TIP ACTIONS
Transportation Improvement Program
New Jersey TIP (FY22-25)

DVRPC Board | January 2022
CR 537, CR 628, and CR 660 Guiderail Installation
Burlington County | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add $1.7 million STATE-DVRPC funded project back into TIP for FY22 Construction (CON)
- **Reason:** CON was not authorized in previous FY21
- **Background:**
  - Upgrade of existing guiderail with end treatments and guiderail attachments to county structure at various locations in Hainesport, Mansfield, and Florence Townships.
  - Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading.
CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47
Gloucester County | Add Project Back into the TIP

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

- Installation of Roadway Pavement Markers, striping and signing, and a bike lane from CR 610 to Delsea Regional High School
TIP ACTIONS | Proposed - NJ

Requests Board Approval of TIP Amendments:

• CR 537, CR 628, and CR 660 Guiderail Installation
  Add $1.7 million STATE-DVRPC funded project back into TIP for FY22 CON

• CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47
  Add $3.671 million project back into TIP for FY22 CON
  ($2.935 million STBGP-PHILA/ $736,000 Local)
County Paratransit Vehicles
NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

---

**TIP Modification**

**Action:** Flex/transfer $2.396 million (M) CMAQ in FY22 to NJ TRANSIT’s Small/Special Services Program ($1.102 M) and Section 5310 Program ($1.294 M), accordingly:

- **Burlington County Bus Purchase ($230,000 CMAQ)**
  - After decreasing FY22 by $38,000 from $268,000 to $230,000 CMAQ
  - Flex to NJ TRANSIT's Small/Special Services Program for BurLINK

- **Camden County Bus Purchase ($872,000 CMAQ)**
  - After decreasing FY22 by $4,000 from $876,000 to $872,000 CMAQ
  - Flex to NJ TRANSIT’s Small/Special Services Program for the SJTA

- **Gloucester County Bus Purchase ($203,000 CMAQ)**
  - After increasing FY22 by $24,000 from $179,000 to $203,000 CMAQ
  - Flex to NJ TRANSIT’s Section 5310 Program for County DTS

- **Mercer County Bus Purchase ($1.091 M CMAQ)**
  - After increasing FY22 by $176,000 from $915,000 to $1.091 M CMAQ
  - Flex to NJ TRANSIT’s Section 5310 Program for TRADE
County Paratransit Vehicles (21 vehicles total)
NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

- **Burlington County for BurLINK (2 vehicles, $230,000)**
  - 2 extended cutaway standard floor vehicles that will each include a farebox, PA system, destination sign, and stop request and pull chord/tape

- **Camden County - South Jersey Transportation Authority (SJTA) (6 vehicles, $872,000)**
  - 3 extended cutaway standard floor
  - 3 medium duty cutaway vehicles
  - All will include additional features: PA system, fare box, destination sign, and stop request and pull chord/tape

- **Gloucester County Division of Transportation Services (DTS) (2 vehicles, $203,000)**
  - 2 standard cutaway vehicles

- **Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) (11 vehicles, $1.091 M)**
  - 3 small eight-seat cutaways
  - 5 standard cutaways
  - 3 extended cutaway standard floor vehicles

- Flex amounts include 10% NJ TRANSIT administration cost for this biennial program
Small Cutaway

Standard Cutaway

Extended Cutaway
Standard Floor

Extended Cutaway
Low Floor

Medium
Transit Style

Images are courtesy of NJ TRANSIT, 2020
Requests Board Approval of TIP Modification:

- Flex/transfer $2.396 M CMAQ in FY22 from County Bus Purchase line items to NJ TRANSIT’s Small/Special Services Program ($1.102 M) and Section 5310 Program ($1.294 M), accordingly:
  - **Burlington County Bus Purchase ($230,000 CMAQ)**
    - After decreasing FY22 by $38,000 from $268,000 to $230,000 CMAQ
    - Flex to NJ TRANSIT’s Small/Special Services Program for BurLINK
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    - Flex to NJ TRANSIT’s Section 5310 Program for County DTS
  - **Mercer County Bus Purchase ($1.091 M CMAQ)**
    - After increasing FY22 by $176,000 from $915,000 to $1.091 M CMAQ
    - Flex to NJ TRANSIT’s Section 5310 Program for TRADE
Thank You!

www.dvrpc.org/TIP
What is TASA?

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

- Bicycle & Pedestrian Facilities
- Bicycle and Pedestrian Education / Encouragement
- Conversion of Abandoned Railway Corridors to Trails
- Construction of Turnouts, Overlooks, and Viewing Areas
- Outdoor Advertising Management
Eligible TA Projects

- Historic Preservation & Rehab of Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Stormwater Management
- Wildlife Mortality Mitigation
Selection Process

- Establish Selection Committee
  - Five PA Counties, PennDOT, SEPTA, PPTF, DVRPC, DCED, & DCNR

- Develop Selection Criteria
  - Project Readiness and Quality of Project – 4 criteria for each
  - Environmental Justice Score (EJ)

- Weight Criteria using Decision Lens Software

- Open Application Period (June 28 – October 15)
  - Published Program Guidance
  - Held Individual Project Meetings
  - Maintained Program Website
    - (www.dvrpc.org/TAP/PA/)
# Regionally Selected Projects

## 2021 TASA Projects Selected for Regional Funds

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

**Total:** $7,945,000
### 2021 TASA Projects Recommended for Statewide Funds

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Project Title</th>
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<tr>
<td>Bucks</td>
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<td>Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center</td>
<td>$850,000</td>
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<td>Montgomery</td>
<td>Borough of Lansdale</td>
<td>Liberty Bell Trail - Phase 3</td>
<td>$373,000</td>
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<td>Chester</td>
<td>Penn Township</td>
<td>Jennersville Sidewalk Connections</td>
<td>$845,000</td>
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<td>Hatfield Township</td>
<td>Liberty Bell Trail</td>
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<td>Chadds Ford Township</td>
<td>Walkable Chadds Ford 2021</td>
<td>$1,000,000</td>
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<tr>
<td>Bucks</td>
<td>Doylestown Township</td>
<td>Shady Retreat Trail</td>
<td>$1,395,000</td>
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<td>Philadelphia</td>
<td>City of Philadelphia - OTIS/Streets</td>
<td>Pennypack Trail Connector: State Road and Rhawn Street</td>
<td>$997,000</td>
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<td>Philadelphia</td>
<td>City of Philadelphia - OTIS/Streets</td>
<td>Chestnut St Pedestrian Islands</td>
<td>$992,000</td>
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<td>Philadelphia</td>
<td>City of Philadelphia - OTIS/Streets</td>
<td>Safe Routes Philly: Middle School</td>
<td>$450,000</td>
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**Regional Extension**: $1,223,000

**Highly Recommend**: $6,588,000
# Statewide Recommendations

## 2021 TASA Projects Recommended for Statewide Funds

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

<table>
<thead>
<tr>
<th>Recommendation Type</th>
<th>Amount</th>
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<tr>
<td>Regional Extension</td>
<td>$1,223,000</td>
</tr>
<tr>
<td>Highly Recommend</td>
<td>$6,588,000</td>
</tr>
<tr>
<td>Recommend</td>
<td>$3,520,000</td>
</tr>
<tr>
<td><strong>Statewide Recommended Total</strong></td>
<td><strong>$11,331,000</strong></td>
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</table>
Action Proposed

- That the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY21 PA TIP (TIP Action PA21-65) for $7,945,000 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time).

- That the Board approve the TASA subcommittee’s recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.

- Note that the TASA Line Item - MPMS #64984 will be updated to reflect the Bipartisan Infrastructure Law TASA funding allocation to the region once official financial guidance tables are released from FHWA and PennDOT.
Regional Safety Targets

DVRPC Board
January 27, 2022 | 10 AM | Virtual via Zoom
Total KSI - Regional Trend (by person), 2016-2020

U.S. 2020:
- Traffic volumes down 13%
- Crash fatalities up 7.2%

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

DRCOG Regional Vision Zero
Regional Safety Focus

Regional Vision Zero 2050:
Incorporated into Connections 2050 LRP
2050 - reasonable horizon for planning
• Allows time for changes to take effect
Provides broader context for:
• prioritizing safety in our work and investments
• pursuing regional safety targets in the TPM process
TPM is a strategic approach using system data to make investment and policy decisions to achieve national performance goals

- Requirement: DOTs & MPOs establish historical data baselines, and set performance targets (goals)
- **MPO option**: support state safety targets or set regional safety targets
FHWA 5 Safety Performance Measures

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

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

Metric: 5-year rolling average of each crash data point
MPOs that have established regional targets

Puget Sound Regional Council
Grand Forks-East Grand Forks MPO
Council of Fresno County Governments
Metropolitan Council
Southeastern Wisconsin Regional Planning Commission
Mid-America Regional Council
Denver Regional COG
Southwestern Pennsylvania Commission
East-West Gateway Council of Government
Atlanta Regional Commission
Interview Takeaways

1. Linear vs. Non-linear
   • Linear is easy to explain, **non-linear trend is most realistic, easier to “sell”**
   • Goal is priority-setting, not crash prediction

2. Shoot Long, Sight Short
   • **Benefits of looking at long-term trend (both past and future)**
   • Consider near-term targets and interim goals

3. Collaboration
   • Transparent process needed for stakeholder buy-in
   • **Targets not achievable following business-as-usual approach**

*State & FHWA partners stressed next steps that prioritize safety!*
Linear Targets - Regional Vision Zero 2050

- Fatalities
- 5-Year Rolling Average
- Trendline for 5-Year Rolling Average
- Linear Target Zero
Non-linear Targets - Regional Vision Zero 2050

- Fatalities
- 5-Year Rolling Average
- Trendline for 5-Year Rolling Average
- Nonlinear Target Zero
Baseline & Targets Data - Regional Vision Zero 2050 context

Baseline: 2016-2020

Targets: 2018-2022
Baseline & Targets Data Points

- Baseline: 374, 410, 429, 373, 450
- Target: 397.5, 387.2, 376.7

- Fatalities
- 5-Year Rolling Average
- Nonlinear Target Zero
Regional Safety Targets: **Non-linear**

<table>
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<tr>
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<td>387.2</td>
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<tr>
<td>Rate of Fatalities Per 100 Mil VMT</td>
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<td>0.940</td>
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<tr>
<td>Suspected Serious Injuries</td>
<td>1382.8</td>
<td>1302.8</td>
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<tr>
<td>Rate of Suspected Serious Injuries Per 100 Mil VMT</td>
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<td>3.162</td>
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<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>378.0</td>
<td>359.7</td>
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*Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*
Regional Safety Targets: Updated & Original Values

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Updated 1-18-22</th>
<th>Presented to RTC 1-11-22</th>
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Assessment of Significant Progress

States:
FHWA directly assess state progress toward meeting targets:
  • 4 of 5 measures perform better than baseline, or achieved targets
Failure to show significant progress:
  • Implementation Plan, minimum funding requirements

MPOs:
FHWA does not directly assess MPO progress toward meeting targets
  • Transportation Management Area certification review
  • Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program
Achieving Targets/Improving Safety

Best practices/partner initiatives to model:

- Policy
- Tools
- Safety Culture

Identify next steps and step milestones

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

- Priorities: safety planning, Vision Zero
Policy: Complete Streets

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

Philadelphia Vision Zero Action Plan HIN:

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

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

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Thank you
Regional Trails Program: Additional Phase 8 Grant Awards
Regional Trails Program

DVRPC’s ongoing capital and technical assistance program for multi-use trail development in Greater Philadelphia. Supported in substantial part by the William Penn Foundation.
Additional Phase 8 Grant Awards

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

• Add $11,725 to the current award for design of the D&R Connector - Wellness Loop to Union Street

• Grant $59,356 for an engineering assessment and feasibility study of a trail on the Philadelphia and Reading Railroad Mule Bridge
DVRPC Regional Trails Program

D&R Greenway Connector,
Wellness Loop to Union Street/Cooper Field (Circuit)

The Circuit Trails:
- Green: Existing
- Orange: In Progress
- Purple: Pipeline
- Blue: Planned
Action Proposed

That the Board approve these two Regional Trails Program awards for $71,081.
DVRPC FY 2023
Unified Planning Work Program
and TIP Actions

Request for Board Adoption

DVRPC Board | January 27, 2022
Patty Elkis | Deputy Executive Director
DVRPC FY23 UPWP Development - Timeline

- **Summer 2021**: Outreach
  - Individual Meetings with Planning Partners

- **Sept/Oct**: Ideas
  - Partners Submitted Ideas

- **Oct 14**: Meeting
  - Work Program Committee Met to Select Projects

- **Nov**: Scopes/$
  - Refine Scopes/Identify Funding
DVRPC FY23 UPWP Development - Timeline

- **Dec 2021**: Request to Open for 30 day Public Comment
- **Jan 2022**: Request Adoption
- **Feb-Mar 2022**: Resolve outstanding issues/Send to & Request Funding Agencies’ Approval
- **July 1 2022**: Start Work

**Timeline Summary**

- **Start Work**: Jul 1, 2022
- **FY23 Project Work and Pass-through Programs**: Durations and details for each phase are outlined in the diagram.
Compliance and Coordination
Acknowledges IIJA

**Board Policy**
Reflects Policy Directions from Board

**FAST ACT**
Addresses fed requirements and Planning Emphasis Areas from state and fed partners

**Planning Partners**
Jointly developed with member governments and agencies
New Planning Emphasis Areas

- Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
New Planning Emphasis Areas

- Strategic Highway Network/U.S. Dept of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning
UPWP Content

- Advances a diverse and comprehensive set of planning activities
- Includes priority idea(s) from each Member Govt
- Program areas: new projects + ongoing work
- Projects: new ideas + ongoing work
Funding Sources

- Core Formula Federal Funds from FAST Act -IIJA once appropriated
- TIP (concurrent approval at Jan RTC/Board Meetings)
- PA State Funds
- Public Sector and Foundation Grants
- Member Gov't Contributions
- Competitive Programs (selections in spring)
FY23 Operating Budget
$22,090,950

FY22 Operating Budget
$22,103,460
FY23 Pass-through to Member Gov'ts = $12,028,400

double from FY22

FY22 Pass-through grants = $6,392,000
Sampling of New PA Projects

- Vine Street Cap
- Connectivity Options for Rt 202
- Lower Bucks Freight Access Plan
- Delaware County Air Pollution Study
- Future of Freight Deliveries Scenarios
- SEPTA Rt 34 End of Line Screening
Sampling of New NJ Projects

- Burlington/Florence Connector Road Study
- Mercer Mobility Element of Master Plan
- Trenton Bike Plan
- Camden County Guide Rail Management System
- Safe Routes to NJT - Bike/Ped Enhancements
- Glouco Signal Timing Initiative
Key Parts of Document

- **Table 2:** Project Funding by Source
- **Chapter 2:** Program Area and Project Descriptions
- **Chapters 3, 4, 5:** Pass-through Programs for SRHPP, TSP, + other Member Gov't Projects
Public Comment Period

DVRPC Board Authorized Opening FY23 UPWP for 30 day Public Comment Period.
12/8/21 through 1/10/22

Comments received from PA and NJ DOTs, and FHWA Divisions of PA and NJ. No comments received from the public.
1/27/22
Partner Comments/Responses

**NJ DOT/FHWA NJ Division**

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

**PennDOT/FHWA PA Div**

Final budget clarifications and minor program description items will be addressed in response letters plus UPWP document
Known Changes to Draft Document

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

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

• Other small budget updates
**FY22 NJ TIP Actions for FY23 UPWP**
- For 17 projects -

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<th></th>
<th>Federal</th>
<th>State/Local</th>
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<tbody>
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<td>Programmed</td>
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<td>$1,810,600</td>
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<td>Needed Action</td>
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<td>Total</td>
<td>$4,005,600</td>
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<td>$4,115,600</td>
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## FY21 PA TIP Actions for FY23 UPWP

- For 22 projects -

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<td>($49,400)/$169,780</td>
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<td>$9,490,920</td>
<td>$1,373,380</td>
<td>$10,864,300</td>
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</table>
NJ TIP Funded FY23 UPWP Total Costs

72%
Direct Passthrough to Member Gov'ts
$2,959,000

28%
DVRPC Projects for Member Gov'ts
$1,156,600
PA TIP Funded FY23 UPWP Total Costs

68%
Direct Passthrough to Member Gov'ts
$7,411,900

32%
DVRPC Projects for Member Gov'ts
$3,452,400
100%! Total FY23 Work Program that Supports Members and the Region
That the Board adopt the FY23 UPWP, pending the resolution of any outstanding issues; adopt resolution B-FY22-004; and approve the actions to amend or modify the FY2022 TIP for NJ and FY2021 TIP for PA as required.
Questions?

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