



January 10, 2023 | RTC



TIP ACTIONS

Transportation Improvement Program
Pennsylvania TIP (FY23-FY26)
New Jersey TIP (FY22-FY25)

Drainage Rehabilitation & Improvements

NJ Statewide | Increase EC Phase Funding

TIP Amendment

Action: Increase Engineering/Construction phase by \$11.217 M STBGP-FLEX in FY23, from \$11.234 M to \$22.451 M

Reason: Three restoration projects throughout NJ have come in for authorization

Background:

Projects will service drainage infrastructure along over 400 miles of facilities state

TIP ACTION | Proposed - NJ

Request RTC Recommend Board Approval of TIP Amendment

Drainage Rehabilitation & Improvements

Increase the Engineering/Construction phase by \$11.217 M STBGP-FLEX in FY23, from \$11.234 M to \$22.451 M



PATCO Interlocking & Track Rehabilitation

DRPA/PATCO | Decrease EC Phase Funding

TIP Amendment

Action: *Decrease Engineering/Construction phase by \$21.850 M (\$17.48 M SECT 5307/\$4.37 M DRPA) from \$27.500 M (\$22 M SECT 5307/ \$5.500 M DRPA) to \$5.650 M (\$4.520 M SECT 5307/ \$1.130 M DRPA) as follows:*

- *FY22: \$3.4 M SECT 5307/ \$850,000 DRPA*
- *FY23: \$3.2 M SECT 5307/\$800,000 DRPA*
- *FY24: \$1.2 M SECT 5307/ \$300,000 DRPA*
- *FY25: \$800,000 SECT 5307/ \$200,000 DRPA*
- *FY26: \$800,000 SECT 5307/ \$200,000 DRPA*
- *FY27: \$ 3.280 M SECT 5307/ \$820,000 DRPA*
- *FY28: \$4.800 M SECT 5307/ \$1.200 M DRPA*

Reason: Match approved 2023 DRPA Capital Budget, latest cost estimates, scope, and schedules for projects; reflect IIJA funding received from FTA

Background:

Rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions



Rehabilitation of PATCO Bridges

DRPA/PATCO | Decrease ERC Phase Funding

TIP Amendment

Action: Decrease Engineering/Right-of-Way/Construction phase of line item by \$17 M (\$13.6 M SECT 5337/\$3.4 M DRPA) from \$26.875 M (\$21.5 M SECT 5337/\$5.375 M DRPA) to \$9.875 M (\$7.9 M SECT 5337/ \$1.975 M DRPA) as follows:

- FY24: \$2.0 M SECT 5307/ \$500,000 DRPA
- FY25: \$3.6 M SECT 5307/ \$900,000 DRPA
- FY26: \$2.4 M SECT 5307/ \$600,000 DRPA
- FY27: \$ 2.8 M SECT 5307/ \$700,000 DRPA
- FY28: \$ 2.8 M SECT 5307/ \$700,000 DRPA

Reason: Match approved 2023 DRPA Capital Budget, latest cost estimates, scope, and schedules for projects; reflect IIJA funding received from FTA

Background:

Line item funds rehabilitation of PATCO Bridges including repairs of concrete, steel, columns, drainage, and abutment/wingwall repairs

TIP ACTION | Proposed - NJ

Request RTC Recommend Board Approval of TIP Amendments

PATCO Interlocking & Track Rehabilitation

Decrease EC phase by \$21.850 M (\$17.48 M SECT 5307/\$4.37 M DRPA) from \$27.500 M (\$22 M SECT 5307/ \$5.500 M DRPA) to \$5.650 M (\$4.520 M SECT 5307/ \$1.130 M DRPA):

- *FY22: \$3.4 M SECT 5307/ \$850,000 DRPA*
- *FY23: \$3.2 M SECT 5307/\$800,000 DRPA*
- *FY24: \$1.2 M SECT 5307/ \$300,000 DRPA*
- *FY25: \$800,000 SECT 5307/ \$200,000 DRPA*
- *FY26: \$800,000 SECT 5307/ \$200,000 DRPA*
- *FY27: \$3.280 M SECT 5307/ \$820,000 DRPA*
- *FY28: \$4.800 M SECT 5307/ \$1.200 M DRPA*

Rehabilitation of PATCO Bridges

Decrease ERC phase by \$17 M (\$13.6 M SECT 5337/\$3.4 M DRPA) from \$26.875 M (\$21.5 M SECT 5337/\$5.375 M DRPA) to \$9.875 M (\$7.9 M SECT 5337/ \$1.975 M DRPA):

- *FY24: \$2.0 M SECT 5307/ \$500,000 DRPA*
- *FY25: \$3.6 M SECT 5307/ \$900,000 DRPA*
- *FY26: \$2.4 M SECT 5307/ \$600,000 DRPA*
- *FY27: \$ 2.8 M SECT 5307/ \$700,000 DRPA*
- *FY28: \$ 2.8 M SECT 5307/ \$700,000 DRPA*



Electrical Cable Replacement

DRPA/PATCO | Increase ERC Phase Funding

TIP Amendment

Action: Increase ERC phase of line item by \$23 M (\$18.4 M SECT 5337/\$4.6 M DRPA), from \$3.85 M (\$3.08 M SECT 5337/\$770,00 DRPA) to \$26.85 M (\$21.480 M SECT 5337/\$5.370 M DRPA) as follows:

- *FY23: \$2.8 M SECT 5337/\$700,000 DRPA*
- *FY26: \$6.4 M SECT 5337/ \$1.6 M DRPA*
- *FY27: \$6.4 M SECT 5337/ \$1.6 M DRPA*
- *FY28: \$2.8 M SECT 5337/\$700,000 DRPA*

Reason: Match approved 2023 DRPA Capital Budget, latest cost estimates and schedules for projects; reflect IIJA funding received from FTA

Background:

System-wide replacement of electrical cable to improve reliability and fire resistance of PATCO Speedline

TIP ACTION | Proposed - NJ

Request RTC Recommend Board Approval of TIP Amendment

Electrical Cable Replacement

Increase ERC phase by \$23 M (\$18.4 M SECT 5337/\$4.6 M DRPA), from \$3.85 M (\$3.08 M SECT 5337/\$770,00 DRPA) to \$26.85 M (\$21.480 M SECT 5337/\$5.370 M DRPA):

- *FY23: \$2.8 M SECT 5337/\$700,000 DRPA*
- *FY26: \$6.4 M SECT 5337/ \$1.6 M DRPA*
- *FY27: \$6.4 M SECT 5337/ \$1.6 M DRPA*
- *FY28: \$2.8 M SECT 5337/\$700,000 DRPA*



Track Drainage Improvements - Cuthbert & Osage

DRPA/PATCO | Add New Project into the TIP

TIP Amendment

Action: Add new \$19.75 M (\$11.8 M SECT 5307/\$4 M SECT 5337/\$3.95 M DRPA) project into the TIP, accordingly:

- *FY23 PD: \$2 M (\$1.6 M SECT 5337/ \$400,000 DRPA)*
- *FY24 DES: \$2 M (\$1.6 M SECT 5337/ \$400,000 DRPA)*
- *FY25 CON: \$2.5 M (\$2 M SECT 5307/ \$500,000 DRPA)*
- *FY26 CON: \$3.55 M (\$2.040 M SECT 5307/\$800,000 SECT 5337/ \$710,000 DRPA)*
- *FY27 CON: \$3.7 M (\$2.960 M SECT 5307/\$740,000 DRPA)*
- *FY28 CON: \$6 M (\$4.800 M SECT 5307/\$1.2 M DRPA)*

Reason: Match approved 2023 DRPA Capital Budget, latest cost estimates, scope and schedules for projects; reflect IIJA funding received from FTA

Background

- Rebuilding track bed and installation of new track drains
- Addresses profile issues PATCO has experienced at locations for the last 20 years

Replacement of Track Ties

DRPA/PATCO | Add New Project into the TIP

TIP Amendment

Action: Add new \$8 M (\$6.40 M SECT 5337/ \$1.6 M DRPA) project to the TIP accordingly: \$75,000 (\$60,000 SECT 5337/\$15,000 DRPA) for a FY23 DES and \$7.925 M (\$6.34 M SECT 5337/\$1.585 M DRPA) for FY24 to FY27 CON

Reason: Match approved 2023 DRPA Capital Budget, latest cost estimates and schedules for projects; reflect IIJA funding received from FTA

Background:

Replacement of cracked/broken concrete ties, split/decaying wood ties, and decaying embedded block ties throughout the track Right-Of-Way of the PATCO system

Embankment Restoration, Drainage Improvements & Retaining Walls Rehabilitation

DRPA/PATCO | Add New Project into the TIP

TIP Amendment

Action: Add new \$5.4 M (\$4.32 M SECT 5337/\$1.08 M DRPA) construction project to the TIP, accordingly: \$4.4 M (\$3.52 M SECT 5337/\$880,000 DRPA) in FY25 and \$1 M (\$800,000 SECT 5337/\$200,000 DRPA) in FY26

Reason: Match approved 2023 DRPA Capital Budget ,latest cost estimates, scopes, and schedules for projects; reflect IIJA funding received from FTA

Background:

Addresses embankment restoration to prevent erosion and preserve drainage control. Fencing and retaining wall rehabilitation or replacement

TIP ACTION | Proposed - NJ

Request RTC Recommend Board Approval of TIP Amendments

Add 3 new projects to the TIP:

- **Track Drainage Improvements-Cuthbert & Osage**
 - \$19.75 M (\$11.8 M SECT 5307/\$4 M SECT 5337/\$3.95 M DRPA)
- **Replacement of Track Ties**
 - \$8 M (\$6.40 M SECT 5337/ \$1.6 M DRPA)
- **Embankment Restoration, Drainage Improvements & Retaining Walls Rehabilitation**
 - \$5.4 M (\$4.32 M SECT 5337/\$1.08 M DRPA)



US 322, Featherbed Lane to Chelsea

Delaware County | Decrease ROW Phase

TIP Amendment

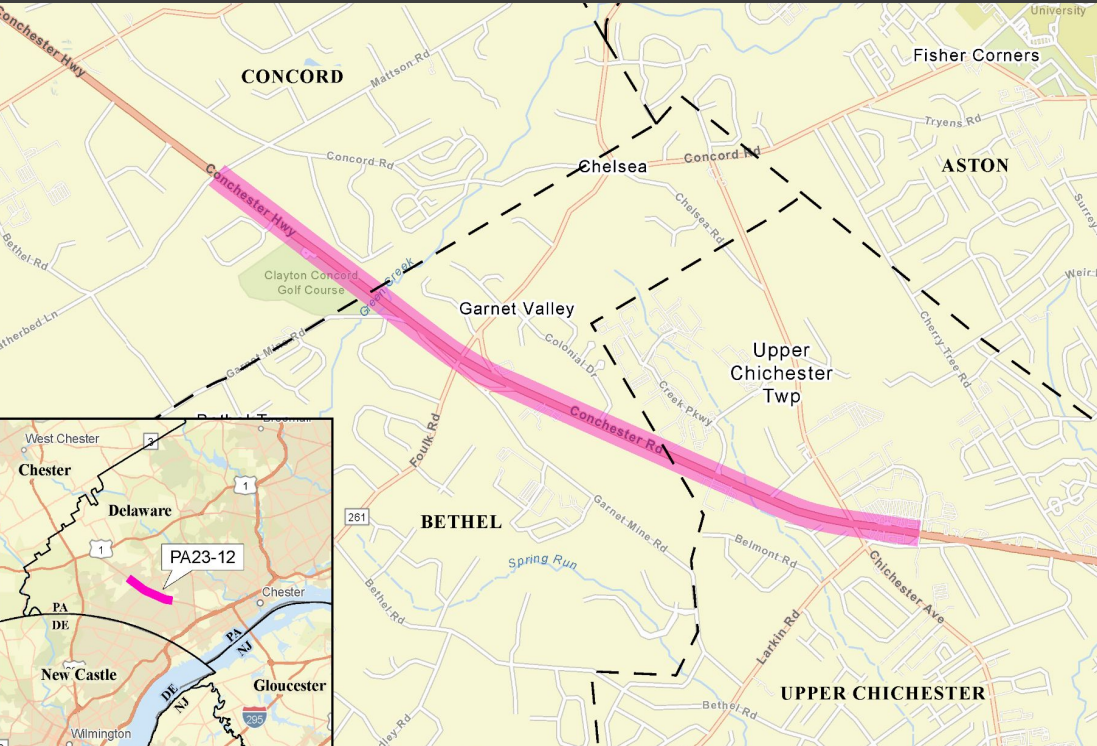
Action: Decrease Right-of-Way (ROW) phase by \$15.139 M(\$11.73 M NHPP/\$1 M STU/\$2.409 M 581), from \$15.912 M to \$773,000 STATE 581

- *FY23: \$6.365 M NHPP/\$1.591 M STATE 581*
- *FY24: \$1 M STU/\$250,000 STATE 581*
- *FY25: \$5.365 M NHPP/\$568,000 STATE 581*

Reason: Funding for ROW phase obligated under the FY2021 TIP

Background:

- Improving US 322 to 4 lane section with median
- Intersection improvements adding exclusive left-lane turns and/or auxiliary right-lane turns



US 322, Featherbed Lane to Chelsea

- One of three sections for roadway widening and reconstruction project with one offsite mitigation project
- May 2022 TIP Action to increase ROW for Section 102 and 103. Funds have been obligated.

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

US 322, Featherbed Lane to Chelsea

Decrease ROW phase by \$15.139 M:

- *FY23: \$6.365 M NHPP/\$1.591 M State 581*
- *FY24: \$1 M STU/\$250,000 State 581*
- *FY25: \$5.365 M NHPP/\$568,000 State 581*



Island Avenue Signal Upgrade

City of Philadelphia | Decrease CON Phase

TIP Amendment

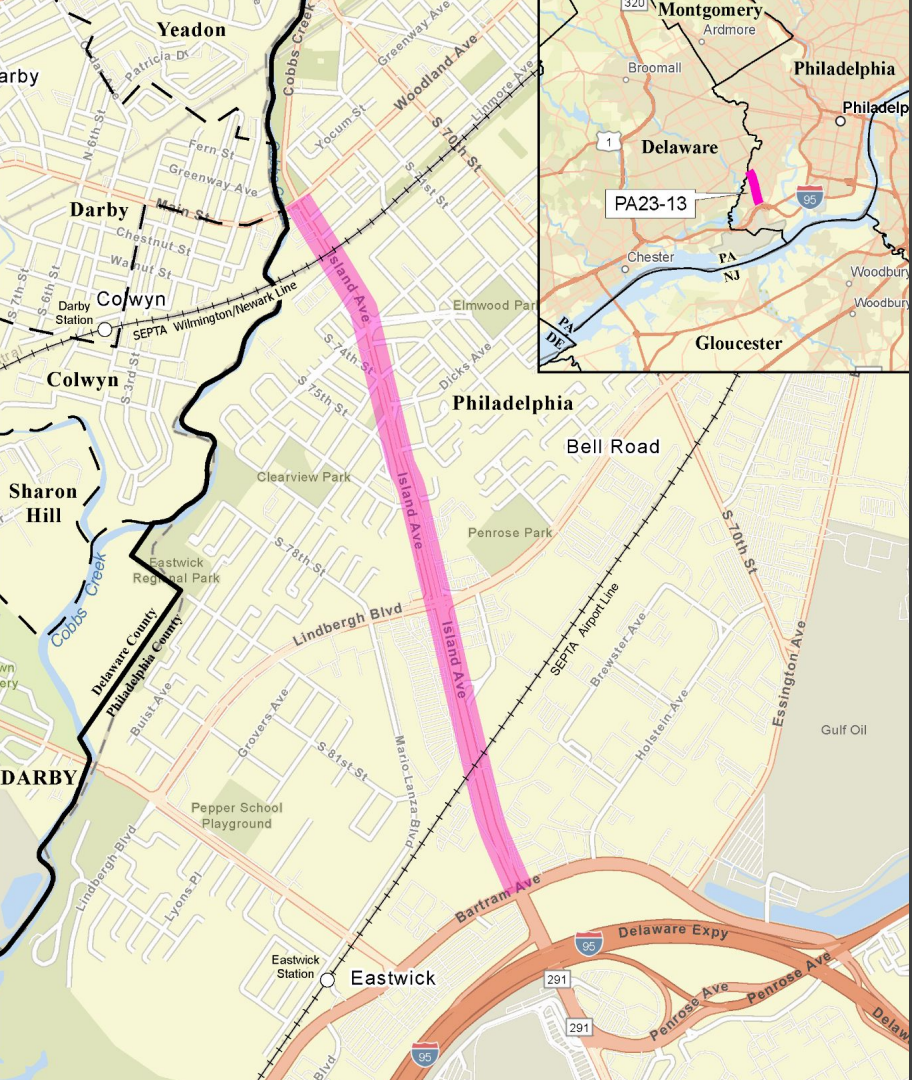
Action: Decrease Construction (CON) Phase by \$15.649 M CAQ from \$16.466 M to \$817,000

- FY23: \$7.416 M
- FY24: \$8.233 M

Reason: Funding obligated under FY2021 TIP

Background:

- Upgrade and interconnect signal controls at six intersections and simplify three intersections
- Narrow roadway to accommodate pedestrians
- Construct incidental stormwater improvements



Island Avenue Signal Upgrade

- Recently let for construction
- Locations included in Philadelphia's Bike Network
 - Rating: Bike Friendly - wide shoulders or lanes

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

Island Avenue Signal Upgrade

Decrease CON Phase by \$15.649 M CAQ

- *FY23: \$7.416 M*
- *FY24: \$8.233 M*



Jefferson Station Escalators Flex

City of Philadelphia | Add New Project to TIP

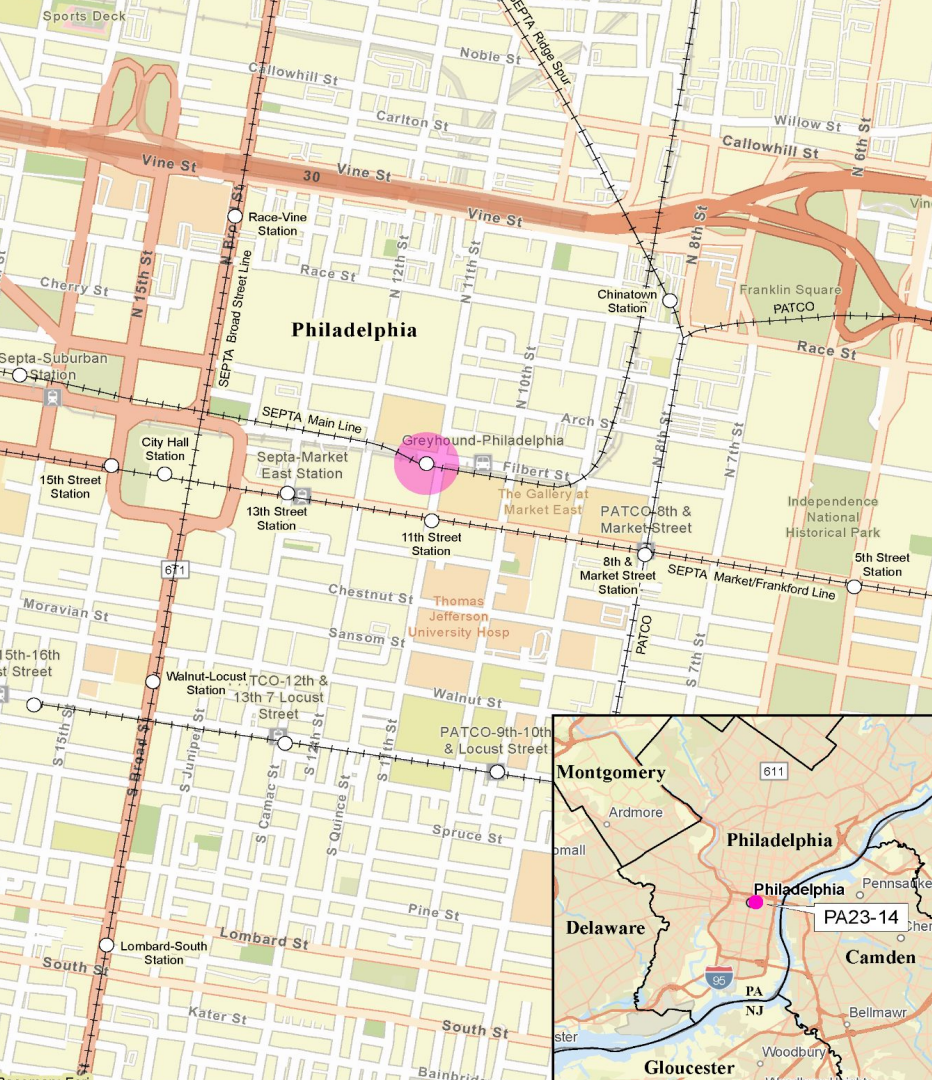
TIP Amendment

Action: Add new \$2 M sSTP (SPIKE) funded Construction (CON) project into the TIP in FY23

Reason: Provide Assistance to SEPTA and Philadelphia Housing Development Corporation (PHDC) for new escalators

Background:

- Support replacement of four escalators: two at Jefferson Station and two at the Convention Center
- Additional funds to the region



Jefferson Station Escalators Flex

- SEPTA does not own either set of escalators
- SEPTA requested assistance from PennDOT as SEPTA cannot use TIP funds for non-SEPTA owned facilities

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

Jefferson Station Escalators, Flex

- *Add new \$2 M sSTP (SPIKE) funded CON project. Further, to add the flexed funds to the description and funding tables of MPMS #107011 - Safety and Security Improvements on the Transit element of the TIP at the appropriate time*
- *These are additional funds to the region*



SEPTA Administrative Actions - FYI

FFY22 FTA Section 5307 and 5337 Funds were not Obligated/Placed into Grants by end of FFY

- \$135 M of FTA Section 5307 - spread over multiple programs
- \$186 M of FTA Section 5337 - spread over multiple programs

Grant Clearance Process takes time to process paperwork

Bringing prior year unobligated balances into the current year for obligation is required
per 23 CFR 450.326(g)

Processed as administrative action per FTA direction; and under Section III.B of the MOU:
"...Exceptions are allowed under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies."

Actions involving new projects or funding are being presented as formal actions

Parking Improvements Program

SEPTA | Add Prior Year Unobligated Funding to Current Fiscal Year/Add Project Back Into TIP

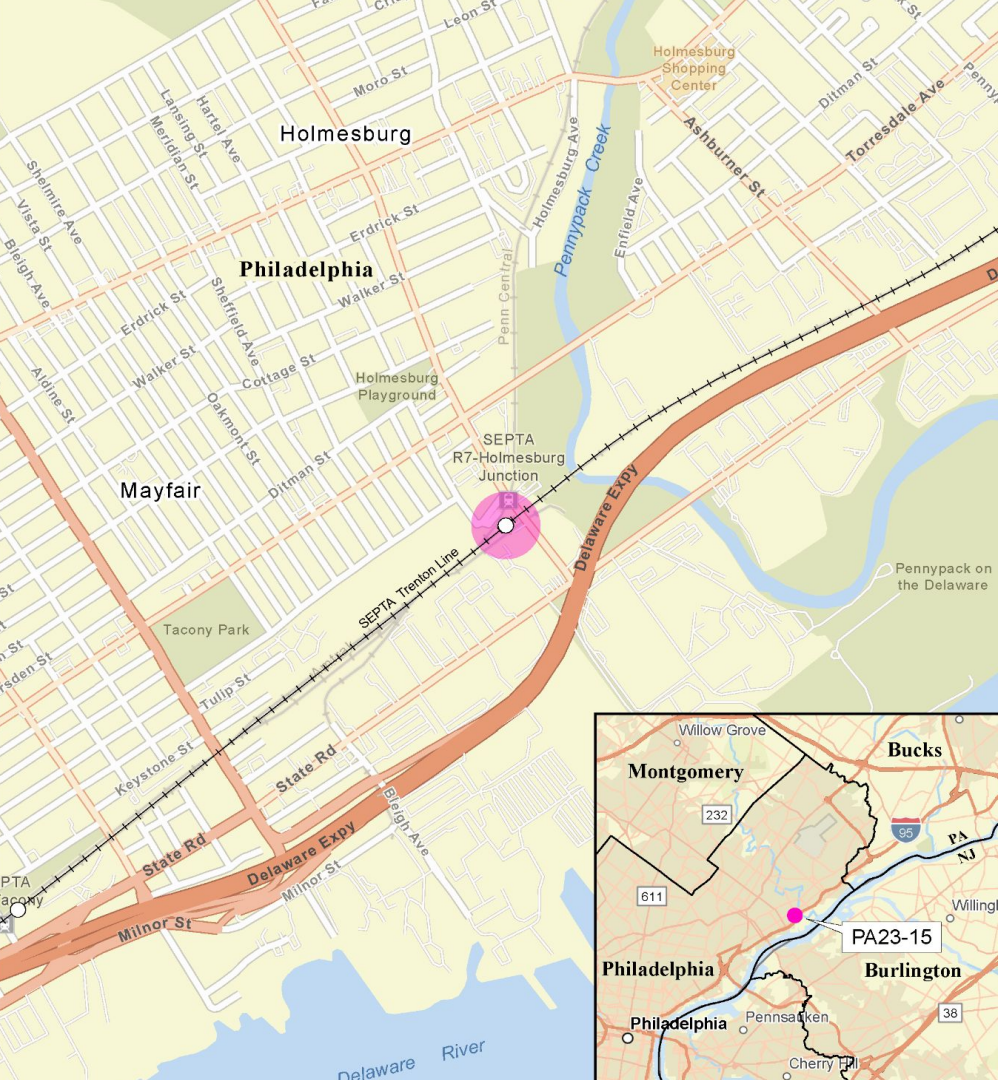
TIP Amendment

Action: Add Holmesburg Junction Parking Expansion project back into the TIP and increase FY23 ERC by \$690,000 (\$621,000 FLEX/\$67,000 State 1514/\$2,000 LOC) from \$18.750 M to \$19.440 M

Reason: Use FY20 prior year nobligated NHPP flex funding from the Interstate Management Program (IMP)

Background:

- Expand parking at Holmesburg Junction Station by purchasing a nearby private lot
- Component of ongoing 1-95 congestion mitigation efforts identified by PennDOT, SEPTA, and DVRPC as the construction activity increases on the corridor



Parking Improvements Program

- Holmesburg Junction, on SEPTA's Trenton Line, is ~ 5 miles inbound from Cornwells Heights Station
- SEPTA owns a lot at Holmesburg Junction that provides 37 spaces and are fully utilized every day. The adjacent private lot provides 87 spaces

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

Parking Improvements Program

Add Holmesburg Junction Parking Expansion project back into the TIP under the Parking Improvements Program (MPMS #60540), and increase ERC Phase in FY23 by \$690,000 (\$621,000 FLEX/\$67,000 State 1514/\$2,000 LOC)



Transit & Regional Rail Station

SEPTA | Add Prior Years Unobligated Funding to Current Fiscal Year and Project Back into TIP

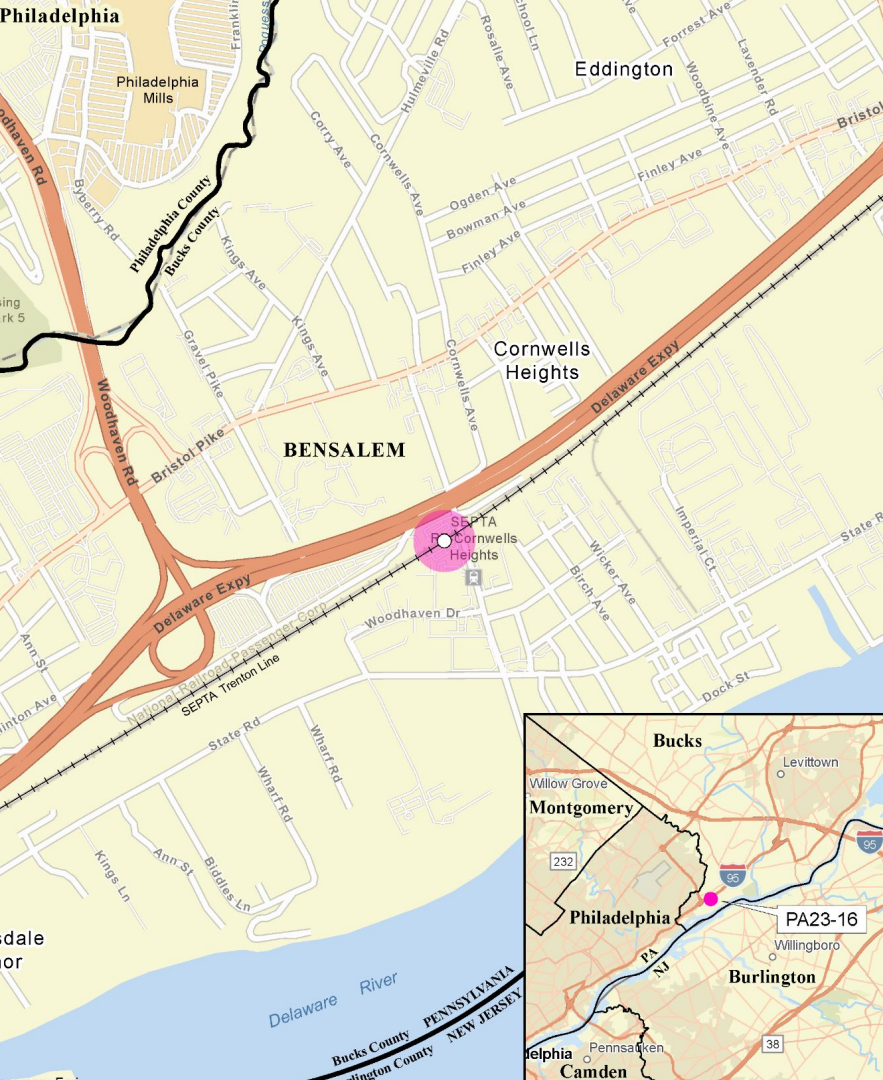
TIP Amendment

Action: Increase FY23 ERC Phase by \$26.566 M (\$9.6 M Section 5307/\$13.109 M FLEX/\$3.733 M State 1514/\$124,000 LOC) from \$68.721 M to \$95.287 M, and adding Cornwells Heights Station Improvements project to the project description

Reason: Obligate prior FY22 Section 5307 funds and use unobligated FY20 and FY21 NHPP Flex Funds

Background:

- Fund preliminary design activities for BSL stations: Snyder, Chinatown, Fairmount, Hunting Park, Wyoming, Logan, Lombard-South, and Ellsworth-Federal
- Support the Broad Street Line Station Design Package and I-95 Congestion Mitigation activities including the Cornwells Heights Station Improvements project



Transit & Regional Rail Station Program

- Cornwells Heights Station is the Trenton Line's second-highest ridership station (excluding Center City Stations)
- Directly supports I-95 reconstruction traffic problems
- Modernized facility will support efforts to implement intelligent transportation systems (ITS) with real-time transit information on I-95 and entice more riders to take the train rather than drive

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

Transit & Regional Rail Station Program

Increase FY23 ERC by \$26.566 M (\$9.6 M Section 5307/\$13.109 M FLEX/\$3.733 M State 1514/\$124,000 LOC), and adding Cornwells Heights Station Improvements project to the program description



Carbon Reduction Program Line Item

Various Counties | Add New Line Item to the TIP

TIP Amendment

Action: Add new \$52.422 M CRPU line item to the TIP

- FY23: \$20.348 M
- FY24: \$10.48 M
- FY25: \$10.69 M
- FY26: \$10.904 M

Reason: Additional funds to the region from the IIJA/BIL

Background:

- To provide funding for projects that will reduce transportation emissions, as well as the develop carbon reduction strategies
- Projects have yet to be identified

Eligible Uses for Carbon Reduction Program

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

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

Carbon Reduction Program Line Item, Various Counties

Add new \$52.422 M line item into the TIP

- *FY23: \$20.348 M CRPU*
- *FY24: \$10.48 M CRPU*
- *FY25: \$10.69 M CRPU*
- *FY26: \$10.904 M CRPU*





Thank You!

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www.dvrpc.org/TIP



RTC Meeting
January 10, 2023



FY24 Unified Planning Work Program and TIP Actions: Request for Recommendation for Board Adoption

UPWP Development Process

Outreach/Coordination

- Summer meetings with planning partners
- Oct work program committee meeting
- Nov partner/internal coordination to refine scopes/identify funding

Public Comment Period

- December 7 - January 9
- Will address and responds to comments, then make edits for final document

Request Adoption

- January RTC/Board
- Resolve any outstanding issues/send to & request funding agencies' approval
- Begin FY24 work and pass-through programs 7/1/23

UPWP Content

Complies with Federal and State Requirements

- Incorporates new Planning Emphasis Areas from IJA

Comprehensive Set of Planning Activities

- Includes priorities from each member gov't

Categories of Work

- Program Areas
- Projects
- Pass-through projects

Funding Sources

- ▷ FHWA and FTA Metropolitan Planning (PL) Funds
- ▷ PA State Funds
- ▷ TIP
- ▷ Member Gov't Contributions (matching funds)
- ▷ Grants from Public Agencies and Foundations
- ▷ Fees for Services

Sampling of New Regional Projects

- ▶ **Transportation Planning Support for Disadvantaged Communities**
- ▶ **Carbon Reduction Program**
- ▶ **SEPTA Regional Rail Station Area Planning**
- ▶ **2025 On-Board & Household Travel Survey Planning**
- ▶ **Economic Development District Program**
- ▶ **Increasing Safe & Accessible Transportation Options**

Sampling of New Local Projects

- ▶ Dangerous Road Crossings Evaluation for Delco
- ▶ Coordination Support for Upper Bucks Microtransit
- ▶ Philadelphia Speed Limit Setting Study
- ▶ Trenton SS4A Implementation
- ▶ Bike Friendly Resurfacing in Burlco and Mercer
- ▶ Concept of Operations Center for City of Camden

FY24 UPWP Budget

- ▷ **Grand Total: \$27,886,383**
- ▷ **Programs/Projects: \$23,026,133**
- ▷ **Total Pass-through: \$4,860,250**
 - SRHPP - \$1,297,000
 - TSP - \$1,608,250
 - Regional GIS - \$300,000
 - Other Member Gov't Pass Through - \$1,655,000
- ▷ **FY 23 Programs/Projects: \$22,090,950**
- ▷ **FY 23 Total Pass-through: \$11,729,150**

FFY22 NJ TIP Actions for FY24 UPWP

- ▶ FY24 UPWP TIP Projects Total Costs are \$3,595,600 for 17 projects
- ▶ Of that, \$2,840,600 is currently programmed
- ▶ An amount of \$155,000 (previously allocated in the NJTIP for TCDI admin) is being removed
- ▶ An additional \$745,000 needs approval to fully support the FY24 UPWP TIP funded projects

FFY22 NJ TIP Actions for FY24 UPWP

- ▶ Of the FY24 NJTIP total of \$3,595,600
 - \$2,506,500 or 70% is pass-through to member governments, non-labor, and/or consultant expenses
 - \$1,089,100 or 30% supports DVRPC projects for member governments and/or to meet federal requirements
- ▶ FY23 UPWP has \$4,115,600 in NJTIP funded projects, yielding a reduction of \$520,000 or 13% from FY23 to FY24

FFY23 PA TIP Actions for FY24 UPWP

- ▶ FY24 UPWP TIP Projects Total Costs are \$5,115,400 for 19 projects
- ▶ Of that, \$4,640,800 federal/\$449,600 state match/\$25,000 local match is currently programmed
- ▶ An amount of \$190,000 (previously allocated in the PATIP for TCDI admin) is being removed
- ▶ An additional \$448,400 needs approval to fully support the FY24 UPWP TIP funded projects

FFY23 PA TIP Actions for FY24 UPWP

- ▶ Of the PATIP total of \$5,115,400
 - \$1,575,500 or 31% is pass-through to member governments, non-labor, and/or consultant expenses
 - \$3,539,900 or 69% supports DVRPC projects for member governments and/or to meet federal requirements
- ▶ FY23 UPWP has \$10,864,300 in PATIP funded projects, yielding a reduction of \$5,748,900 or 53% from FY23 to FY24

Review of Overall Actions

1. To recommend that the Board adopt the Final FY24 UPWP
2. To recommend that the Board approve the actions in the FY2024 UPWP TIP Funds_Actions Table :
 - ▷ Increase funding in the FFY2022 NJ TIP by \$745,000
 - ▷ Increase funding in the FFY2023 PA TIP by \$448,400

Action Proposed

That the RTC recommend Board adoption of the FY24 UPWP, pending the resolution of any outstanding issues, and approve the actions to amend the FFY22 TIP for NJ and the FFY23 TIP for PA, as required.



watertable

**FY23 Work Program
Amendment**

**Regional Technical
Committee**

January 10, 2023

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Setting the (Water) Table

1. **DVRPC received a grant from the WPF in 2020 to initiate *The Water Table*, a project that brought water resource professionals across sectors (conservation nonprofit, government and water user sectors) together to build understanding, relationships, trust and alignments.**
2. **Core Partners with DVRPC:**
 - Partnership for Delaware Estuary (PDE)
 - Water Resources Association of the Delaware River Basin (WRADRB)
 - Philadelphia Water Department (PWD)
3. **For Phase 2, DVRPC rotated the project management role to PDE**
4. **Another grant from the WPF was received, same core partners will remain, to facilitate collaboration among the 3 sectors to address water resource management issues in the Delaware Estuary**

Key Work Elements in Phase 2

1. Core Project Team meets regularly
2. Phase 1 Steering Committee reconvened and expanded
3. Subcommittees established to address the top 4 priorities from areas of concern identified in Phase 1
4. DVRPC leads one subcommittee, convenes bi-monthly
5. Action Plans for each subcommittee developed as basis for implementation
6. Full stakeholder meeting convened annually

Cost and Source of Funds

- WPF provided \$200,000 in funding to PDE to support Phase 2 of the Water Table Project for a 3-year period
- DVRPC will receive a total of \$51,000 (\$17,000/year)

Action Proposed

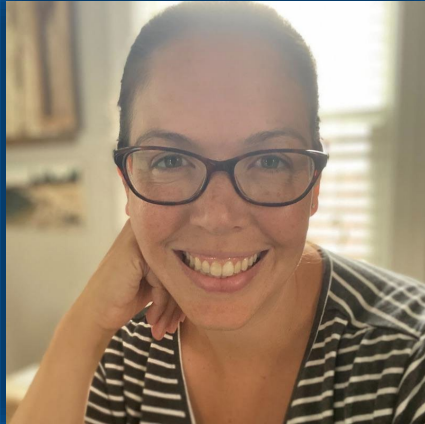
- **That the Regional Technical Committee recommend that the Board amend the FY23 UPWP to add the Water Table Phase 2 project**



Transit Friendly Planning



DVRPC RTC – January 10, 2023



Megan Massey

Assistant Director
Transit Friendly Planning
NJ TRANSIT



Michael Swan

Principal Facilities Planner
Transit Friendly Planning
NJ TRANSIT

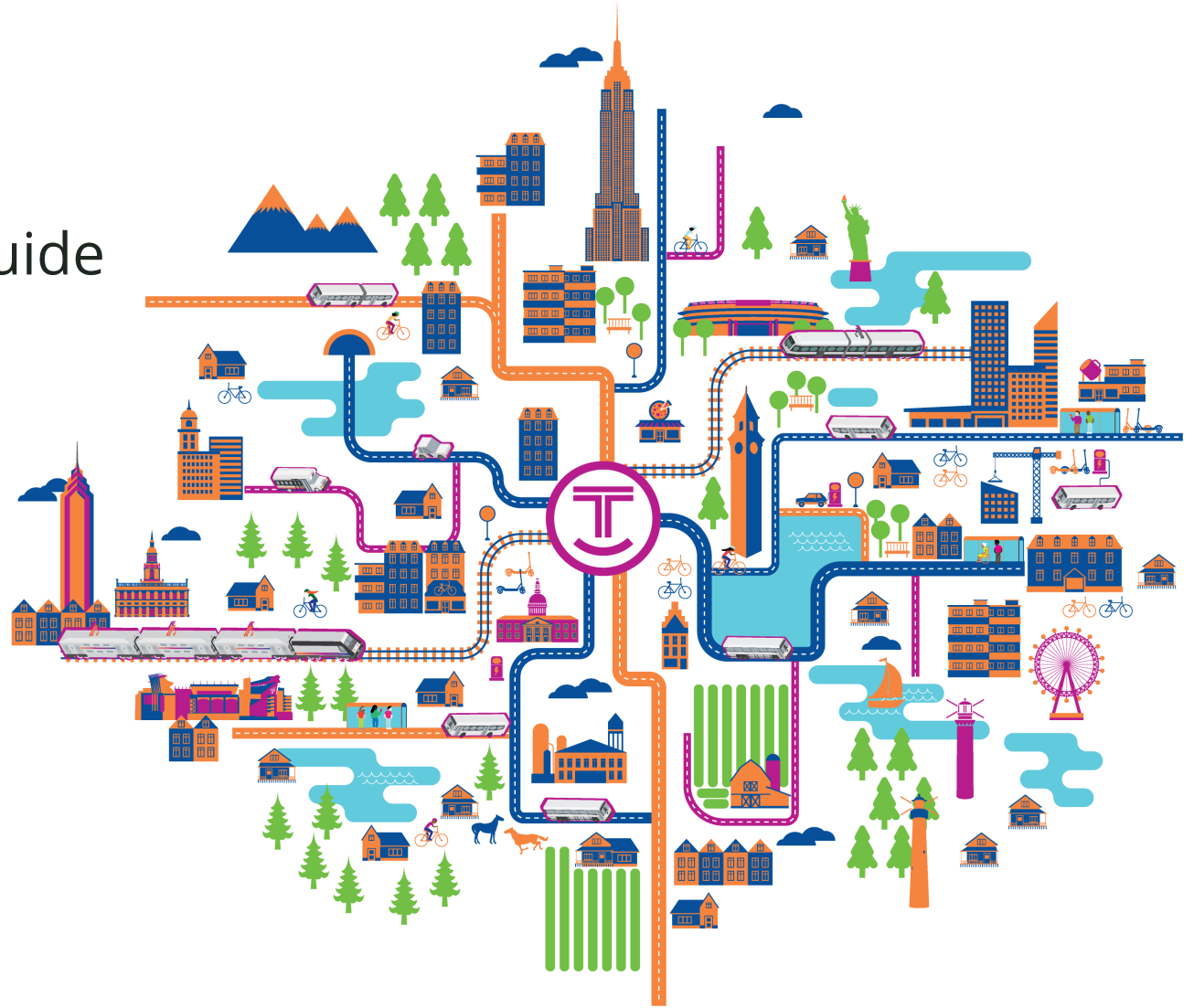


Celeste Alsina

Senior Facilities Planner
Transit Friendly Planning
NJ TRANSIT

Agenda

1. Program Overview
2. Transit Friendly Planning Guide
3. Implementation Tools
4. Place Types
5. Technical Assistance
6. Online Resources



1. Program Overview



1979
NJ TRANSIT incorporated



1994
Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities released



1999
NJ TRANSIT and NJDOT created the Transit Village Initiative
Transit Friendly Communities for New Jersey program created



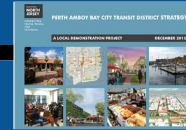
2005
Transit Friendly Development Newsletter established (now NJTOD.org)



2009
Transit-Friendly Planning Program Manual created



2010
NJ TOD Database established to track TOD activity in New Jersey



2012
TFP Program begins work as Project Lead for NJTPA Local Demonstration Projects



2013
Hackensack TOD Report published



2015
Central Avenue Bus Corridor Study published



2017
Transit Friendly Data Application launched



2019
TFP Program Assessment #2 started



2020
Stakeholder Outreach conducted
Transit Friendly Planning Guide update begins

PROGRAM GOALS

LAND USE

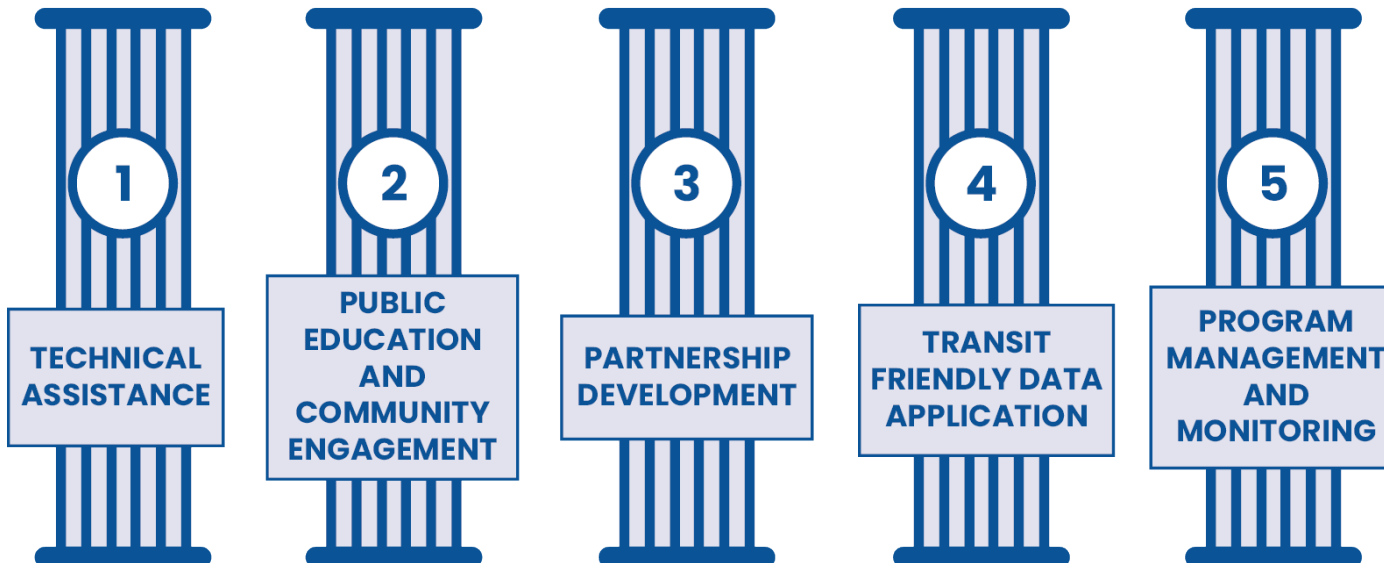
ECONOMY

SUSTAINABILITY

EQUITY

PUBLIC FINANCING

ENGAGEMENT



DOWNTOWN CAMDEN

STRATEGIC DEVELOPMENT PLAN



March 2004

Ehrenkrantz Eckstut & Kuhn Architects
Real Estate Solutions
CLARKE CATON HINTZ

NJ TRANSIT
Delaware Valley Regional Planning Commission
Greater Camden Partnership

TOGETHER
NORTH
JERSEY
CONNECTING
PEOPLE, PLACES,
AND
POTENTIAL.

URBAN ESSEX COALITION FOR SMART GROWTH

Inner M&E Strategic Corridor Plan for Newark, East Orange and Orange

A LOCAL DEMONSTRATION PROJECT

JUNE 2013



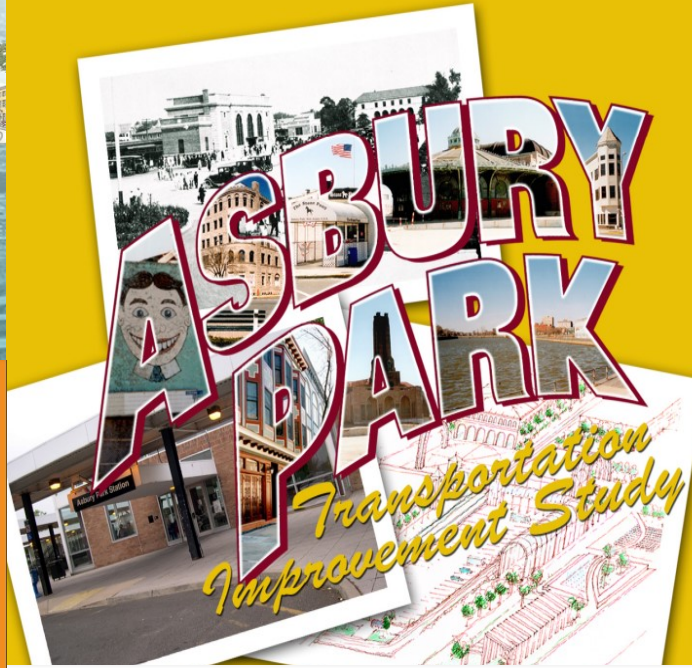
KEY
PLACES
CRITICAL
CONNECTIONS
CONNECTING TO
OPPORTUNITIES



Ampere-Roseville Transportation Assessment

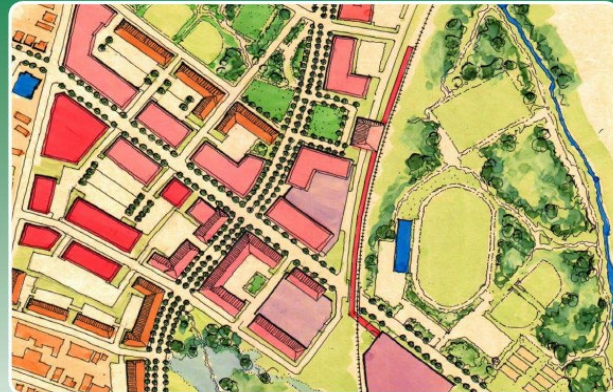


March 2013

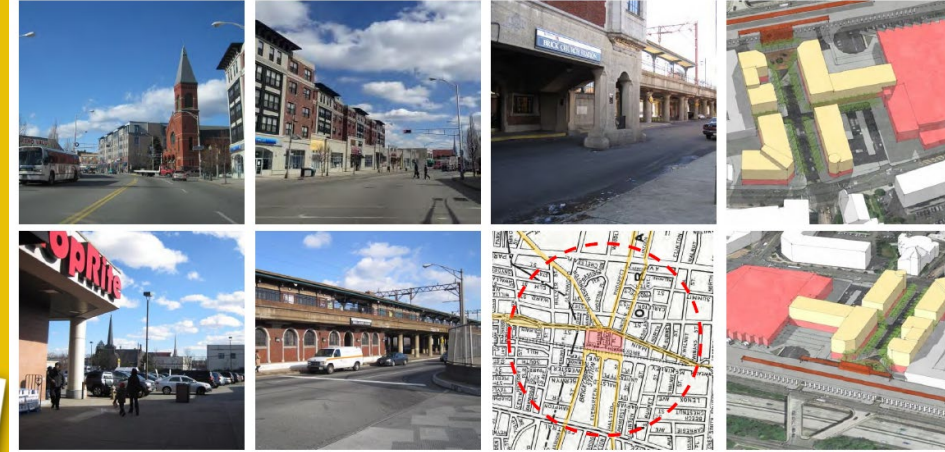


Kearny

Transit-Oriented Development Vision Plan



Brick Church Plaza Redevelopment Study



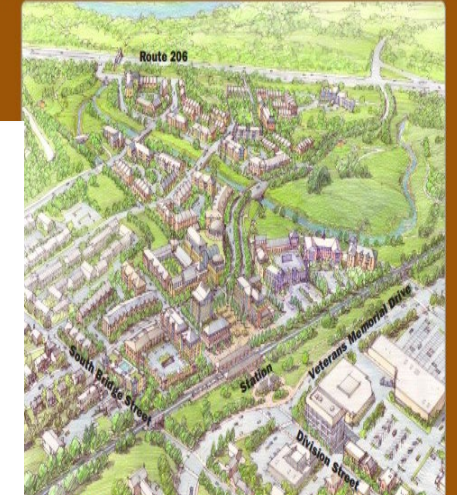
July 2013



NETCONG
Station Area Transit-Friendly
Design Study

SOMERVILLE

Station Area & Landfill Vision Plan



Fair Lawn Avenue Corridor Vision Plan

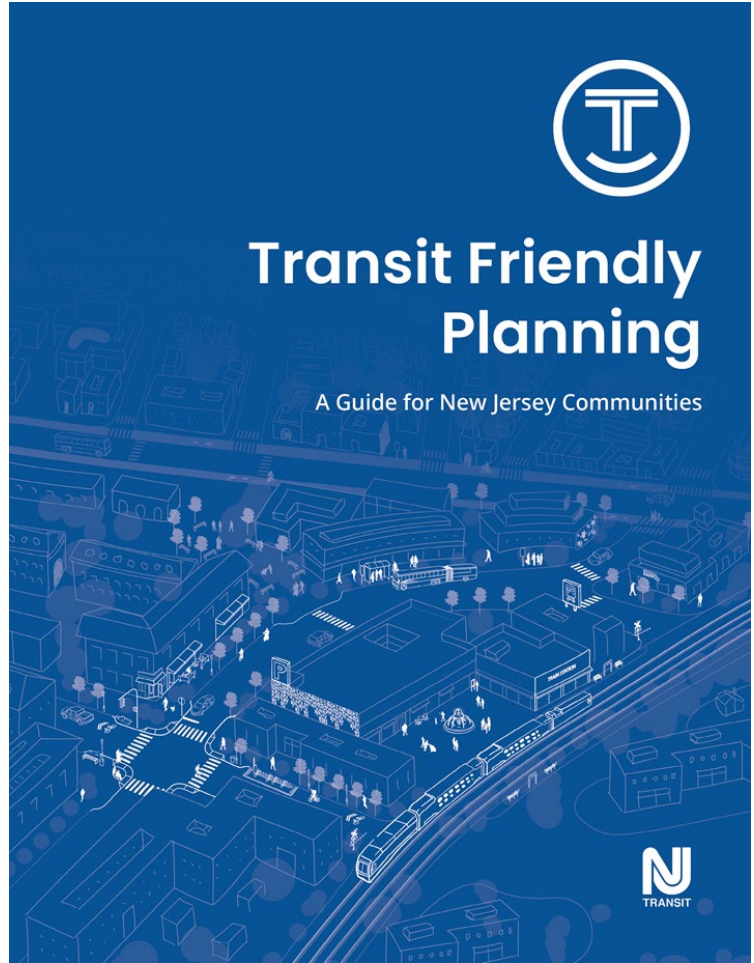
Borough of Fair Lawn • Bergen County Economic Development Corporation • Fair Lawn Economic Development Corporation • NJ TRANSIT

REIMAGINING THE TOWN FOR THE MOTOR AGE



Prepared for the Borough of Somerville by Regional Plan Associates, Inc.
sponsored by NJ TRANSIT, NJ Office of Smart-Growth and NJ Department of Transportation

2. Transit Friendly Planning Guide



1 Introduction to Transit Friendly Planning

2 Development and Design

3 Access, Circulation, and Parking

4 Planning for Active Transportation

5 Case Studies and Implementation



TFP Guide Video

3. Implementation Tools

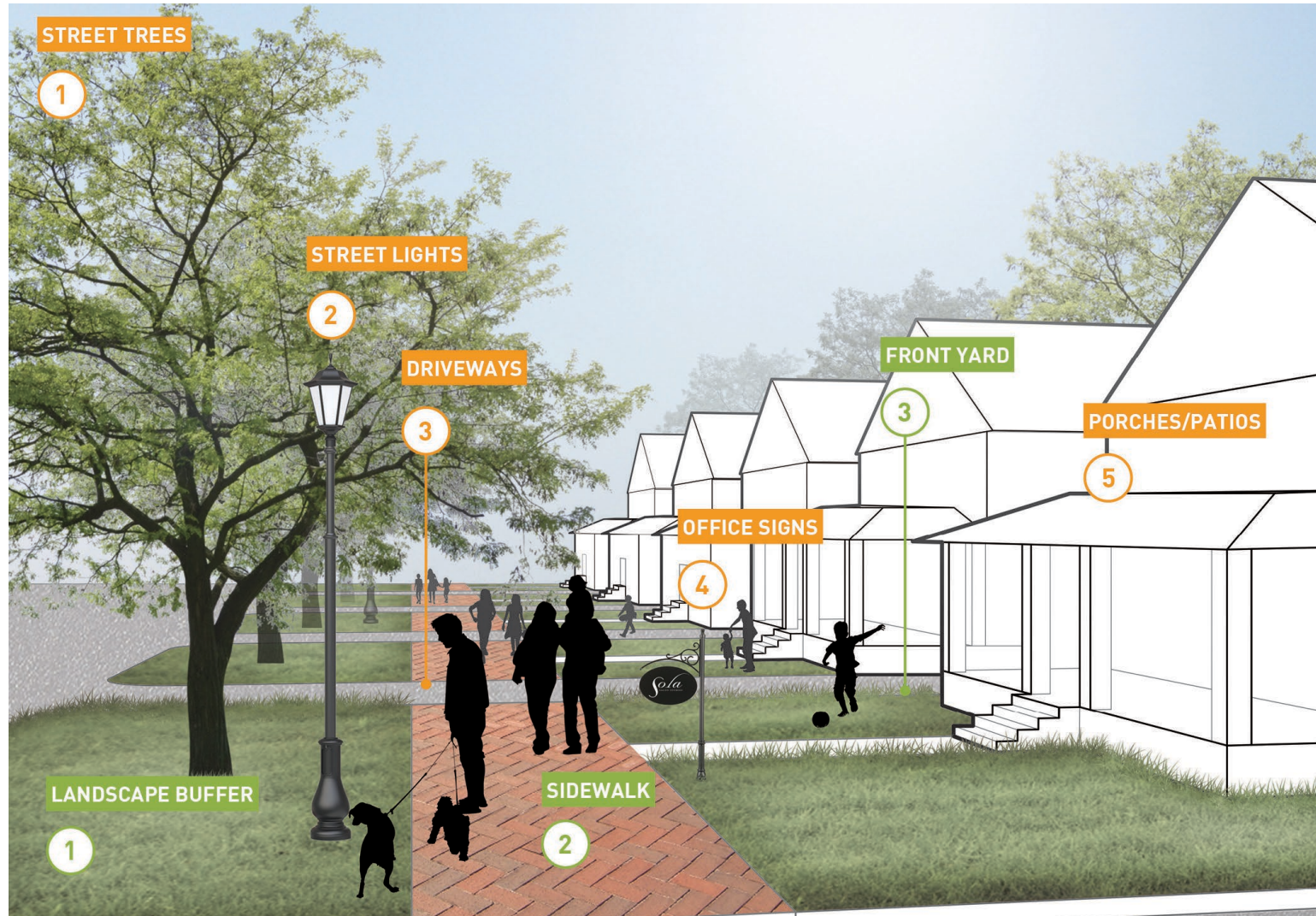
Implementation | Community Engagement



Implementation | Action



Implementation | Guidance and Regulations



Implementation | Plans

- Redevelopment Plans
- Municipal Master Plans
- Complete Streets Plans
- Active Transportation
- Bicycle Master Plans



Implementation | Keys to Success

- Engage community
- Create an equitable approach
- Build partnerships
- Cultivate political support
- Manage expectations
- Score quick/early successes



Implementation | Funding Sources



Selected Grant Programs

Program	Funding Estimate	Website	Phase	Notes
NJDOT Transit Village Grant Program	\$1M available statewide	https://www.njdotlocalaidrc.com/state-funded-programs/transit-village	Planning and Implementation	Assistance for municipalities formally designated as Transit Villages
Transportation Alternative SetAside (TA)	\$150,000-\$1M Match not required	www.njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives	Implementation	Administered by NJDOT in partnership with NJTPA, DVRPC, SJTPO
Congestion Mitigation and Air Quality Program (CMAQ)	Varies by region	DVRPC: https://www.dvrpc.org/cmaq NJTPA: www.njtpa.org/Projects-Programs/Transportation-Management-Associations-(TMAs)/CMAQ-Program.aspx SJTPO: www.sjtpo.org/cmaq/	Implementation	Federal program administered locally by regional transportation authorities - MPOs
Local Safety Program	Varies by region	www.state.nj.us/transportation/business/localaid/localsafety.shtm	Implementation	Typically addresses high priority crash locations
NJ Neighborhood Revitalization Tax Credit (NRTC)	Max \$985,000	www.nj.gov/dca/divisions/dhcr/offices/nrtc.html	Planning	Non-profits in eligible areas
NJDOT Safe Routes to School	To \$1,000,000 Match not required	www.saferoutesnj.org/safe-routes-to-school-grants/	Implementation	ADA compliant sidewalks, bike paths, lighting, signals, traffic calming



4. Place Types

Transit Friendly Planning Guide - Place Types



Urban Center



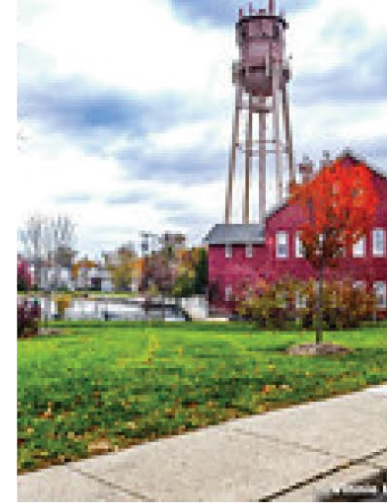
Urban Neighborhood



Town Center



Suburban Place



Rural Place

MORE DENSE & DIVERSE USES

LESS DENSE & DIVERSE USES

Place Types across New Jersey



Online Resources

Place Type Test

Land Use

What are the existing land uses within a half-mile of the transit area?*

- A balance of residential, office, and retail (mixed-use), with high-rise buildings (4 stories and above).
- Mixed-use, with mid-rise buildings (mostly 3-4 stories).
- Some mixed-use, with small to medium buildings (maximum 3-4 stories).
- Limited mixed-use, with some multifamily buildings (2-4 stories).
- Very few mixed-use and/or multifamily buildings (1-3 stories).

Estimated Place Type

This station area is likely:

- A. Urban Center
- B. Urban Neighborhood
- C. Town Center
- D. Suburban Place
- E. Rural Place

B. Urban Neighborhood



Often located adjacent to an Urban Center, the Urban Neighborhood place type is characterized by a walkable, urban built environment. With a lower population and employment density than Urban Center places, uses are more residential-oriented with office and commercial uses interspersed throughout. The streetscape is active and diverse, accommodating users most hours of the day. A range of active and passive open spaces are oriented towards the transit area or are within walking distance.

Examples: Paterson Station (Paterson), Trenton Transit Center (Trenton), Bergenline Avenue Station (Union City).

[TFP Guide pg. 22-23.](#)

5. Technical Assistance

Technical Assistance - 2022



Dunellen



Atlantic City



Metropark Development Project

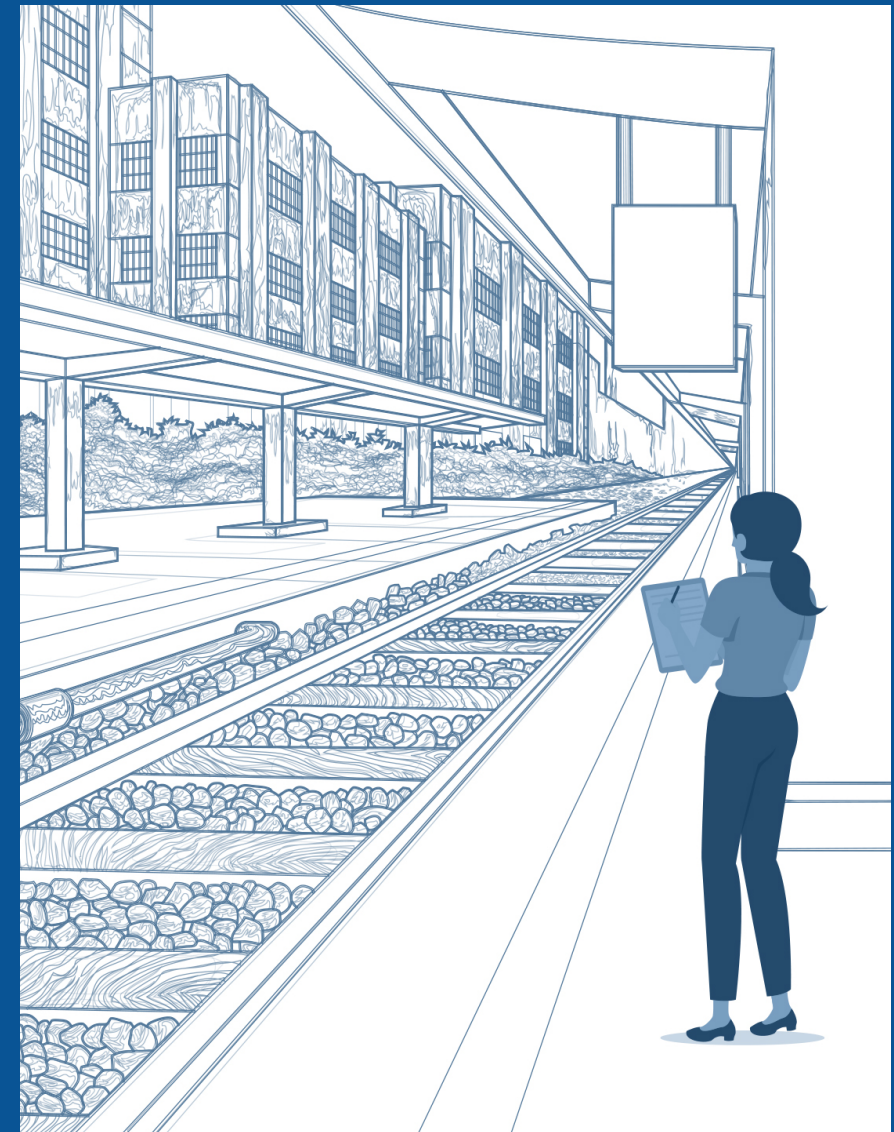
6. Online Resources

Transit Friendly Checklist

Land Use & Development

	Yes	Partly	No	N/A
Is there a mix of land uses within the transit area?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Are higher density developments permitted near the transit area?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is there a diversity of spaces, unit sizes, and rental prices to allow for a range of businesses?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is there a diversity of housing types within the immediate transit area?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is there active ground-floor retail along primary streets in the transit area?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is the municipality eligible for, or does it already have, the NJDOT Transit Village designation at a transit facility?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is there a downtown BID, main street or downtown-type organization?*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is the municipality's highest clustering of jobs within walking distance of the transit facility? (10-15 min walk)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Transit Friendly Planning Newsletter



NJTOD.org

New Jersey's Transit Friendly Planning Newsletter



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The Week in TOD News April 2-8, 2022

Learning from rural areas. Multi-family housing in Westfield, NJ. Supporting Black and Latina women in Baltimore real ...



The Week in TOD News March 26-April 1, 2022

Increasing the housing supply through TOD. Rising fuel prices spur transit usage. Better bus service in South Jersey. ...



Transit Friendly
Planning



Educational Events



TOD in Your Downtown
Forum Series
Rethinking the Right-of-Way
Wednesday, May 18, 2022 • 11:00am-12:15pm • ONLINE

DOWNTOWN
NEW JERSEY

The Transit Friendly
Planning Newsletter

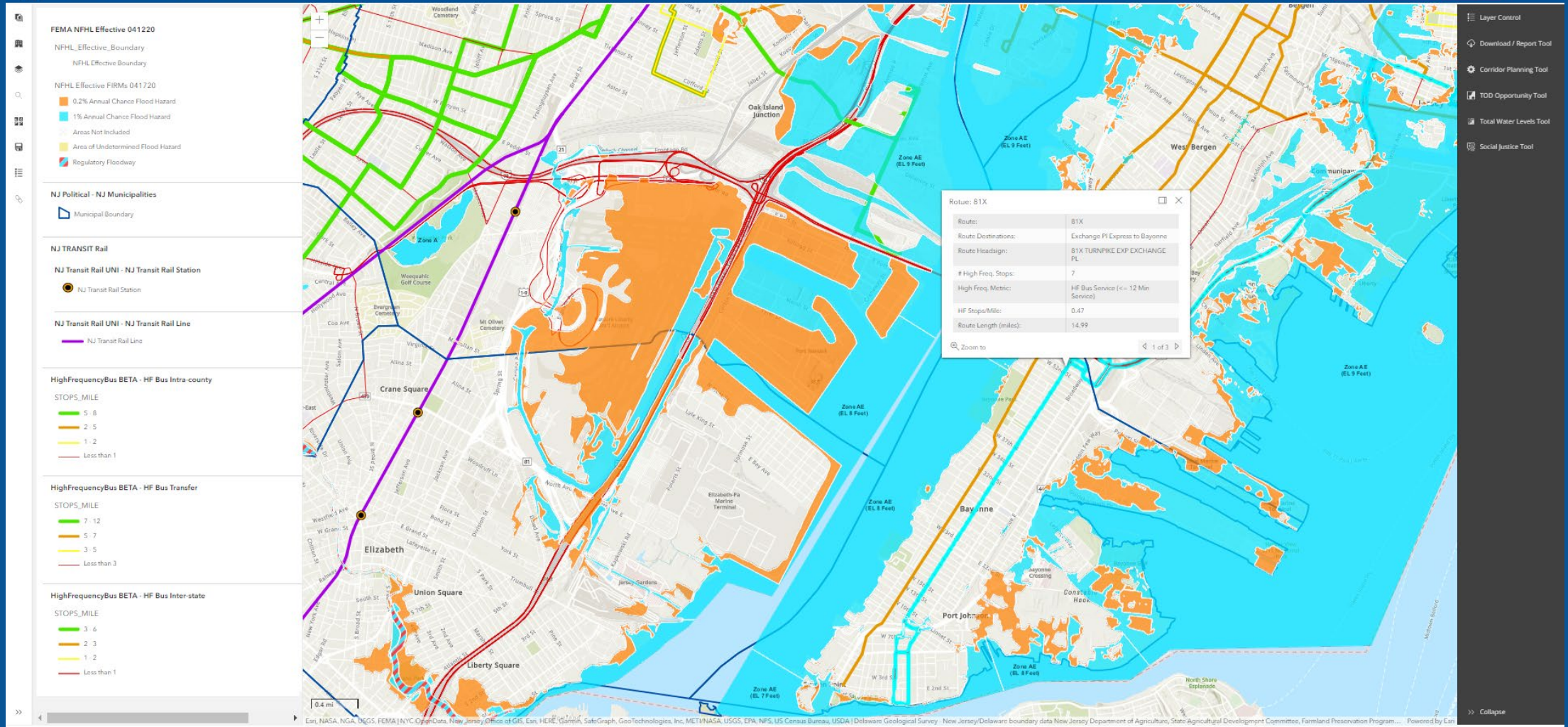
Transit Friendly
Planning

with support from
RUTGERS **N**

Transit Friendly Data Application

Transit Friendly Planning Data Application

Tutorial Subscribe Contact Us



Data App Overview

- Development

 - Development Application Information for select geographies

 - MOD IV and DCA Development Data

- Demographic

 - US Census ACS Population and Household Data

- Transit Services

 - Route, Line and Station/Stop Data

 - Rail Ridership/Boarding Data

- Travel

 - Census Transportation Planning Products Data (Travel to Work and Auto Ownership)

- Economic

 - US Census ACS (Housing Costs and Jobs by Earnings)

 - Property Valuation (Mod IV)

- Planning and Environment

 - Redevelopment Areas

 - Transit Village Centers

 - Urban Enterprise Zones

 - Opportunity Zones

 - Brownfield Development Areas

 - Land Use/Cover

 - Known Contaminated Sites

 - FEMA Flood Zone maps, Sea Level Rise, and Total Water Level tool

 - Open Space and Preserved Farmland





Data App Functionality and Interface

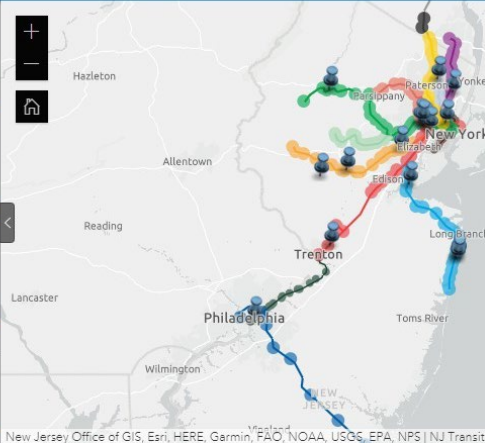
- Online Tutorial
- Email for support and subscribe for updates
- Mapping and Visualization
 - Query by address and/or geographic unit (County, Municipality, Census Block Groups, “parcel block,” and user defined study area
 - Detailed Information Pop-ups
- Dashboard Reports
 - Standardized reporting format
 - Tabular, charts and graphs
- Data Export
 - CSV tabular data in multiple files by data type
 - Metadata files for all data
- Save / Share / Print
- Planning Tools
 - Corridor Planning
 - TOD Opportunity
 - Total Water Level
 - Equity Analysis
- Map Services for ArcGIS Users

Online Resources

Local Plans Map

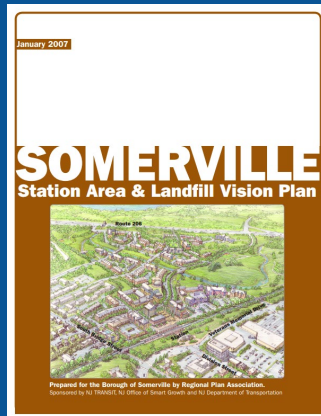
TFP Local Plans

	Ampere Roseville Transportation Assessment View PDF
	Asbury Park Transportation Improvement Study View PDF
	Brick Church Plaza Redevelopment Study View PDF
	Central Avenue Bus Corridor View PDF



New Jersey Office of GIS, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS | NJ Transit

Transit Friendly Vignettes



Contact Us!

Email: transitfriendly@njtransit.com

Website: www.njtransit.com/transitfriendly

