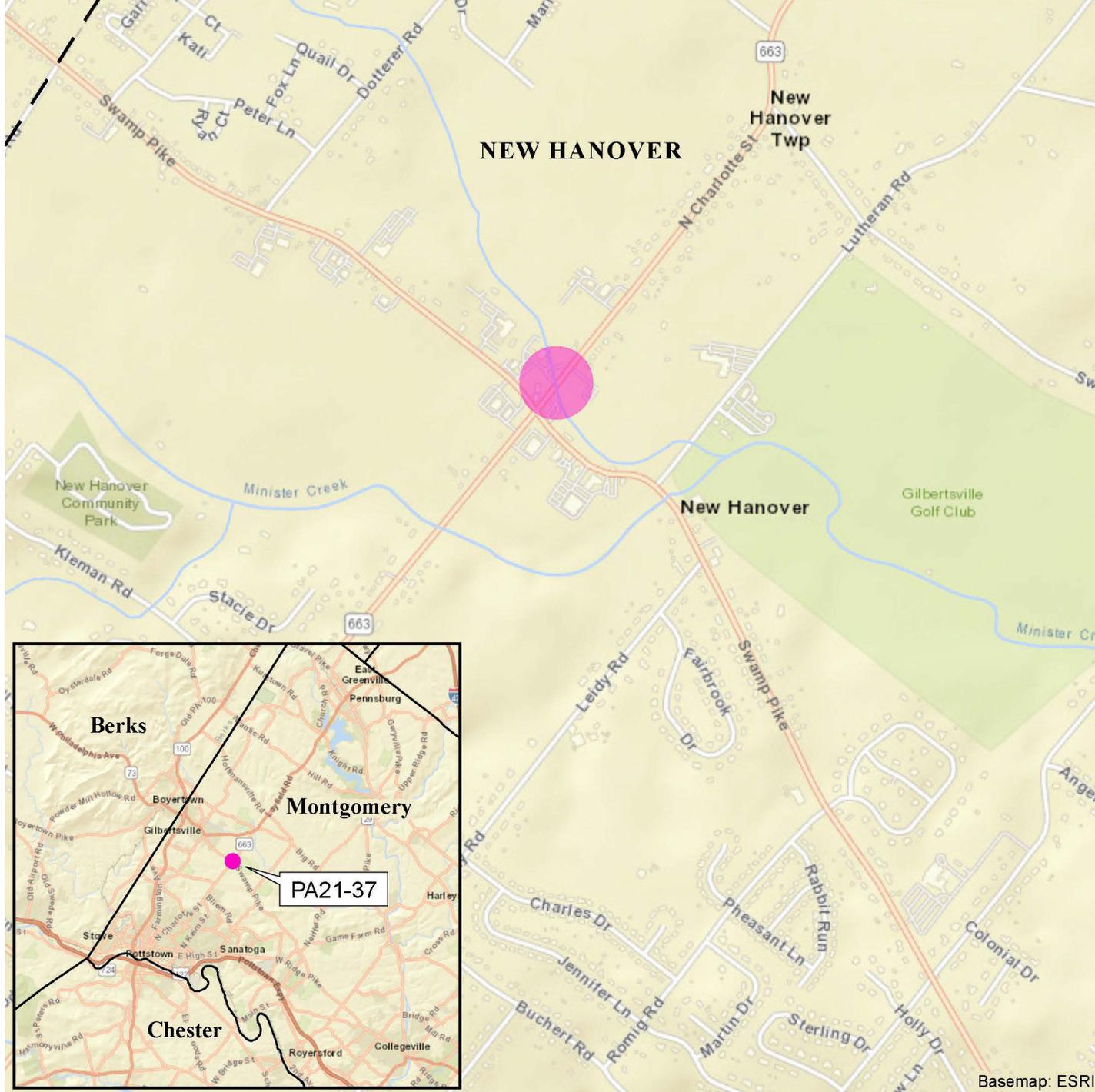
- **JFK Boulevard at 32nd Street over SEPTA (30th Street Station) (Bridge)**
Reduce CON phase by \$11.17 M (FY21: \$5.912 M NHPP/
\$1.478 M State 185; FY22: \$3.024 M/\$756,000 State 185)



PA 663 over Ministers Creek

Montgomery County | Add Project Back into TIP

- **TIP Amendment**
- **Action:** Add CON phase back into TIP in FY21 for \$2.8 M NHPP/Toll Credit
- **Reason:** Programmed for CON in previous FY2019 TIP;
 - *CON did not obligate during FY2021 TIP Update, as expected;*
 - *Final structure approval issued December 2020.*
- **Background:**
 - *Total estimated cost = \$4.873 M*
 - *Estimated CON cost = \$2.8 M*



Proposed work includes:

- Culvert replacement and widening
- Exclusive left turn lanes on both approaches to Swamp Pike
- Traffic signal replacements;
- ADA ramp construction
- New 5-foot sidewalks on both sides of roadway.

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

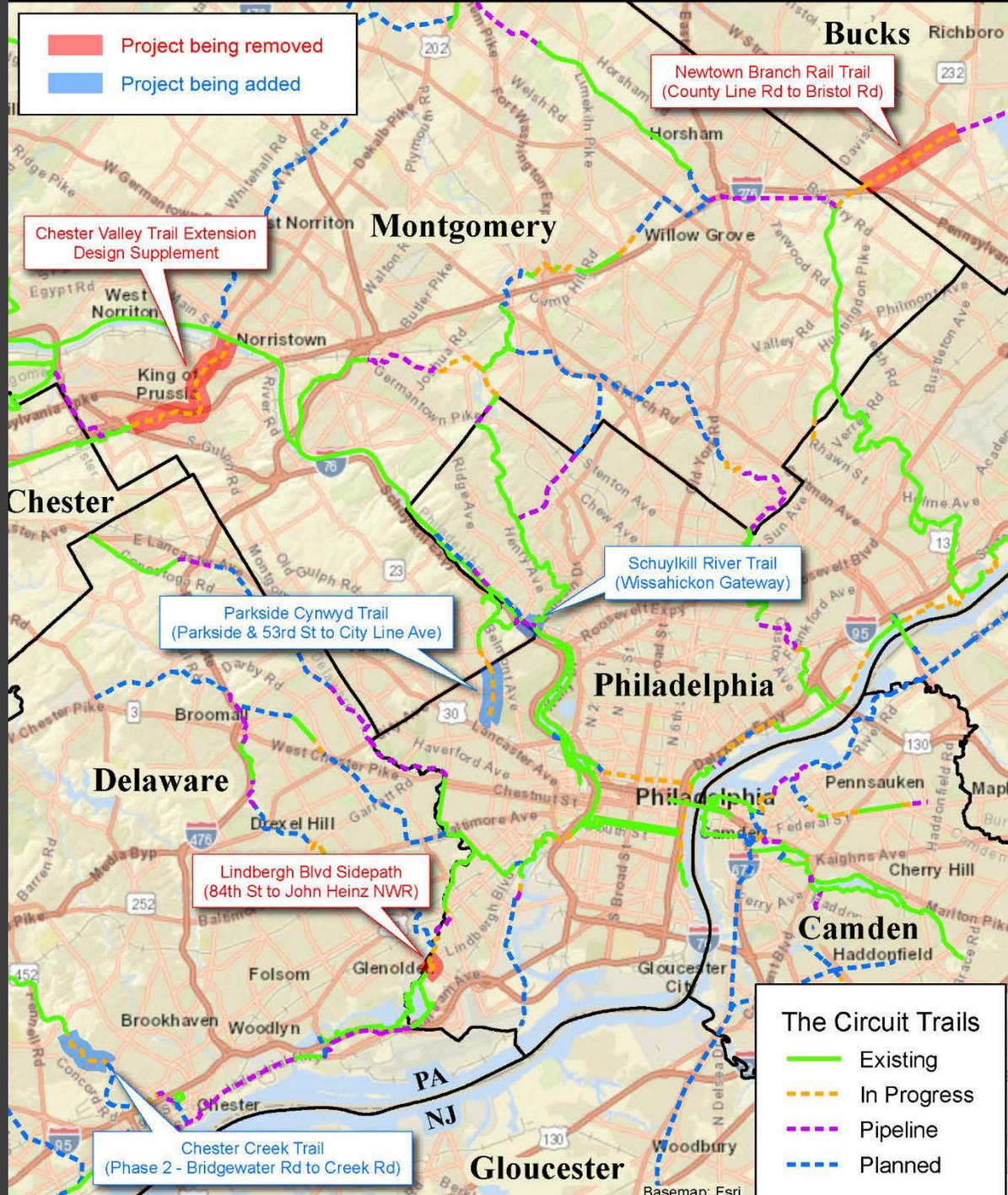
- **PA 663 over Ministers Creek in Montgomery County**
Add CON phase back into TIP in FY21 for \$2.8 M
NHPP/Toll Credit



The Circuit Line Item

Various Counties | Update Scope

- **TIP Amendment**
- **Action:** Update scope by adding 3 new projects and removing 3 projects from description
- **Reason:** Address 3 new candidates requiring PennDOT Project Managers to guide projects through federal process;
 - *Remove 3 projects that no longer need to be carried in description*
- **Background:**
 - *No funding change to TIP*
 - *Design funding provided by Regional Trails Program funds from the William Penn Foundation*



New projects to be added:

- Chester Creek Trail Phase 2 (Delaware County)
- Wissahickon Gateway Trail (City of Philadelphia)
- Parkside Cynwyd Trail (City of Philadelphia)

Old projects to be removed:

- Newtown Branch Rail Trail (Bucks County)
- Chester Valley Trail Extension Design Supplement (Montgomery County)
- Lindbergh Blvd Sidepath – 84th St to John Heinz NWR (City of Philadelphia)

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

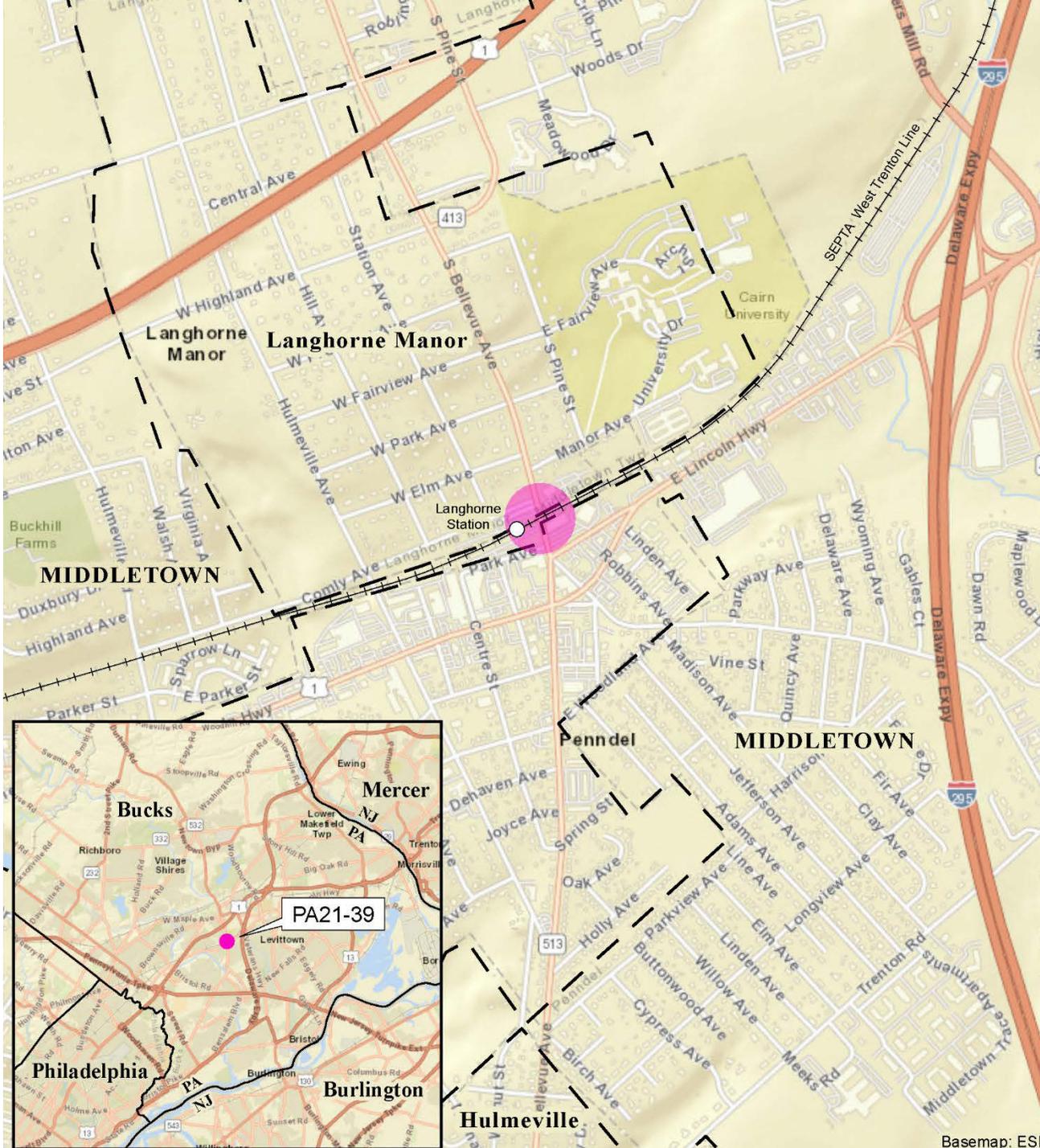
- **The Circuit Line Item**
Update scope by adding 3 new projects and removing 3 projects from description
- New projects to be added:
 - *Chester Creek Trail Phase 2 (Delaware County)*
 - *Wissahickon Gateway Trail (City of Philadelphia)*
 - *Parkside Cynwyd Trail (City of Philadelphia)*
- Old projects to be removed:
 - *Newtown Branch Rail Trail (Bucks County)*
 - *Chester Valley Trail Extension Design Supplement (Montgomery County)*
 - *Lindbergh Blvd Sidepath – 84th St to John Heinz NWR (City of Philadelphia)*



Bellevue Ave Grade Crossing

Bucks County | Add New Project to TIP

- **TIP Amendment**
- **Action:** Accept new Statewide funded Rail Grade Crossing project into TIP for FY21 CON (\$400,000 RRX/Toll Credit)
- **Background:**
 - *These are additional funds to the region*



Proposed work includes:

- Install holdout signals with crossing wrap at Bellevue Avenue at-grade crossing with CSXT freight rail line
- Replaces manual push button
- System intended to keep trains from blocking crossings
- Reduce wait times to cross railroad for emergency vehicles and traveling public

TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

- **Bellevue Ave Grade Crossing in Bucks County**
Accept new Statewide funded Rail Grade Crossing project into TIP for FY21 CON (\$400,000 RRX/Toll Credit)





THANK YOU!



PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION





Benefits and Burdens:

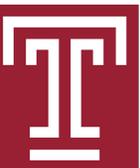
Case Studies in Transportation Equity from the Philadelphia Region



Introduction

- DVRPC Goal: Increase equity in future transportation projects
- Temple University graduate students created equity framework and used it to evaluate eight past projects

MPP Team	MCRP Team
1. I-676 (Vine St. Expressway) 2. I-476 (Blue Route) 3. Market Frankford Elevated Line Reconstruction	1. NJ-29 2. PATCO 3. Direct Connection 4. US 422 5. Schuylkill River Trail



Federal Regulations

Title VI of the Civil Rights Act of 1964

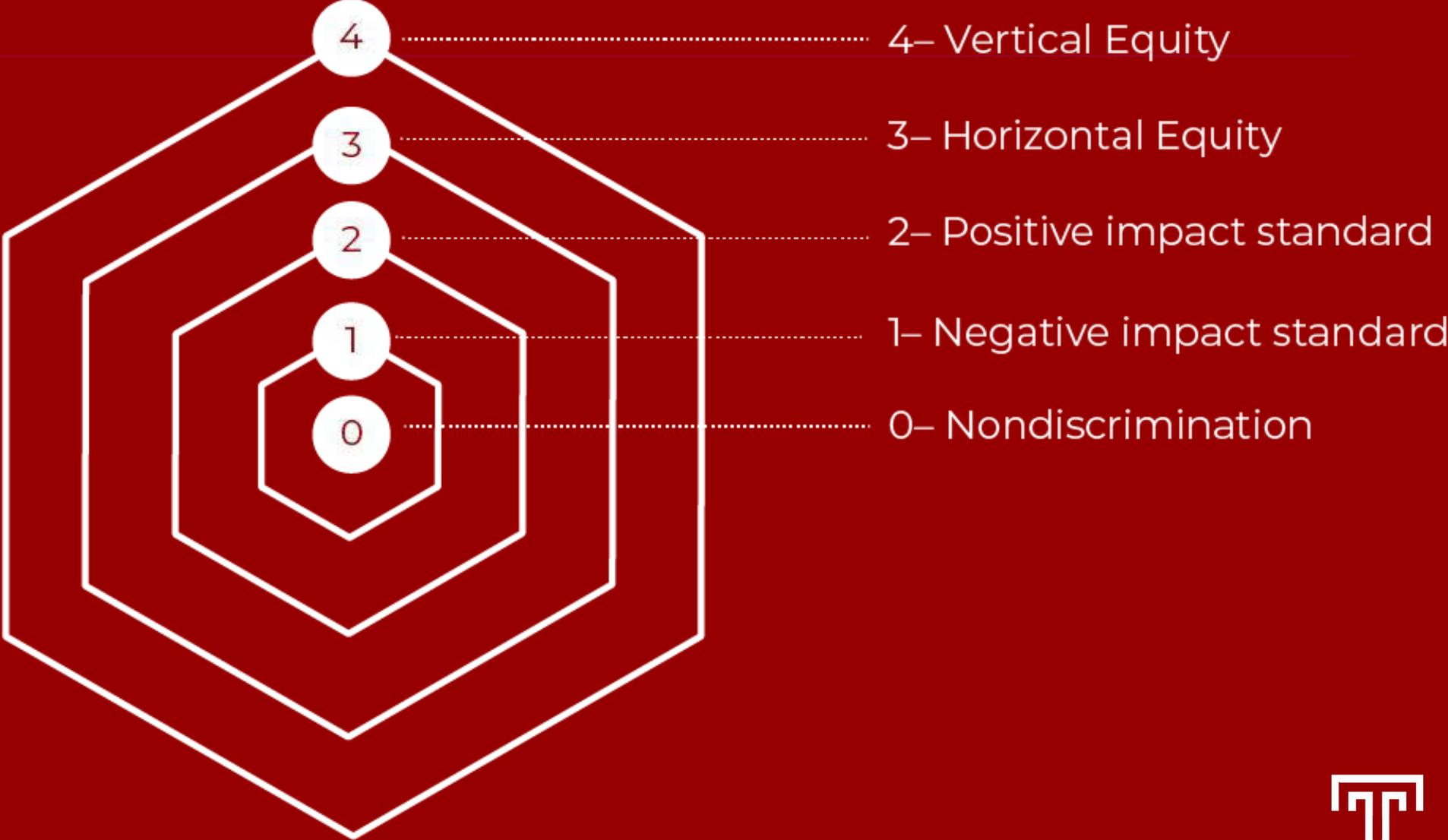
No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Environmental Justice - Executive Order 12898

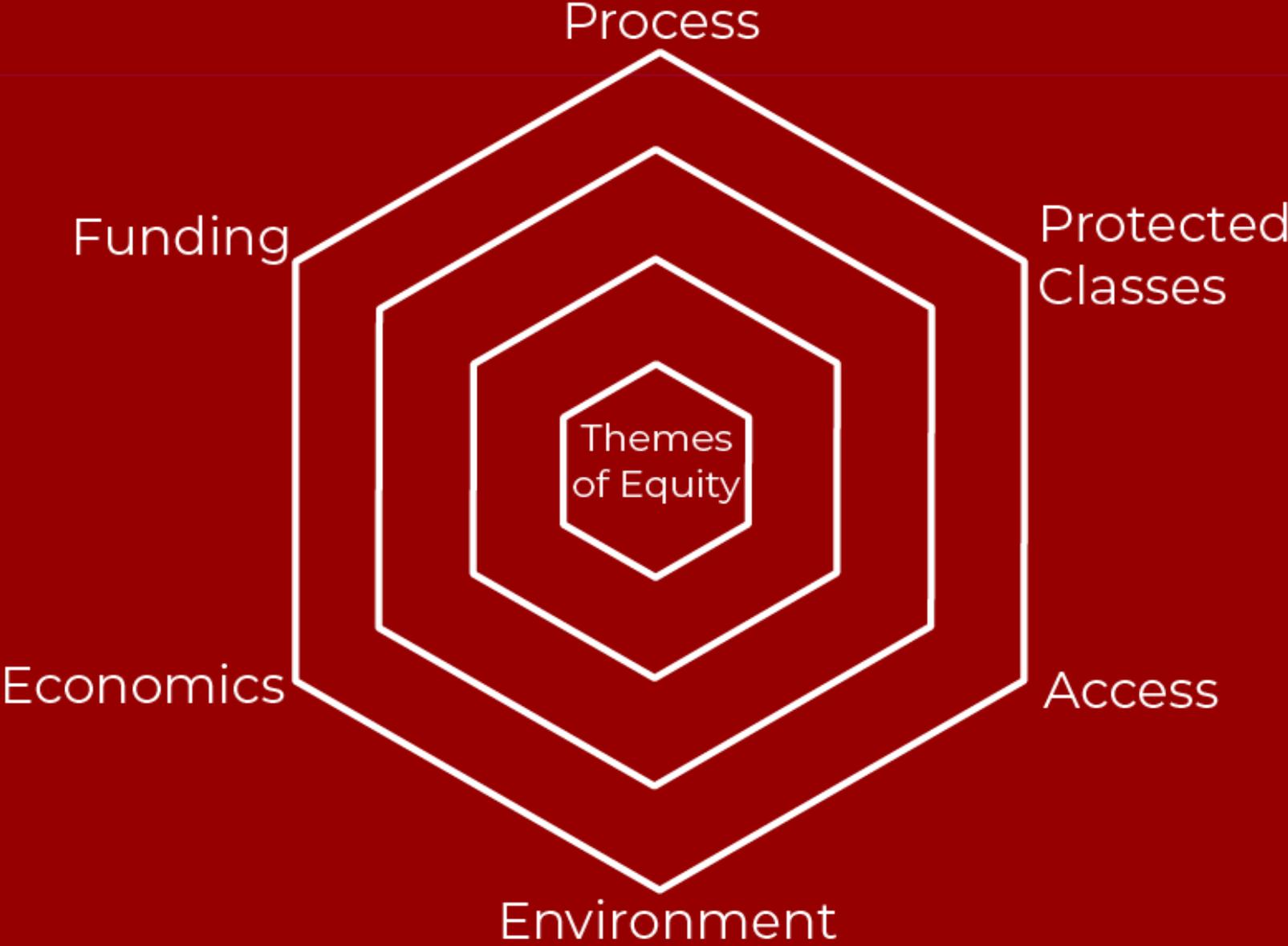
Primarily aimed at addressing disproportionately high and negative environmental and health effects of minority and low-income populations.



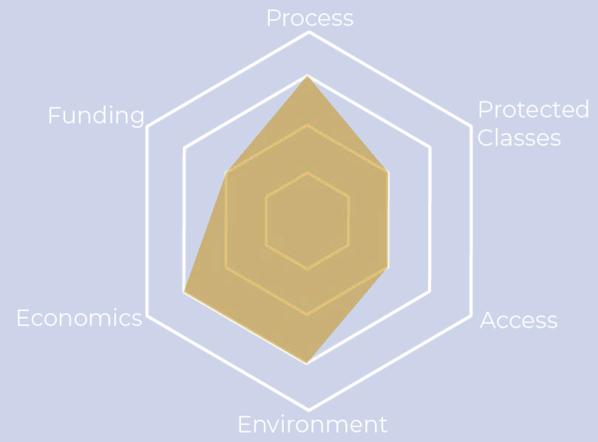
Proposed Equity Framework- Levels of Impact



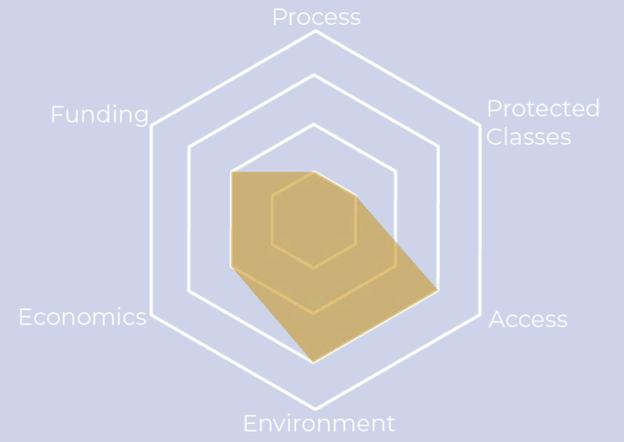
Proposed Equity Framework- 6 Themes



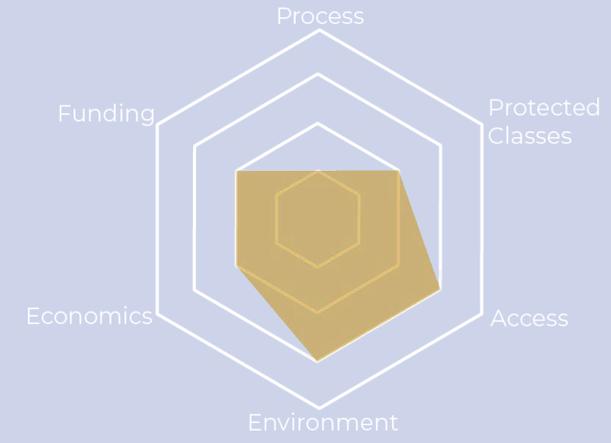
I-476/Blue Route



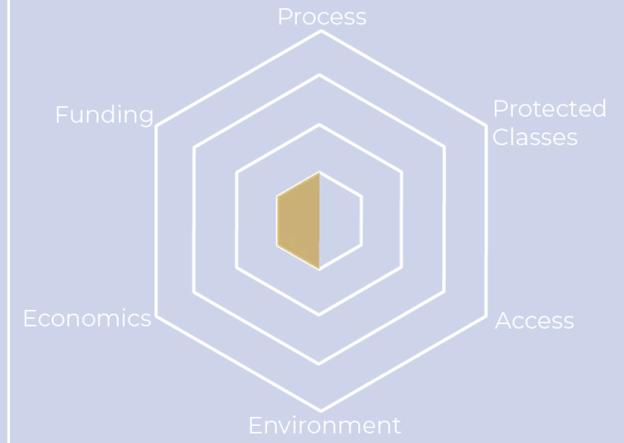
I-676/Vine St Expressway



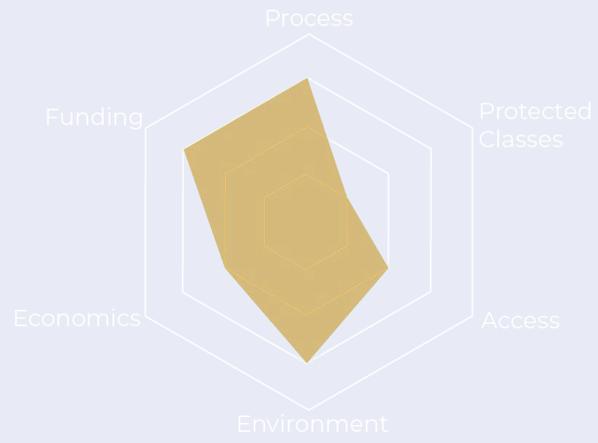
Market-Frankford Reconstruction



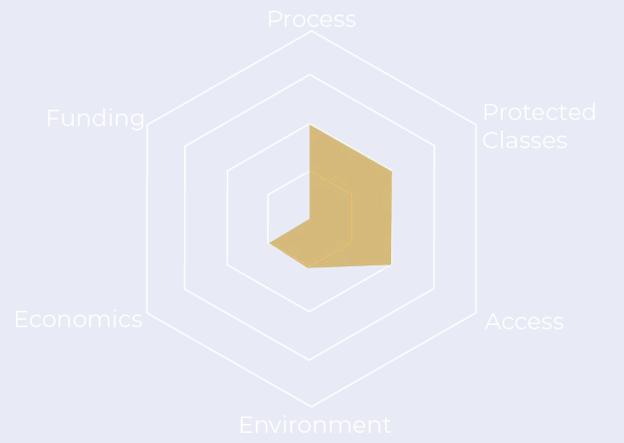
NJ-29



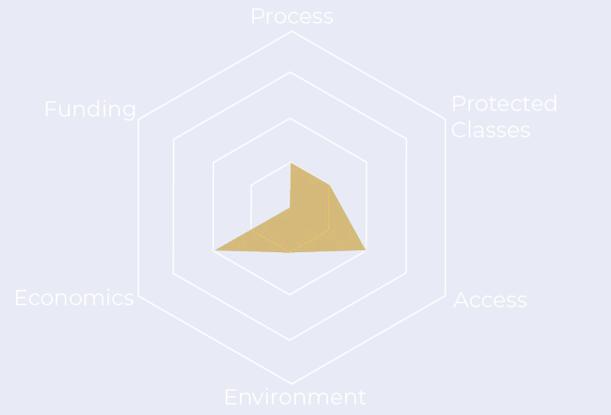
PATCO



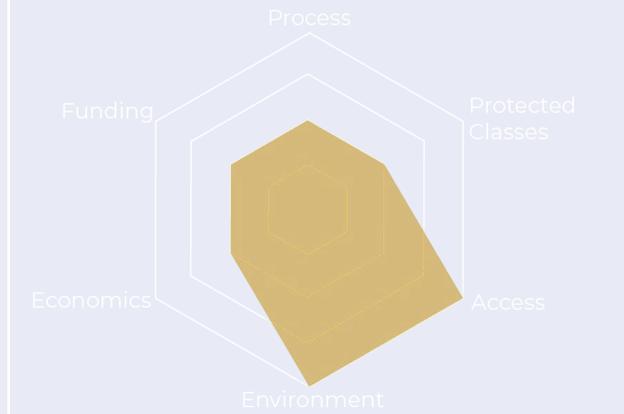
Direct Connection



US-422/Pottstown Expressway



Schuylkill River Trail



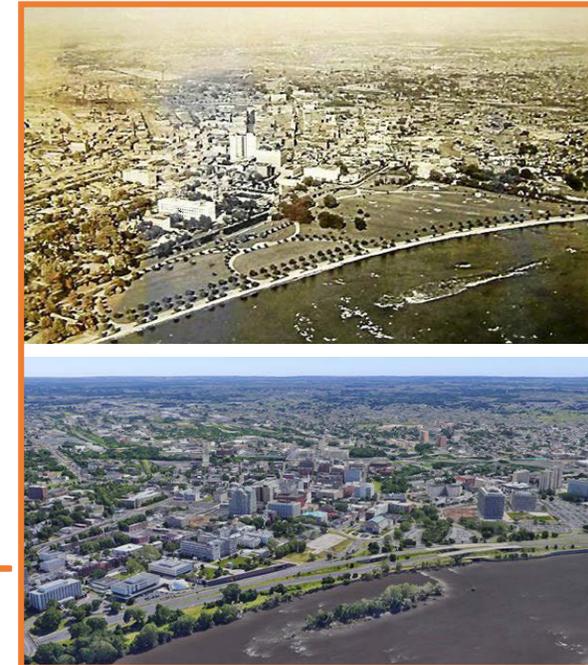
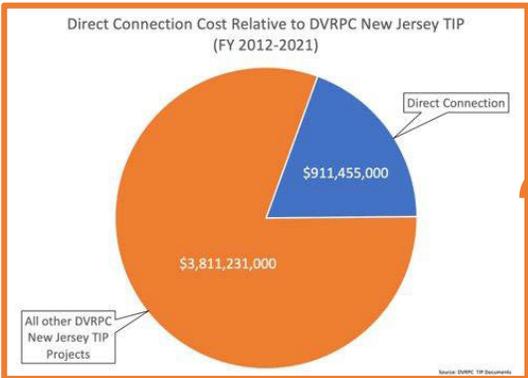
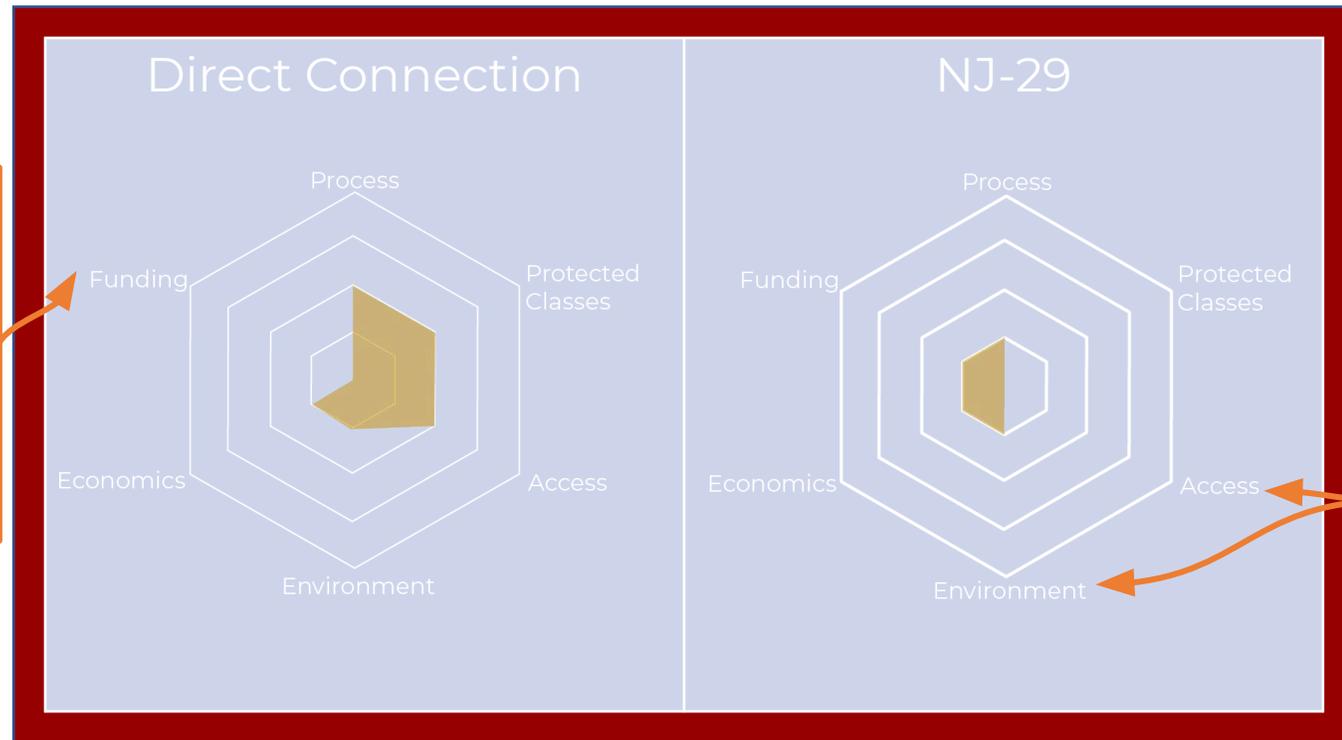
Final Conclusions

- The region prioritized projects that benefit white suburban residents
- More equitable processes have been in place recently
- Equity is not an all-or-nothing game
- Framework allows a view of both good and bad aspects of projects



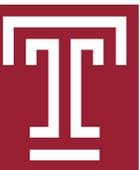
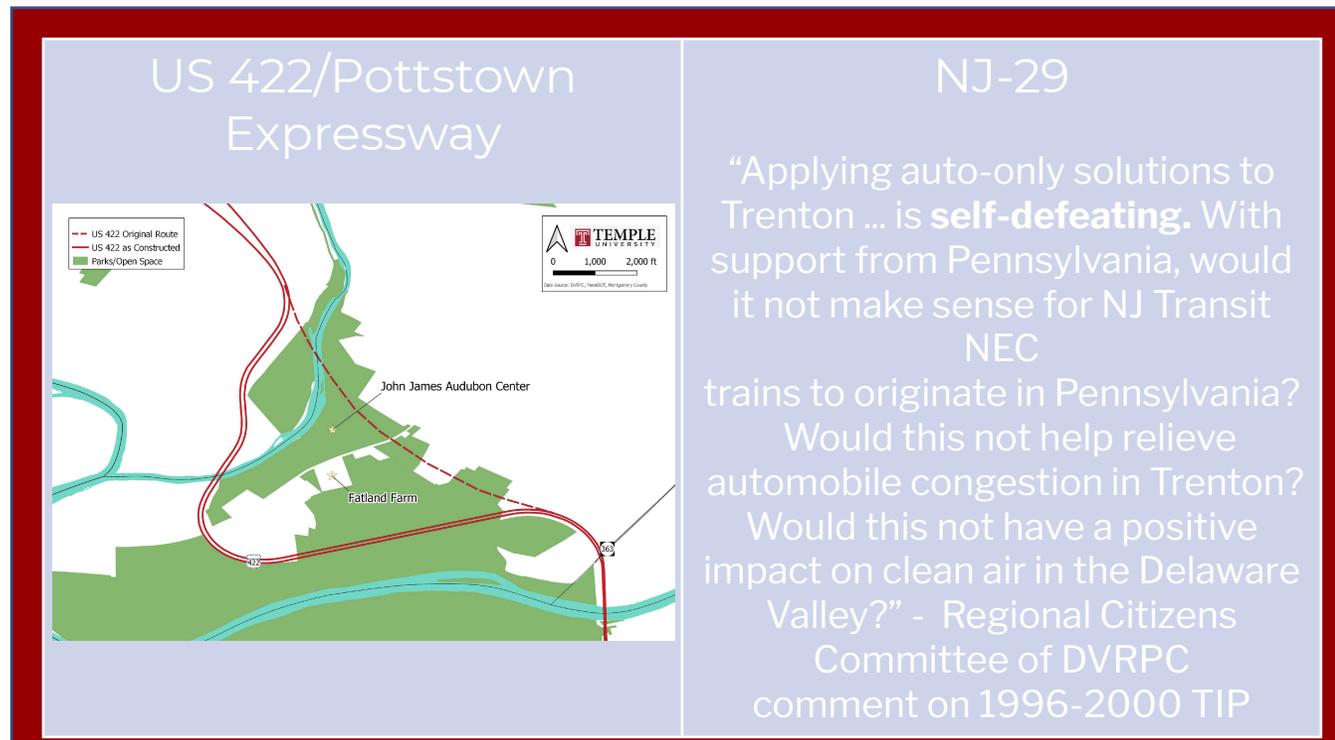
DVRPC Leadership in Transportation Equity

- Use framework of 6 categories to add nuance to equity evaluation



Public Participation Beyond Legal Requirements

- Increase strength of public voices and emphasize voices that have historically been without influence



Require Construction Mitigation at Start

- Identify dedicated funding streams for studying and mitigating construction impacts in project vicinities

Direct Connection

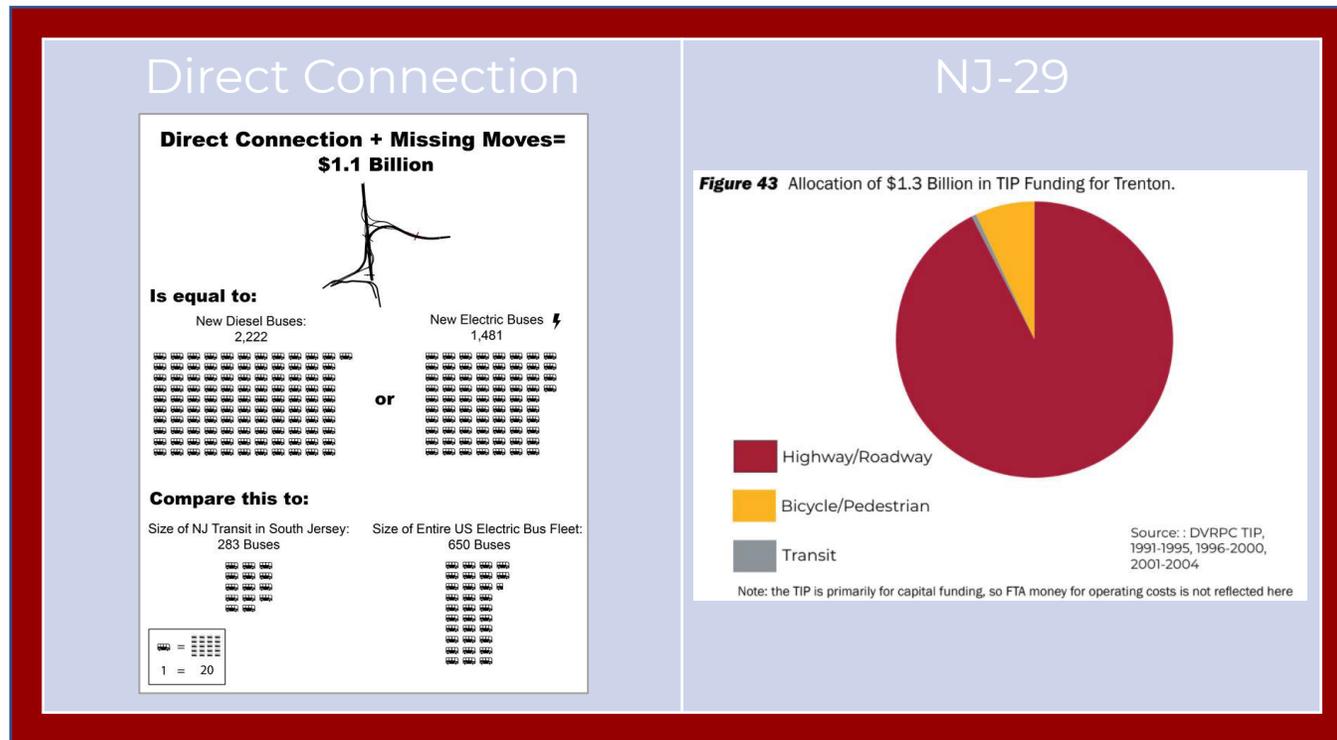
“[T]he whole house shakes- the dishes, the porch we are sitting on- and pictures are falling off the mantle and wall.” - Bellmawr resident on construction impacts, 2014

NJ-29



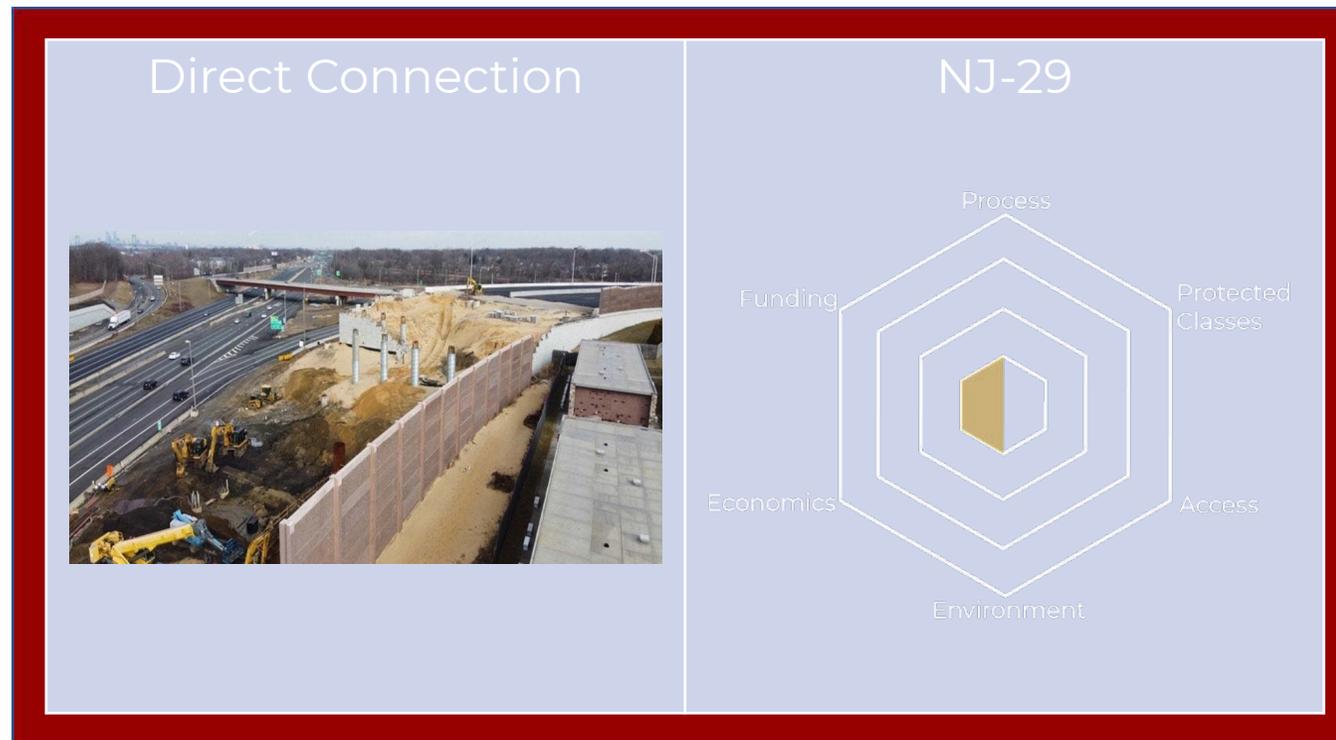
Transparency in Resource Allocation

- Prioritize increasing transparency in the funding sources and final costs for projects internally and externally.



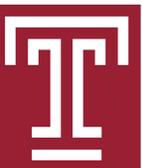
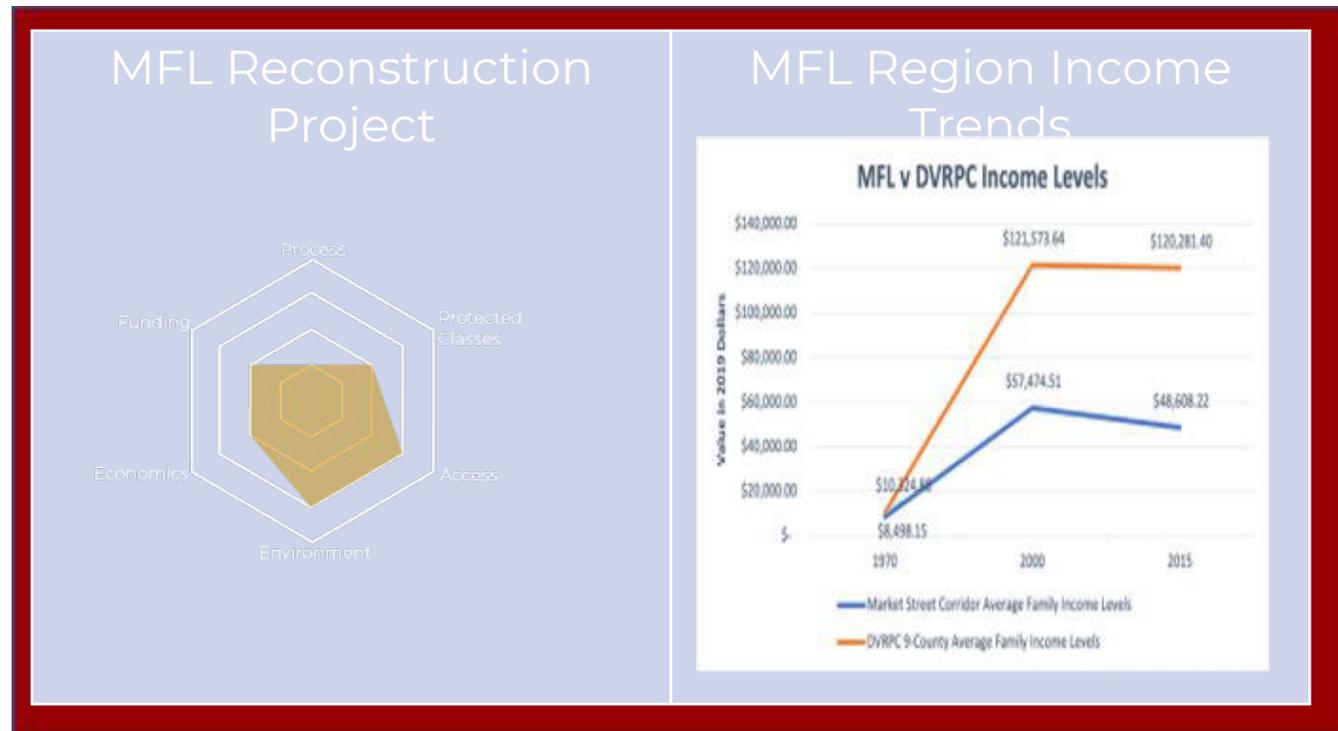
Deemphasize congestion mitigation

- DVRPC should prioritize access over congestion reduction with alternatives such as public transit, infrastructure for walking and/or or bicycling



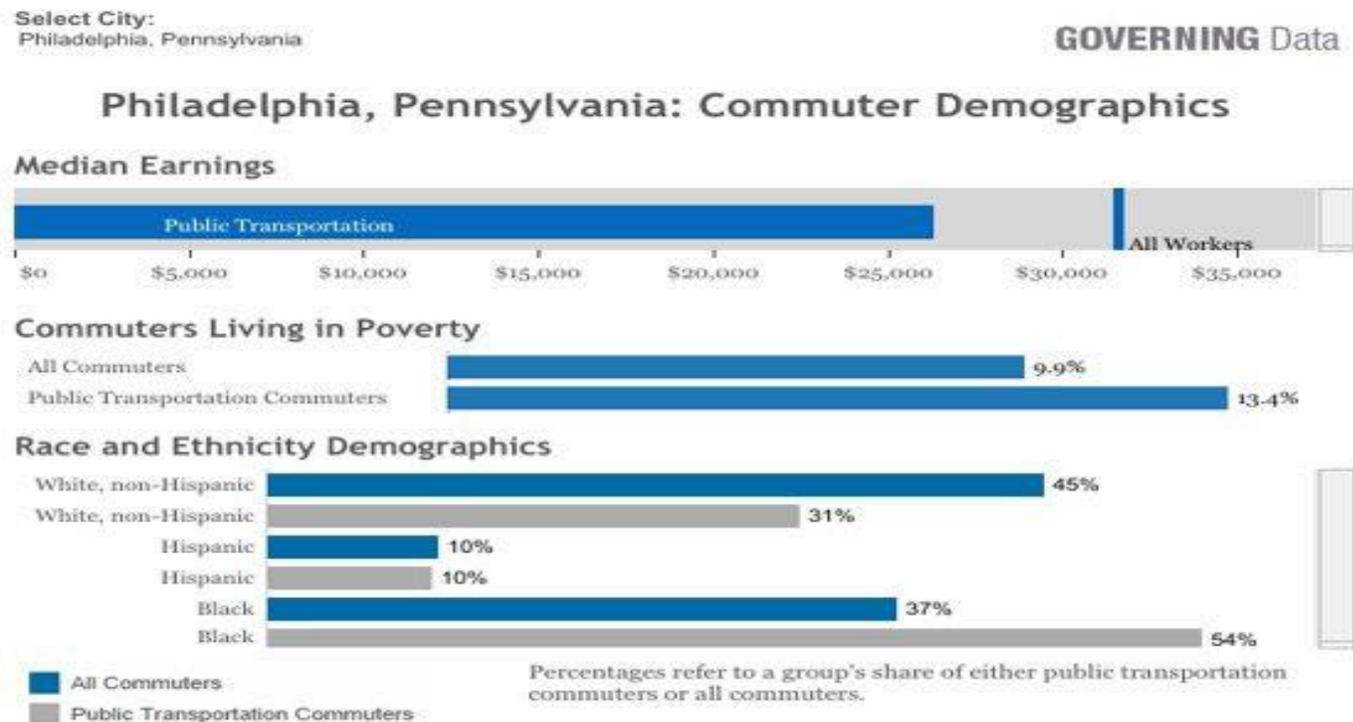
Burdens and negative impacts from transportation projects are often disproportionately placed on BIPOC and low-income communities (LIC)

- Begin consulting communities before undertaking design and try to incorporate their perspectives into the initial plans.
- Provide more convenient transit access to BIPOC, low-income communities (LIC), and other historically disadvantaged groups.

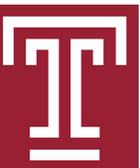


During the planning phases planners, engineers, and agency officials did not include or implement explicit equity metrics.

- Whenever possible, choose sites that do not negatively impact historically disadvantaged groups and communities.
- Research shows that on equity measures site selection impacts outweigh treatment or mitigation efforts.

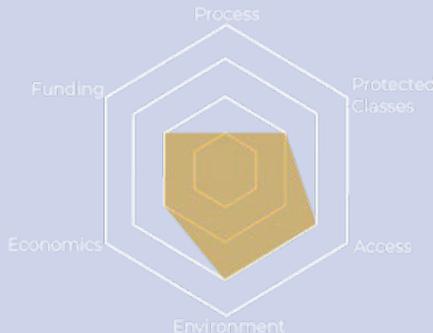


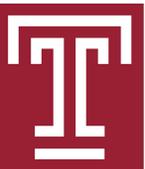
Figures shown are for city residents age 16 and older who commute to work.
Source: U.S. Census Bureau, American Community Survey, 2010-2012 estimates



Single-purpose agencies may not possess the range of resources or expertise to address inequities in their [transportation] projects.

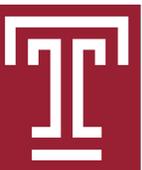
- Assemble multi-agency teams to help design and implement mitigation efforts under the direction of a public executive who can ensure the cooperation of the relevant bureaucracies. Transportation projects should be led by transportation agencies, but those agencies need active support of bureaucracies with experience in dealing with adverse social and economic impacts

<p>George Moy at Holy Redeemer Church in Chinatown</p> 	<p>I-676/Vine St Expressway</p> 
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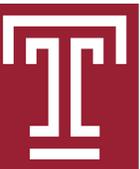


MPOs often lack the perspectives of inner-city, low-income, or minority voices on their boards, which perpetuate inequities and disproportionate negative impacts across those communities.

- DVRPC should explore changing or expanding how representation is allocated on the executive board. However, there are challenges to changing the structure of DVRPC, and DVRPC does have representation for minority and low-income communities presently.
- Monitor and address non-economic impacts like
 - Loss of social capital due to dividing neighborhoods, and threats to a community's cultural, religious and recreational assets.
- Enhance economic development opportunities for affected communities (e.g., creation of special service districts, neighborhood parks, new residential and commercial development, zoning to accommodate such development, while being mindful of gentrification issues).



Questions?





TRAVEL OPTIONS PROGRAM

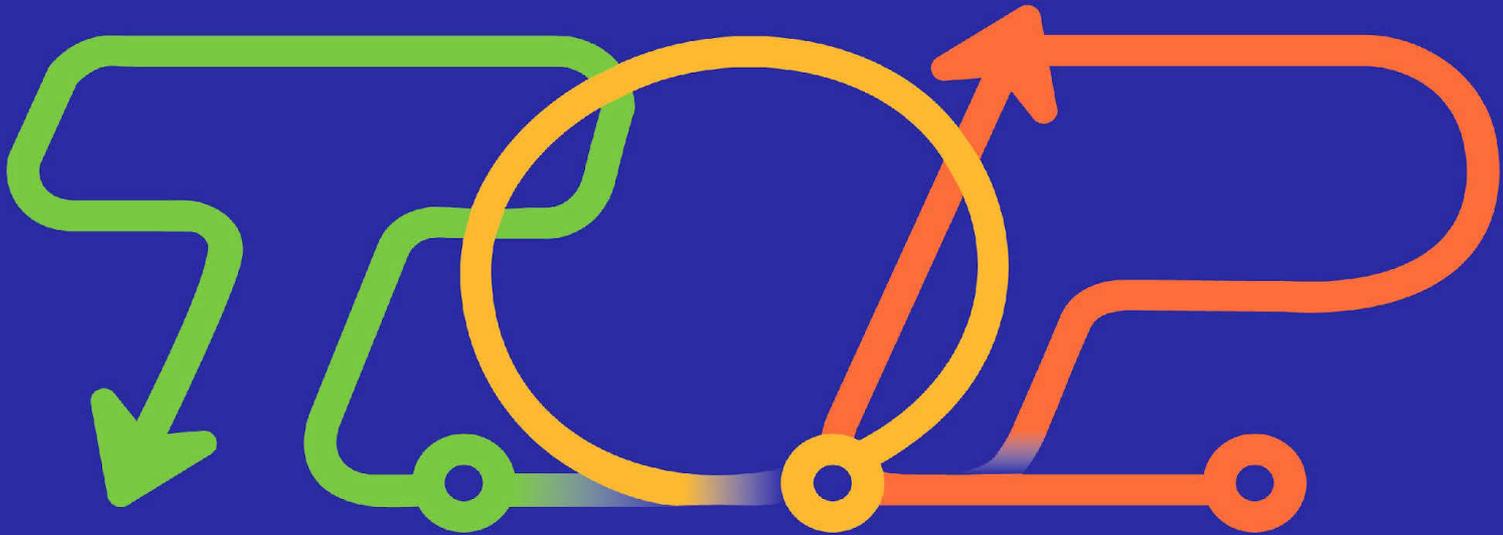
Stacy Bartels | DVRPC Board Meeting | May 27, 2021





TRAVEL OPTIONS PROGRAM





TRAVEL OPTIONS PROGRAM





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:

- Expand the definition of TDM for the region
- Created a Regional TDM Plan
- Develop a two-phase funding allocation: Expression of Interest → Short list, and then a detailed application

Total to award: \$575,000 to be spent by May 31, 2022

More information at our website 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.

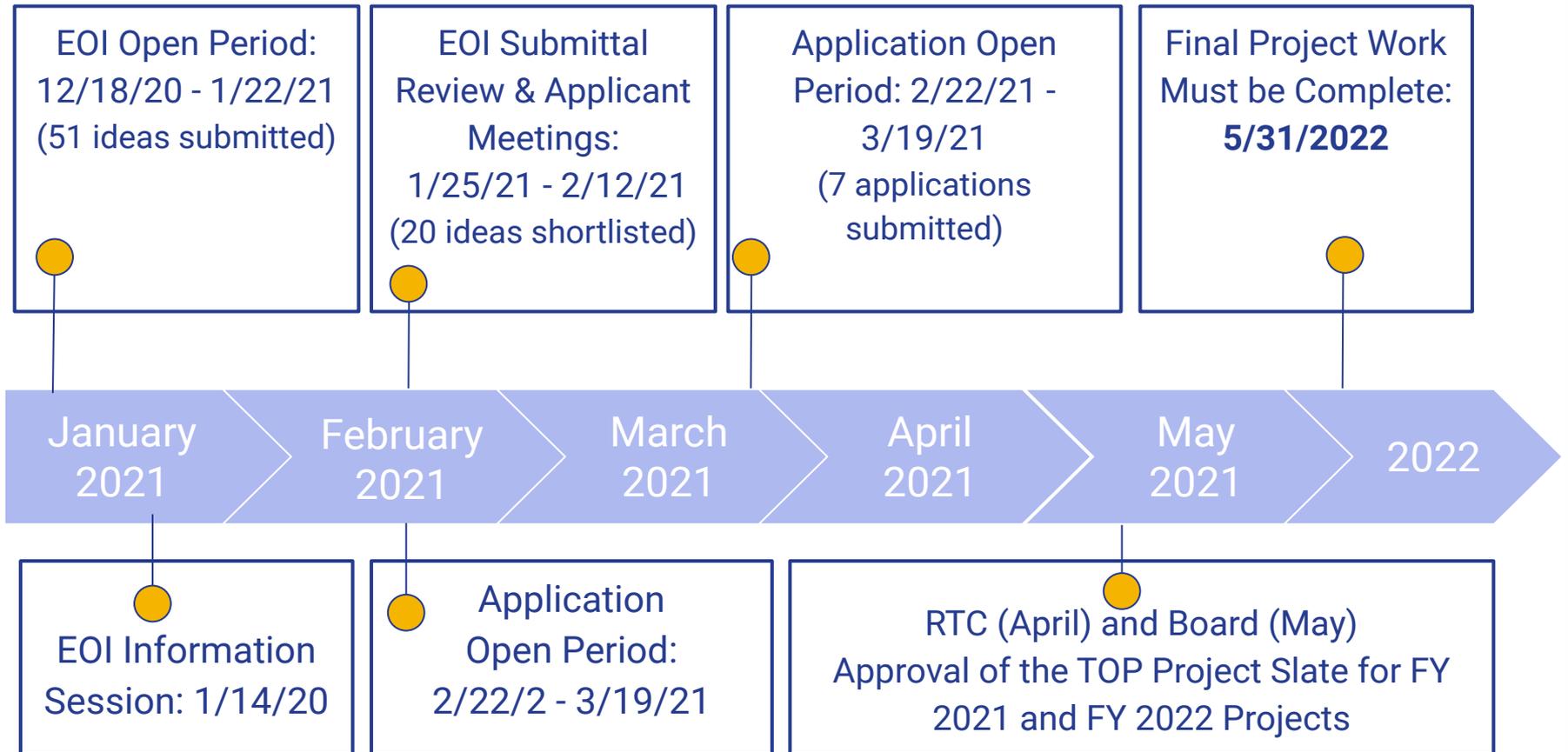


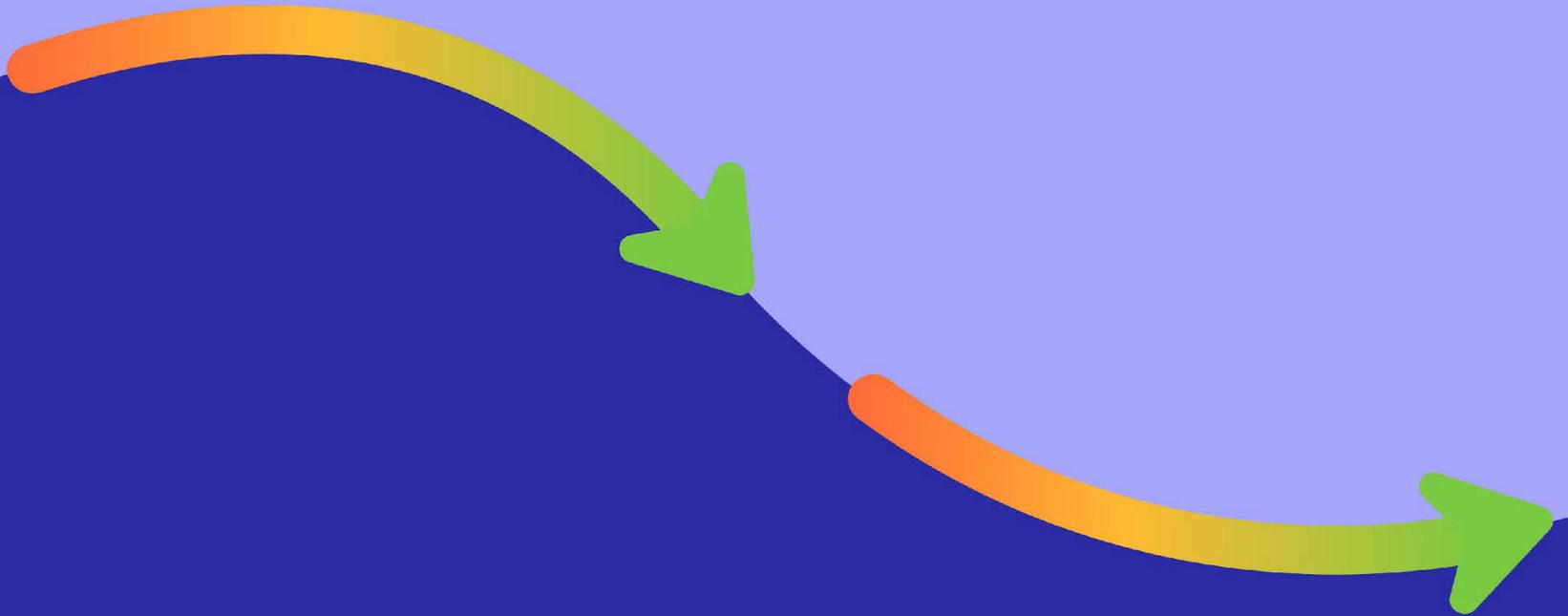
Regional TDM Plan Goals

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

Applicant and Public Partners	Clean Air Council, OTIS, and Philadelphia Chinatown Development Corporation
Proposed Award Amount	\$128,000
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, and Freedom of Choice
Project Outcome	Indego city-wide bikeshare 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 new carpools.

INDEGO BIKE STATION



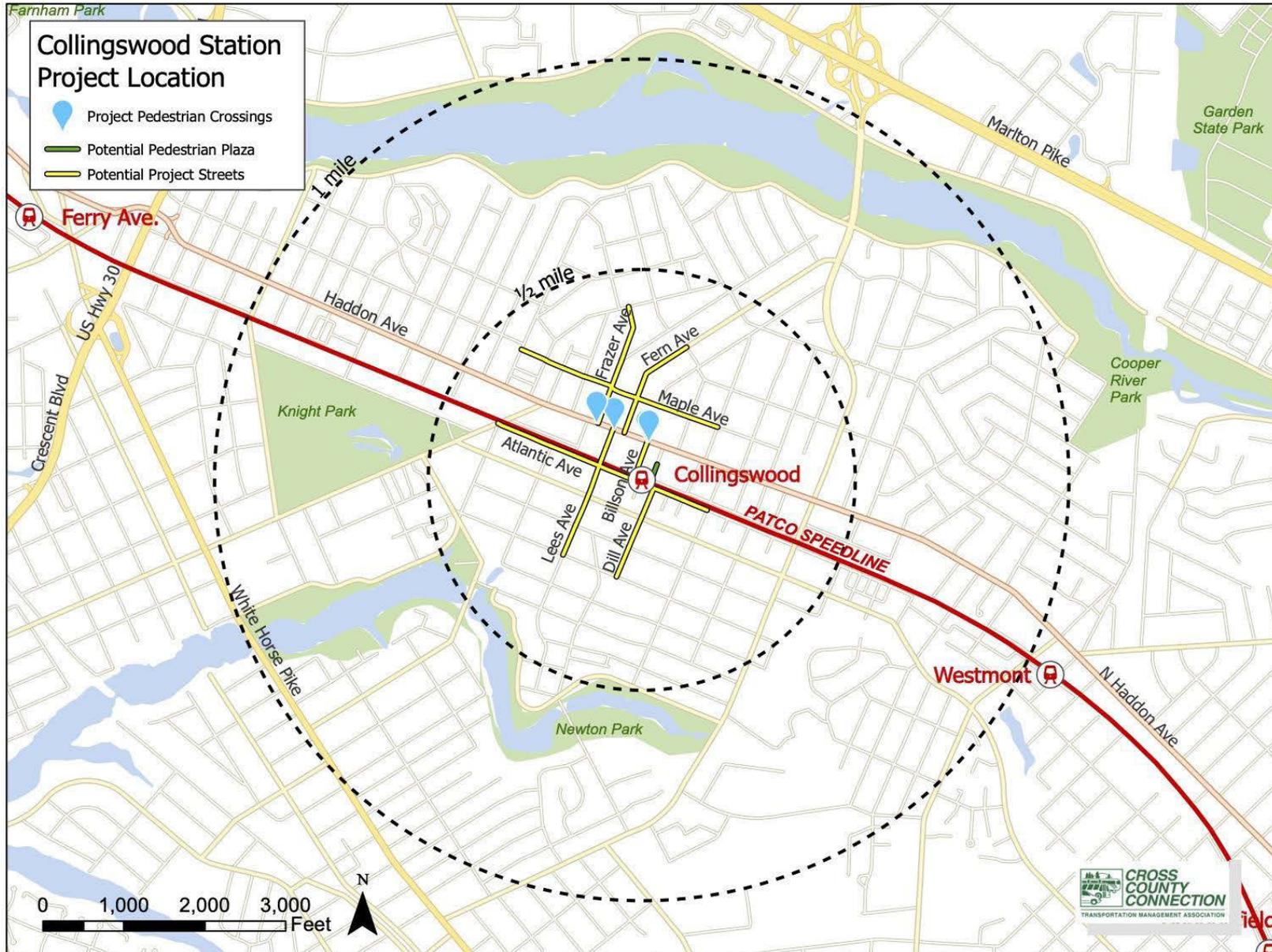


PATCO Station Complete Streets Education and Outreach Demonstration

This project will help educate local residents driving to and living near the Collingswood PATCO station about multimodal alternatives.

Applicant and Public Partners	Cross County Connection TMA, PATCO, Camden County, Borough of Collingswood
Proposed Award Amount	\$50,000
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, and Freedom of Choice
Project Outcome	Conduct demonstration projects. Utilizing lessons learned, replicate in other municipalities throughout the region.

COLLINGSWOOD STATION DEMONSTRATION PROJECT LOCATION





Automated Vehicle Shuttle in South Philadelphia

The project aims to accommodate non-SOV trips within the Navy Yard to reduce conflicts with vehicle traffic, by creating an automated vehicle shuttle service loop that will take passengers throughout the Navy Yard.

Applicant and Public Partners	PIDC
Proposed Award Amount	\$347,000
TDM Project Goals	Climate Action and Air Quality Improvement, Equity, Reliability, Freedom of Choice, and Affordability
Project Outcome	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.



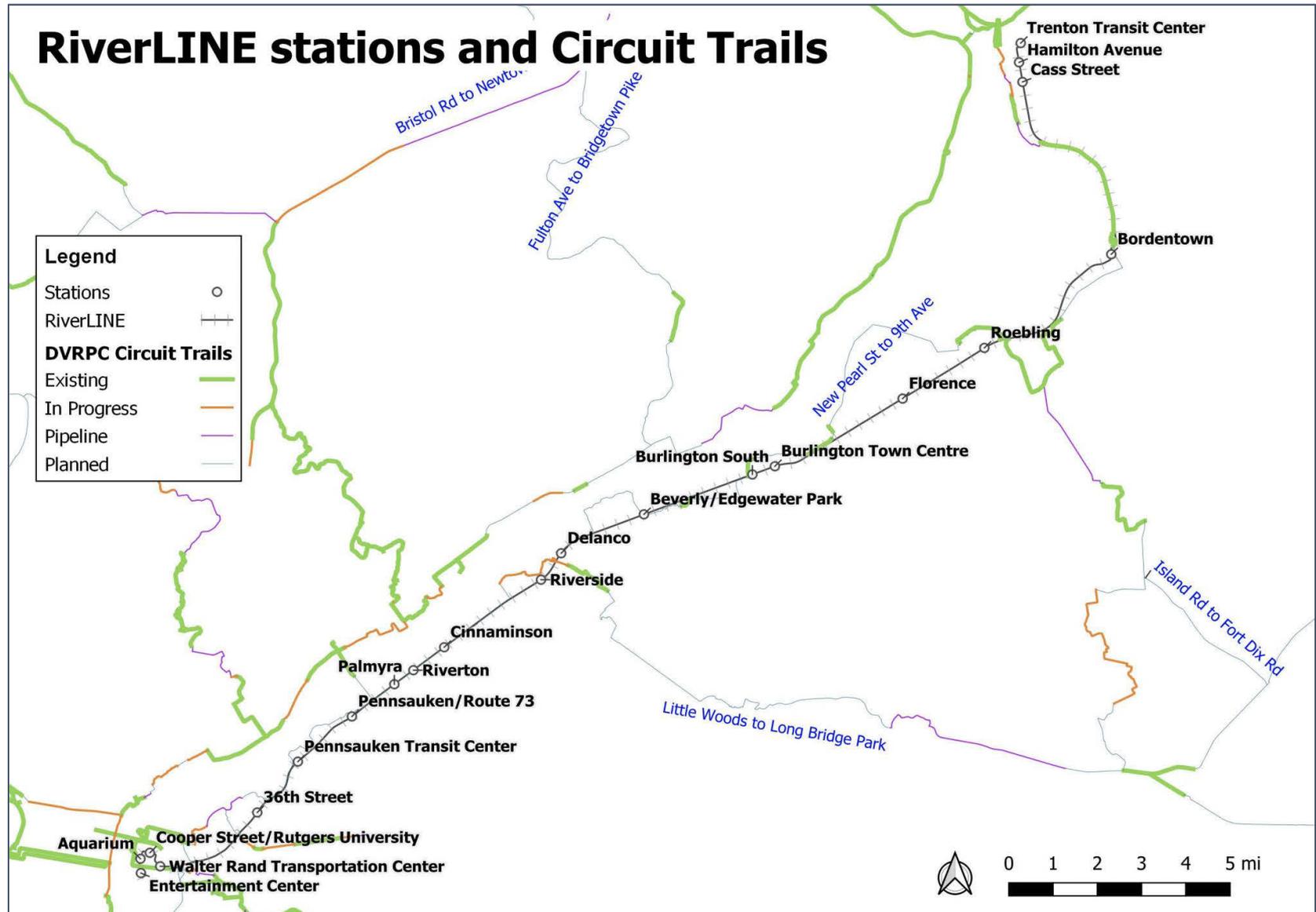


Light Rail to Trails: Connecting the RiverLINE and the Circuit Trails

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

Applicant and Public Partners	Tri-State Transportation Campaign and New Jersey Transit
Proposed Award Amount	\$50,000
TDM Project Goals	Climate Action and Air Quality Improvement, Freedom of Choice, Equity, Reliability, Affordability
Project Outcome	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





Board Action Proposed

DVRPC Staff requests Board approval of the TOP project slate for FY 2021 and FY 2022 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	PA	\$128,000
PATCO Station Complete Streets Demonstration Pilot	Cross County Connection TMA	NJ	\$50,000
Automated Vehicle Shuttle in South Philadelphia	PIDC	PA	\$347,000
Light Rail to Trails: Connecting the River Line & the Circuit	Tri-State Transportation Campaign	NJ	\$50,000

*Contingent on PennDOT and NJDOT approval of a no-cost time extension to carry FY2021 program funds into FY2022.

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TRAVEL OPTIONS PROGRAM

THANK YOU!

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





Congestion Mitigation *and* Air Quality
Improvement Program (CMAQ)



FY2020 Competitive CMAQ Program
for New Jersey

About CMAQ

- Congestion Mitigation and Air Quality (CMAQ) is one of many types of federal funds created by transportation legislation: ISTEA in 1991 and reauthorized in 2015 by the FAST Act.
- CMAQ provides for transportation projects that will **reduce emissions** from surface transportation modes (e.g. cars) and congestion to **improve air quality and/or reduce congestion**.
- This is *not* a grant.

About the DVRPC FY2020 Competitive CMAQ Program

- \$5 million CMAQ available
 - At least \$1 million CMAQ of total for Circuit trail(s)
- Awarded projects must authorize CMAQ funds between this Oct. 1, 2021 in FY22 and by Aug. 31, 2024 in FY24
- No maximum project cost limit
- \$250,000 min. cost request for a construction project
- Last competitive program opened in 2019 for project authorizations between FY20 and FY21

About the DVRPC FY2020

Competitive CMAQ Program (continued)

Examples of *Eligible* categories:

- Alternative Fuel Infrastructure
- Bicycle and Pedestrian Facilities and Programs
- Congestion Reduction and Traffic Flow Improvements
- Experimental Pilot Projects
- Extreme Low-Temperature Cold Start Programs
- Freight/Intermodal
- Idle Reduction
- Inspection & Maintenance Programs
- Public Education, Outreach, and Training Activities
- Transportation Demand Management (TDM)
- Local Mobility Initiatives for the General Public and Comply with ADA
- Transit Operating Assistance
(“Seed \$” for up to the first 3 years)

About the DVRPC FY2020 Competitive CMAQ Program (continued)

- Minimum project eligibility requirements:
 - Result in reduced emissions and/or ease traffic congestion
 - Consistent with DVRPC Long-Range Plan and/or county master plan goals
 - Transit projects must support DVRPC *Equity Through Access* Plan and demonstrate need and the potential for/demonstrated success
 - Location within a DVRPC CMP Congested Subcorridor
 - Project sponsor must be a public agency, even if it is P3

Project Evaluation Criteria (100 points max)

+Other Considerations:

Is the project scalable if the award is less than requested?

Does it meet CMAQ goals?

Is it a good candidate for the program? For the Region?

Is it the best use of our CMAQ resource?

EJ and Match

5 points
max each

Cost Effectiveness
of Emissions Reduction

20 points
max each

Long-Term Viability
of Emissions Benefit

Project Readiness
(for Federal Authorization in FY22-24)

25 points
max each

Sponsor Capacity

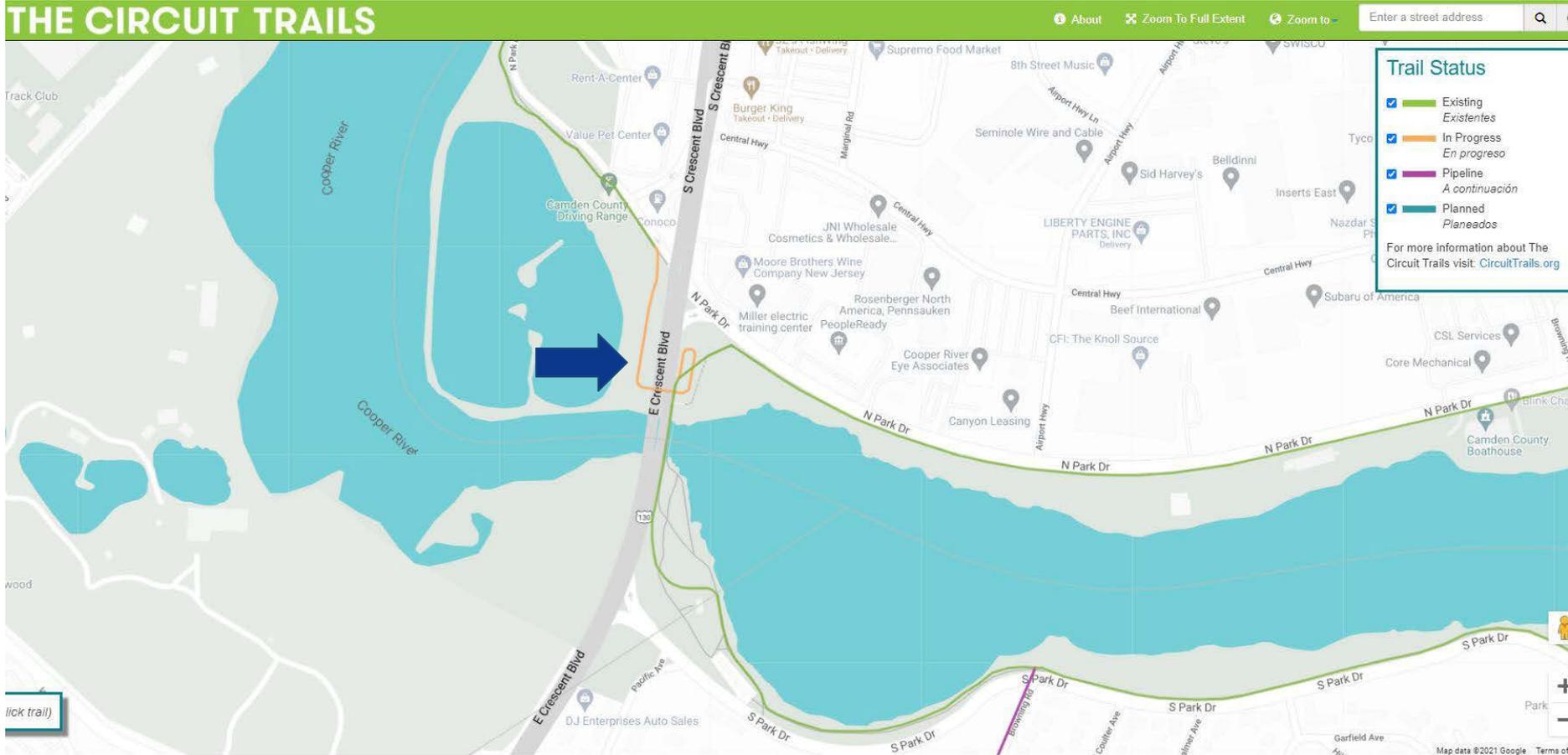
About the DVRPC FY2020

Competitive CMAQ Program (continued)

- Advertised in DVRPC newsletter, html NOFO, social media, and flyer handout at a NJDOT Local Aid Listening Session (3/11/2020)
- Schedule:
 - ✓ **Mar. 10 , 2020 to ~~May 29, 2020~~ Aug. 21, 2020:** Accepted applications (and a pre-application meeting with DVRPC was required)
 - ✓ **Oct. to Dec. 2020:** Project evaluation, screening, air quality analysis
 - ✓ **Jan. and Apr. 2021:** CMAQ Selection Committee Mtgs.
 - **Today: Seek DVRPC Board approval of the list of 5 recommended projects totaling \$4.974 million (M)**
- Received 11 applications requesting \$15.4 M total

Camden County's Route 130 Bike/Ped Bridge (Circuit)

\$3.163 million (M) for Construction (CON)

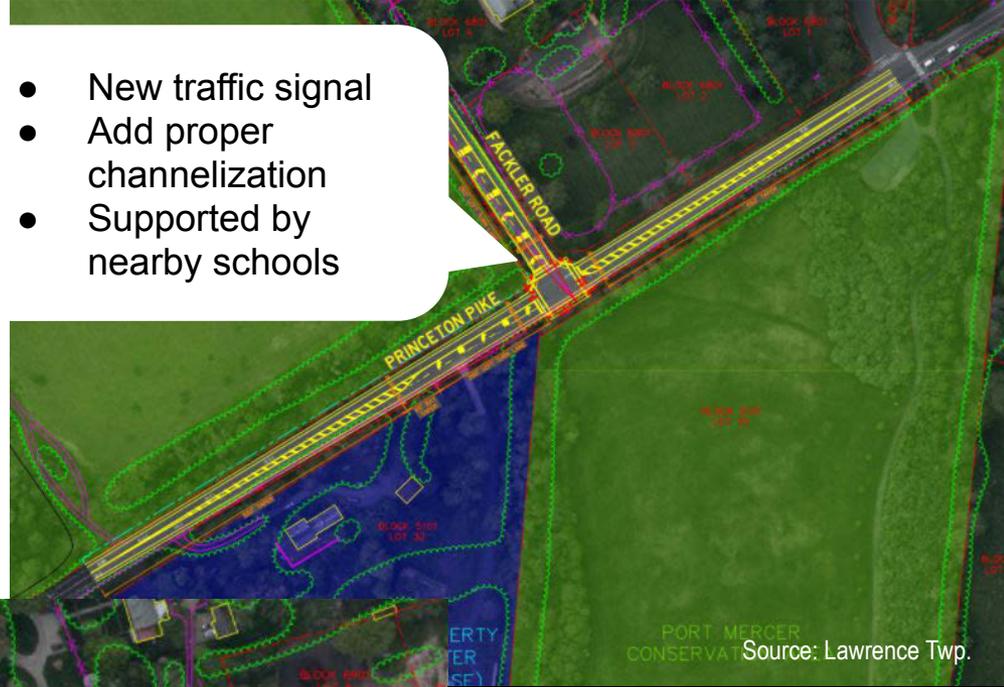


Source: DVRPC Circuit Map

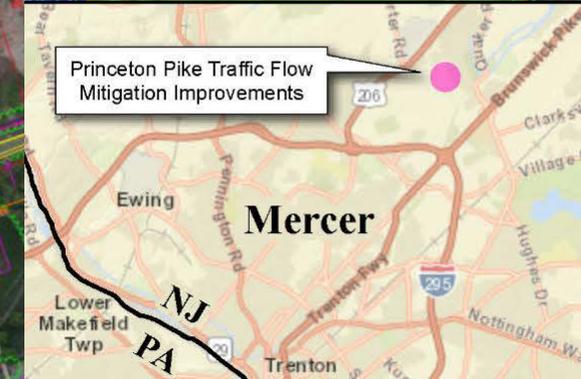
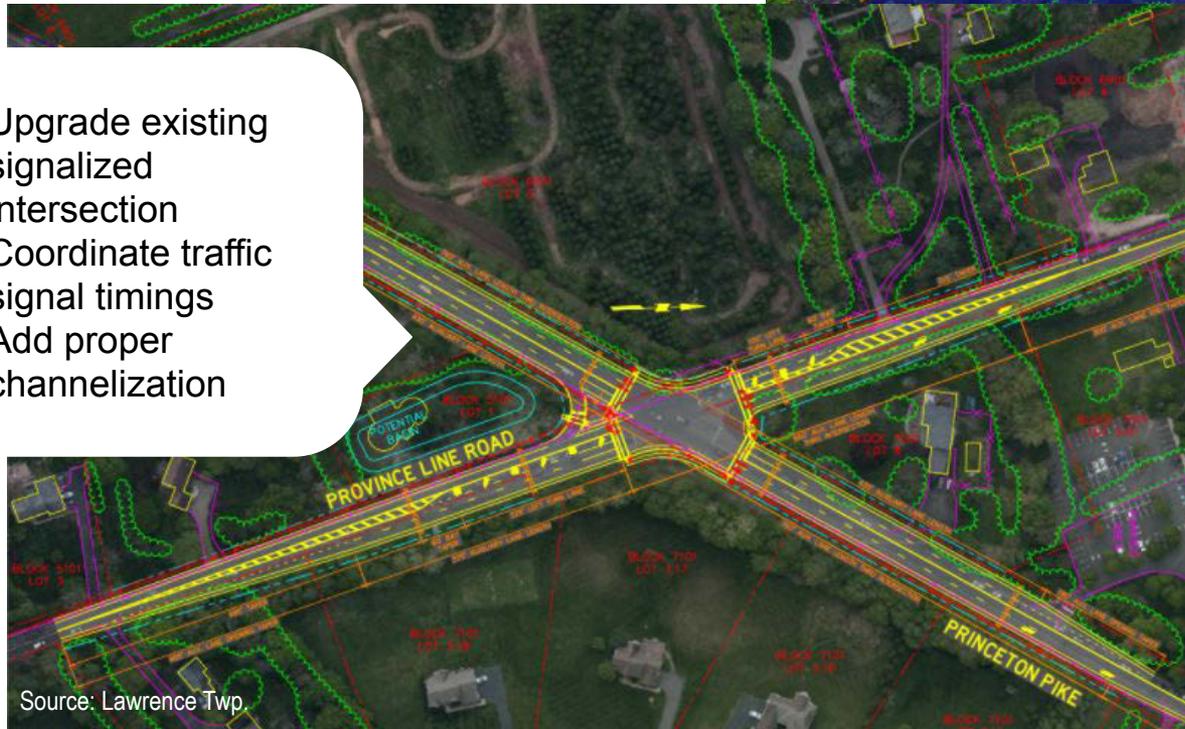
Last month (April): Phase 8 Regional Trails Program Grant Award for Design

Lawrence Township's Princeton Pike Traffic Flow Mitigation Improvements \$836,000 for Construction

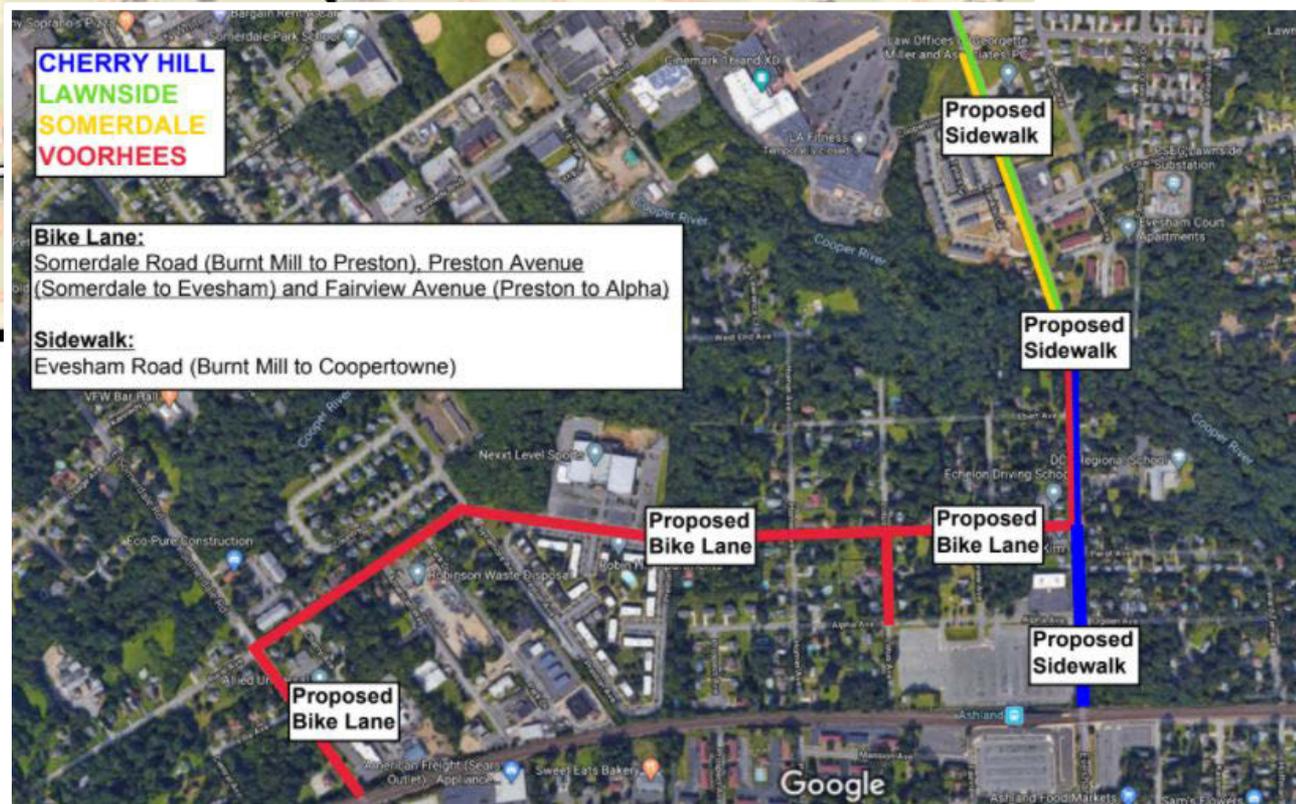
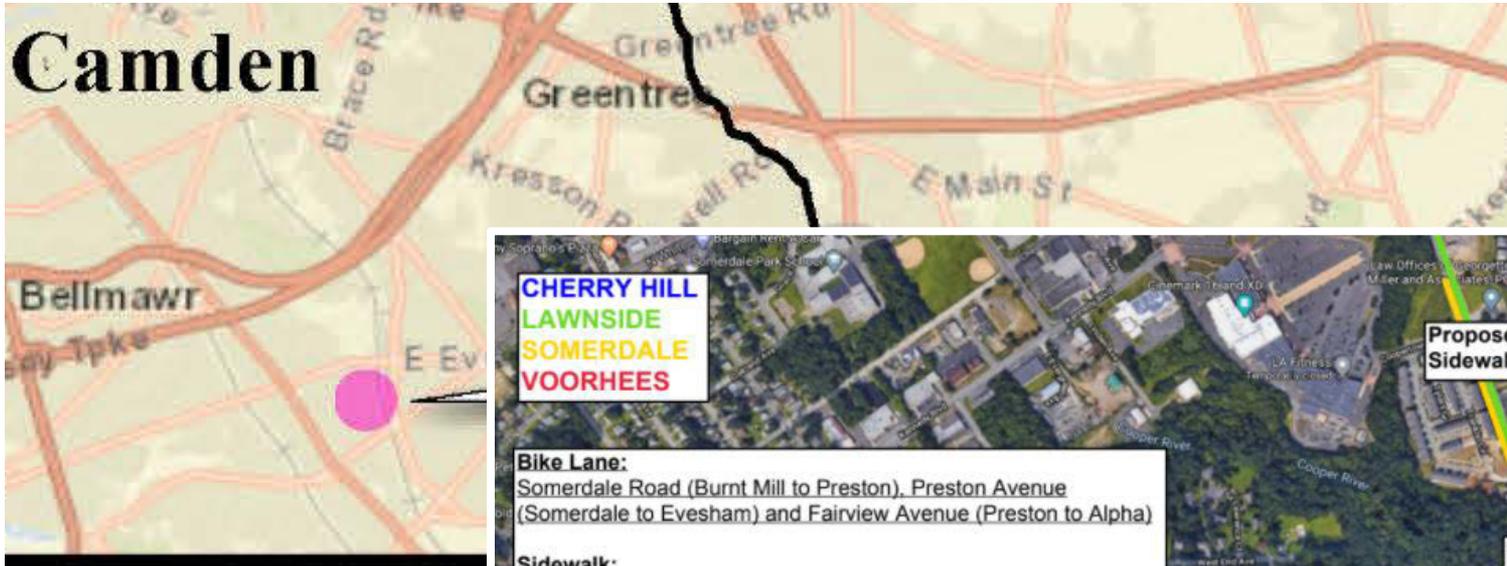
- New traffic signal
- Add proper channelization
- Supported by nearby schools



- Upgrade existing signalized intersection
- Coordinate traffic signal timings
- Add proper channelization



Voorhees Township's Pedestrian and Bike Lane Improvements for Access to Ashland Patco Station | \$594,000 for Construction



Sources: Voorhees Twp., Google Maps

NJDEP e-Mobility

\$300,000 for Trenton City owned EV Charging Stations (\$200,000)
and Education/Outreach in Trenton (\$100,000)



New Jersey Department of Environmental Protection
Bureau of Mobile Sources
P.O. Box 420 / Mail Code 401-02E
401 E. State Street
Trenton, NJ 08625

eMobility Proposal Form

The New Jersey Department of Environmental Protection is seeking proposals for electric car sharing and ride hailing services (e-mobility projects) that will benefit low or moderate income communities disproportionately impacted by air pollution. Interested parties can use this form to submit eMobility project proposals. Questions and project proposals can be directed to VWcomments@dep.nj.gov. You will be notified if and when funding becomes available for eMobility projects.

CONTACT INFORMATION

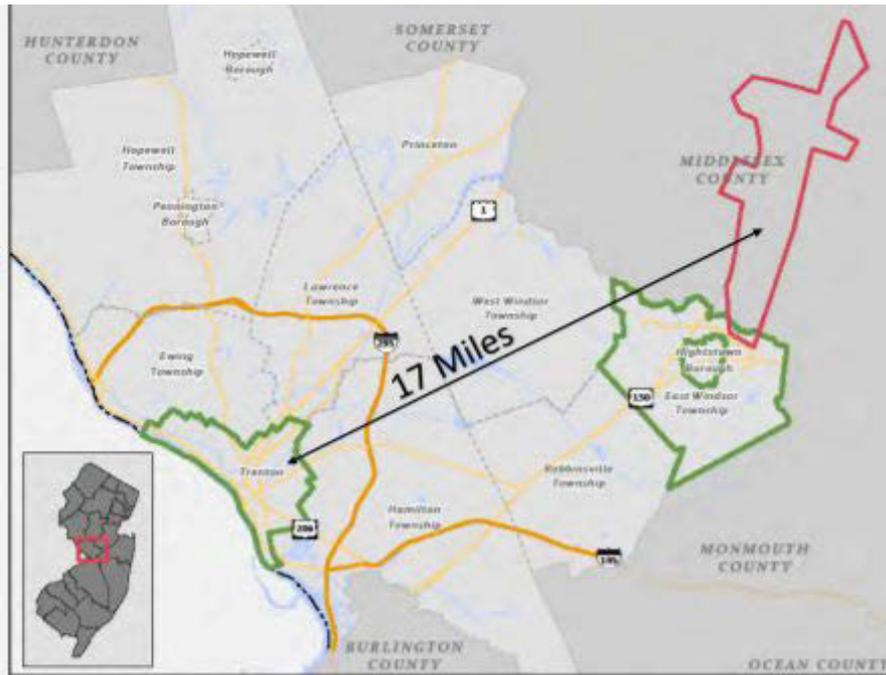
Company/Organization	<input type="text"/>
Address	<input type="text"/>
Contact Person	<input type="text"/>
Title/Position	<input type="text"/>
Phone	<input type="text"/>
E-mail	<input type="text"/>

PROJECT INFORMATION

Project Name	<input type="text"/>
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Greater Mercer TMA's Dynamic Ridesharing App Program \$81,000 for Marketing

Get Me to
Work on
Time!



Waze App

- Existing app
- \$.56/mile rate
- Payments fully facilitated by app
- Can filter by workplace, groups of people you know



Subsidies

- Reduced ride cost
- Set maximum fare



Incentives

- Credits for riders
- \$ for drivers
- Guaranteed Ride Home



Geofence

- Set up ride subsidy for trips with an origin or destination in targeted areas

=



Job Access

It's a Win!

Action Proposed - NJ

That the Board approve the list of projects recommended for CMAQ funding from FY22 to FY24 through the FY2020 DVRPC Competitive CMAQ Program for New Jersey, and amend the FY2020 TIP for New Jersey by adding five (5) projects, totaling \$4.974 M to the Local CMAQ Initiatives line item (TIP Action NJ20-081):

1. Camden County's Route 130 Camden County Link Trail Bike/ Ped Bridge (Circuit) | \$3.163 M for CON
2. Lawrence Township's Princeton Pike Traffic Flow Mitigation Improvements | \$836,000 for CON
3. Voorhees Township's Pedestrian and Bike Lane Improvements for Access to Ashland Patco Station | \$594,000 for CON
4. NJDEP's eMobility Program | \$300,000 for Proposal in Trenton City (\$200,000 for publicly owned EV charging stations on public property and \$100,000 for education and outreach activities of the program in the city)
5. GMTMA's Dynamic Ridesharing App Program | \$81,000 for Marketing