



TIP ACTIONS

Transportation Improvement Program
Pennsylvania TIP (FY2019-2022)
New Jersey TIP (FY2020-2023)



Oxford Valley Road/Lincoln Highway Intersection Improvements

Bucks County | Remove PE Phase and Advance FD Phase

- **TIP Amendment**
- **Action:** Remove the FY20 \$734,000 STU/Toll Credit PE phase, advance the \$734,000 STU/Toll Credit FD phase to FY20, and remove the FY21 \$56,000 Local funded FD phase
- **Background:**
 - This project is to realign and reconstruct North Oxford Valley Road to form a new signalized intersection across from Oxford Valley Shopping Center
 - The PE phase is complete and no longer needed in the TIP
 - The FD phase is being increased and advanced in order to execute an agreement for the project





Oxford Valley Road

Lincoln Highway

Bristol Oxford Valley Road

Levittown Parkway



TIP ACTION | Proposed – PA

Agenda Item 2a

That the Board recommend approval of PennDOT's TIP Amendment request:

- **Oxford Valley Road/Lincoln Highway Intersection Improvements**
 - Remove the FY20 \$734,000 STU/
Toll Credit PE phase
 - Advance FD to FY20 with \$734,000 STU/
Toll Credit
 - Remove \$56,000 Local FD from FY21

ADA Ramps 2020 Philadelphia

Philadelphia | Advance Construction Phase

- **TIP Amendment**
- **Action:** Advance CON funding from the 2nd and 3rd four years of the TIP (FY25: \$188,000 STU/Toll credit; FY27: \$10,312,000 STU/Toll Credit) to the 1st four years of the TIP in the amount of \$10,500,000 (FY20: \$4,666,000 NHPP/Toll Credit; FY22: \$3,619,000 NHPP/\$2,000,000 STU/Toll Credit)

ADA Ramps 2020 Philadelphia

Philadelphia | Advance Construction Phase

- **Background:**

- Project will construct Americans With Disabilities Act (ADA) compliant facilities along various state routes in the City of Philadelphia (**565 ramps**)
- Roadways include Route 1/Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road/Roosevelt Boulevard, Bustleton Avenue/Bridge Street, Philmont Avenue, Richmond Street/Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street



TIP

PA

TIP ACTION | Proposed – PA

Agenda Item 2b

That the Board recommend approval of PennDOT's TIP Amendment request:

ADA Ramps 2020 Philadelphia

- Advance CON funding from the 2nd and 3rd four years of the TIP (FY25: \$188,000 STU/Toll Credit; FY27: \$10,312,000 STU/Toll Credit) to the 1st four years of the TIP in the amount of \$10,500,000 (FY20: \$4,666,000 NHPP/Toll Credit; FY22: \$3,619,000 NHPP/ \$2,000,000 STU/Toll Credit)



for PA



Thank You

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www.dvrpc.org/TIP



Sean Greene
DVPRC Board
April 23, 2020

Request to Open Public Comment: Plan, TIP, and Conformity

Action Proposed

That the DVRPC Board authorize staff to open a public comment period on:

- the Draft FY 2021 TIP for Pennsylvania,
- amendments to the Connections 2045 LRP, and
- Draft Conformity Determination for the Connections 2045 LRP, FY 2020 TIP for New Jersey, and the Draft FY 2021 TIP for Pennsylvania

with proper public notification, as well as to publish the Draft TIP, amended LRP, and Draft Conformity Finding documents, to post them on the Internet, to make copies available at certain public libraries, and to hold public meetings.

Thank You!



Questions?

Contact: Sean Greene

FY 2020-21 TMA and MAP Contractor Work Program Funding

Presentation to the DVRPC Board

April 23, 2020 |



TMA Assistance Grant

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

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

TMA Assistance Grant

SE PA TMAs

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

TMA Assistance Grant

Common Program Elements

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

TMA Assistance Grant

Funding Levels

- TMA Bucks \$ 224,500 (\$179,600 federal/\$44,900 match)
- TMAACC \$ 224,500
- DCTMA \$ 224,500
- GVF TMA \$ 224,500
- Partnership TMA \$ 224,500
- CPTMA \$ 137,500 (\$110,000/\$27,500)*

Program Total \$1,260,000
((\$1,008,000 federal/\$252,000 match))

** CPTMA has submitted a FY21 Work Program after opting out in FY20*

Mobility Alternatives Program (MAP)

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

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

Mobility Alternatives Program (MAP)

Contractors

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

Mobility Alternatives Program (MAP)

Program Elements

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

Mobility Alternatives Program (MAP)

Funding Levels

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

Total Funding per Agency FY 2020-21

- 5 County TMAs (TMA Assistance and MAP) \$292,000 each
 - CPTMA (only TMA Assistance) \$137,500
 - UCD TMA (only MAP) \$ 67,500
 - Clean Air Council (only MAP) \$ 98,375
 - SEPTA (only MAP) \$165,000
 - Total** **\$1,928,375**
- (\$1,542,700 federal/\$385,675 match)

TMA Assistance and MAP Grants

FY21 and FY22

- This funding is for one FY only, the first in what would be the last 2-year Contract with PennDOT under the current 6-year Agreement
- FY21 brings new Regional TDM Program (approved as part of UPWP)
Objectives:
 - Better coordinate TDM efforts across all projects
 - Vision and funding should be viewed regionally rather than locally (by county) – move from “base” funding for all contractors to a more project-driven approach
 - Develop innovative ideas and programs to pilot and implement
 - Make program more competitive, like regional CMAQ dollars are handled
- FY2021-22 Work Program structure, tasks and funding will be determined based on guidance from results of the Regional TDM Program work completed in FY2020-21

Regional TDM Work

- Phase out of RideECO allows for some new “start-up” funding
- Convene a new TDM Advisory Committee (transform and add to current TMA Policy Committee)
- Research activities and efforts in other regions
 - TDM Plans / TNC partnerships / Telework programs / Incentives
- Develop candidate concepts for pilot implementation - competitive?
- Manage and promote these projects
- Assess the program’s effectiveness to plan for the future - and possible interplay with and/or replacement of “legacy” TDM programs
- Substantially revise work programs for FY22, with a focus on new activities and developing new revenue streams
- FY22 is seen as a transition year, with new structure (and funding?) in FY23

TMA Assistance and MAP Grants

Action Proposed

- DVRPC staff and the RTC recommend that the DVRPC Board approve the budget for the FY2020-21 Work Programs, funded by the PA TMA Assistance and MAP Grants at the following total levels:

TMA Assistance	\$1,260,000
MAP	<u>\$ 668,375</u>
Total	\$ 1,928,375

- DVRPC and the RTC also recommend that the DVRPC Board amend the FY2019 TIP for Pennsylvania by increasing MPMS #110429 - Mobility Alternatives Program (MAP) by \$69,000 (\$55,000 CMAQ/\$14,000 Local) in FY20 and increasing MPMS #111424 - Transportation Management Associations (TMA) by \$306,000 (\$245,000 CMAQ/\$61,000 Local) in FY20.

TMA
Assistance
and MAP
Grants

Questions?

Thank you!

sbartels@dvrpc.org

A Preventable Crisis

The Economic and Human Costs of a Hudson River Rail Tunnel Shutdown

Delaware Valley Regional Planning Commission Board Meeting
Brian Fritsch, Manager of Advocacy Campaigns, RPA
Thursday, April 23th, 2020



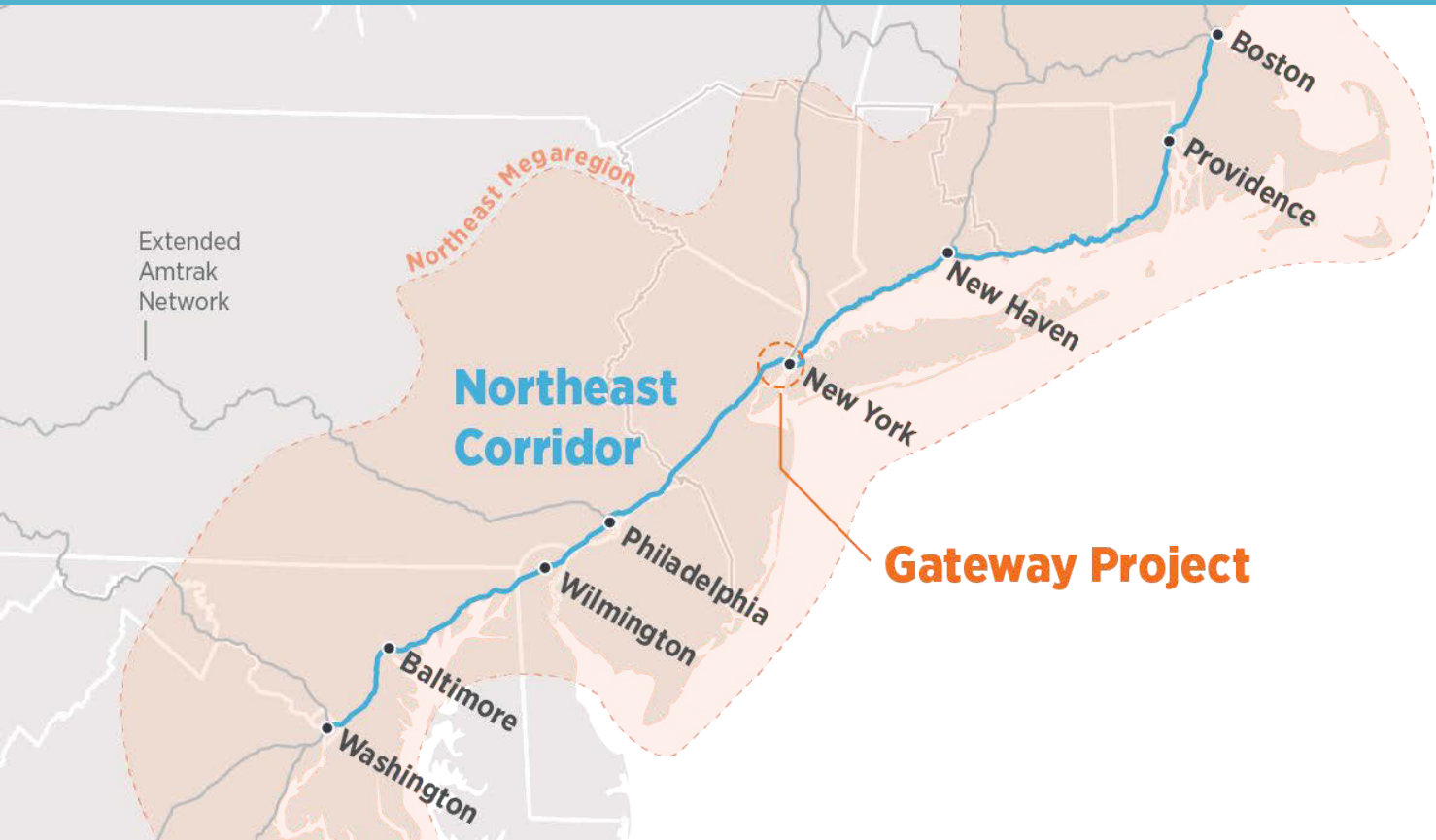
Regional Plan Association

ARUP

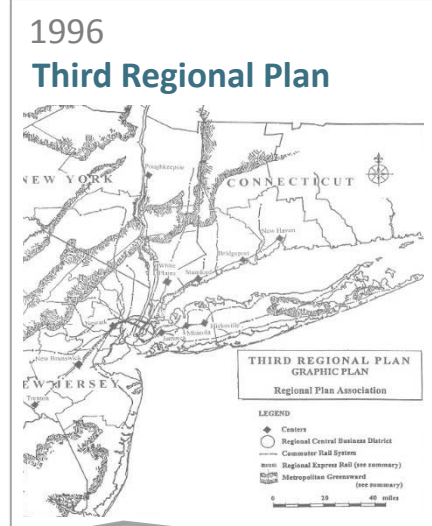
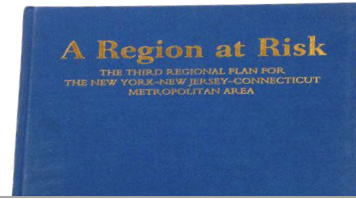
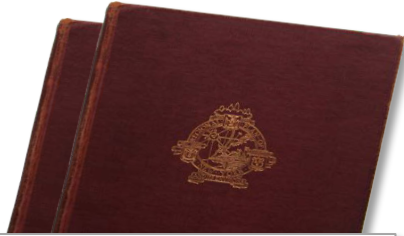
Built in 1904-1908, a single two-track tunnel provides the only passenger rail link across the Hudson River



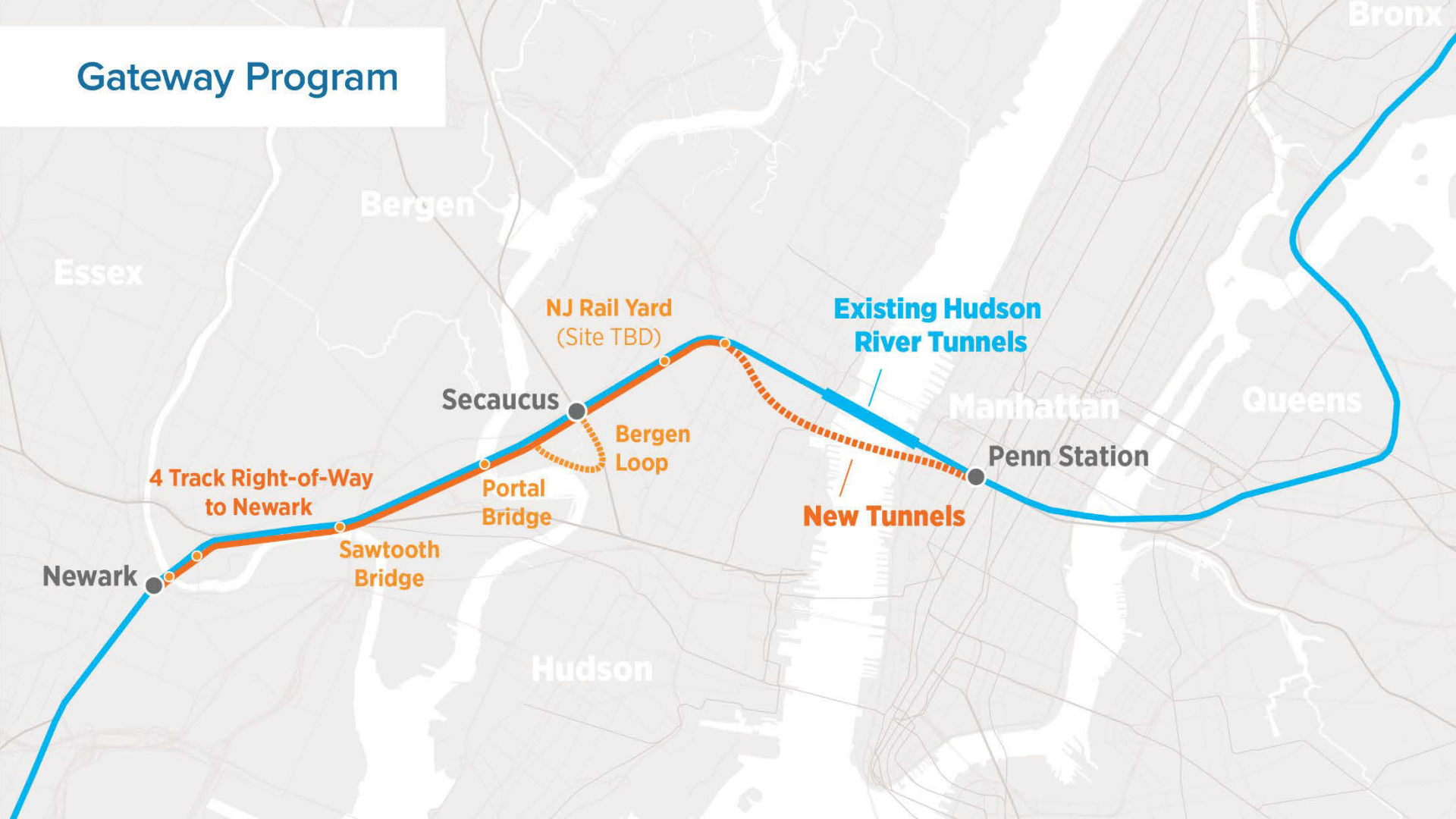
Aging and over capacity, the tunnel is a choke point in the Northeast Corridor extending through nine states



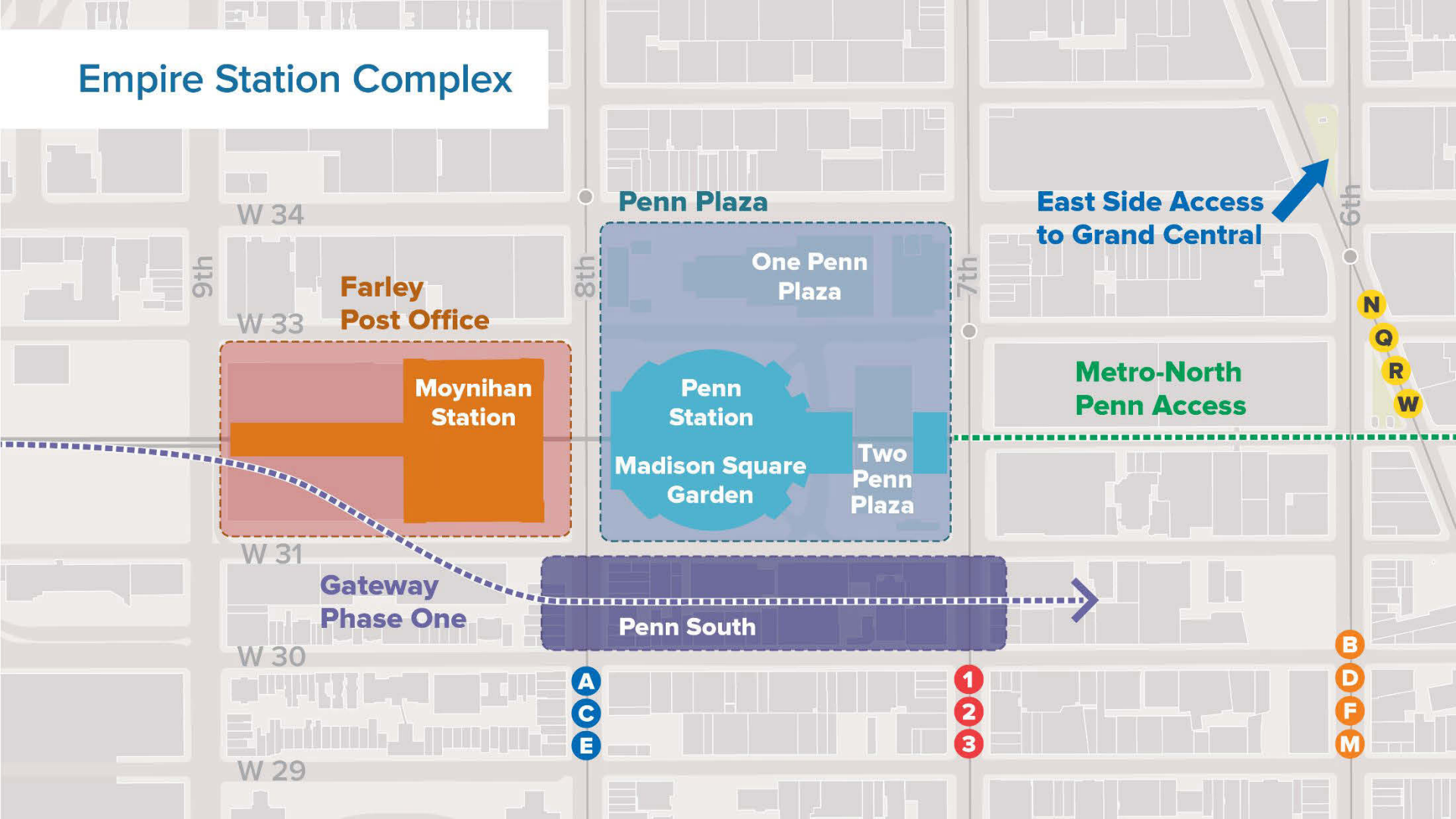
RPA has proposed more trans-Hudson rail capacity since the 1920s



Gateway Program



Empire Station Complex



The long, tortured history of a second tunnel

- **1980s:** Interagency planning called Access to the Region's Core (ARC) is launched
- **1995:** Major Investment Study (MIS) begins
- **2006:** FTA approval for preliminary engineering of a new tunnel
- **2009:** Construction of ARC tunnel begins
- **2010:** NJ Governor Chris Christie cancels the project
- **2011:** Amtrak unveils its Gateway proposal
- **2012:** Hurricane Sandy badly damages existing tunnel
- **2015:** Obama administration funding agreement for Hudson Tunnel project
- **2018:** Hudson Tunnel Project Environmental Impact Statement completed

A shutdown of one of the two Hudson River rail tracks becomes more likely with each passing day



With **two tracks**, peak hour capacity is **24 trains**



With **one track**, peak hour capacity is **6 trains, or 25%**



Going to a single track would lead to a **75% reduction** in train services

A partial shutdown of the Hudson River Tunnel would cost the US ~\$16B over four years

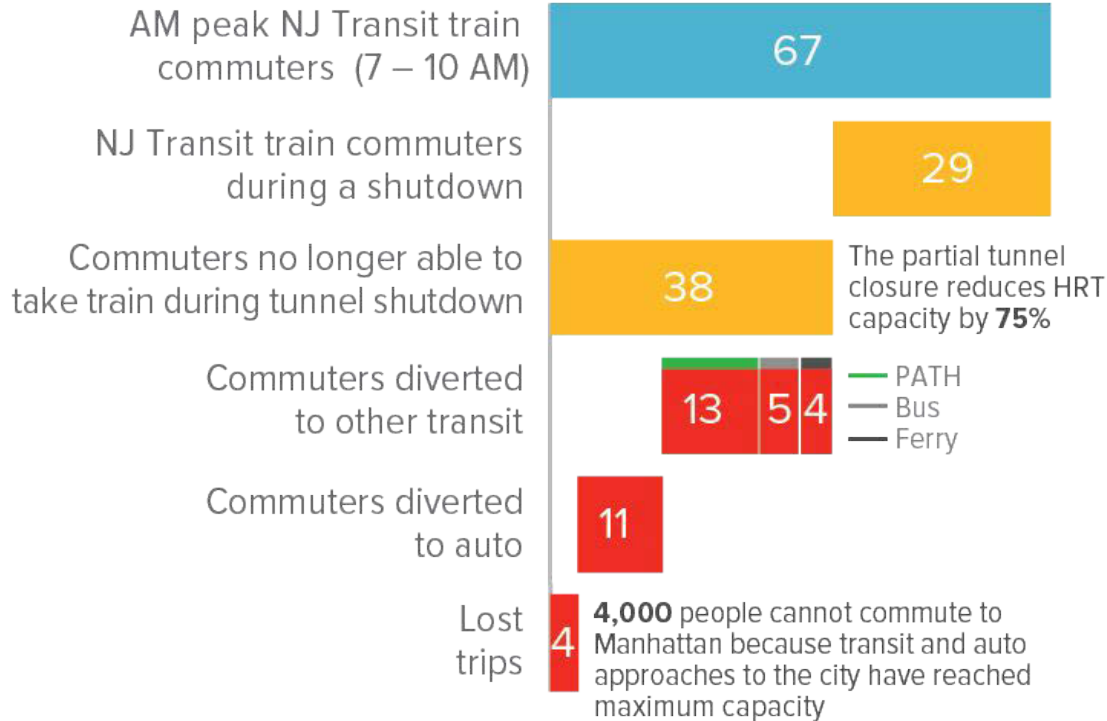


More than half a million travelers and millions of homeowners, businesses, and taxpayers would be affected



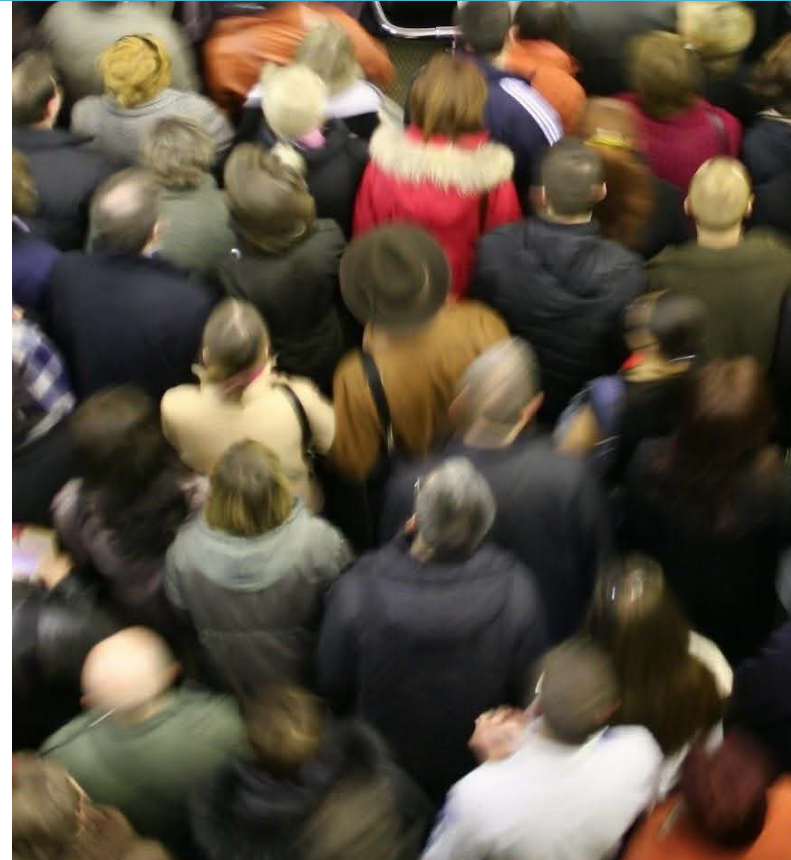
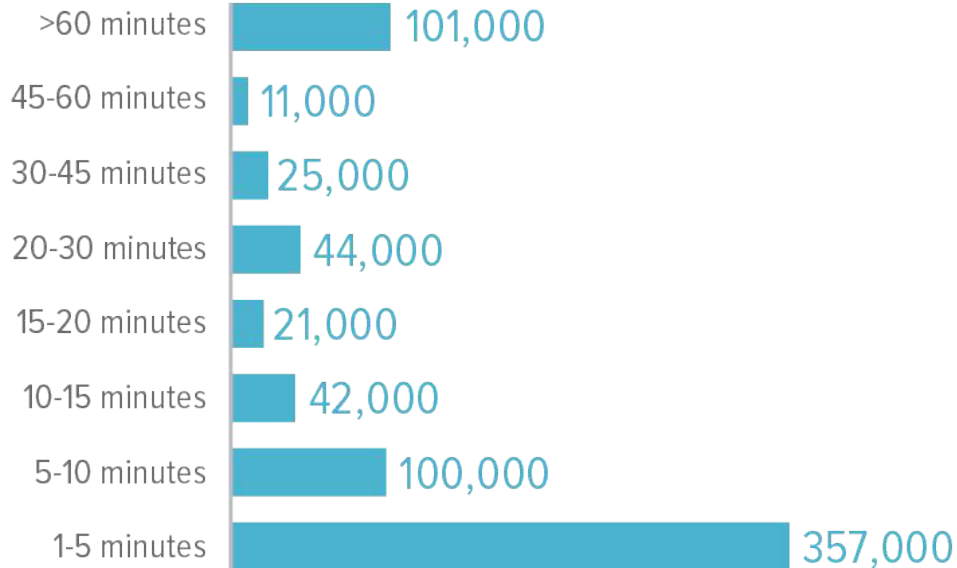
- Delays in delivering freight will cost the economy over \$1 billion
- Travelers between Washington and New York City will have fewer options and much higher air fares
- State, local and federal tax revenues will be reduced by \$7 billion
- More drivers will cause 9,000 additional accidents, increase air pollution, and result in 90 to 100 additional deaths
- Home values would decline by \$22 billion

A tunnel shutdown will force 38,000 commuters to find a new way across the Hudson River



Shifting just 11K commuters onto roads will increase the daily commutes of ~245K people by over 10 minutes

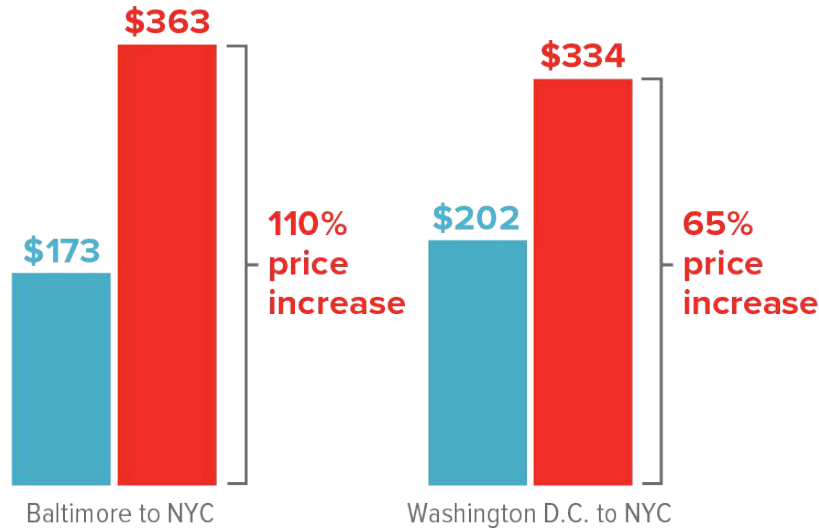
Number of commuters by minute increase in two-way commutes in the event of a partial tunnel shutdown



Airfare between DC and NYC could increase by 65%, and could double between Baltimore and NYC

Increasing demand in the face of stagnant supply may raise prices, imposing costs to consumers...

Average plane ticket price **before** and **after** a partial tunnel shutdown



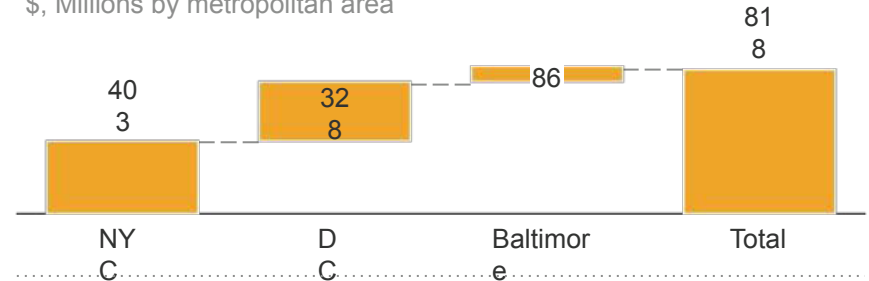
SOURCE: RPA "Upgrading to World Class" (2018), BTS T100, Diio Performance Tool, FAA OTP, OAG, "Air travel demand elasticities – Concepts, issues and measurement," Gillen, Morrison & Rietveld (2003), PANYNJ, MWCOG, VisitBaltimore, NYCGo, DestinationDC



...and the nation likely to incur economic costs from avoided travel as well

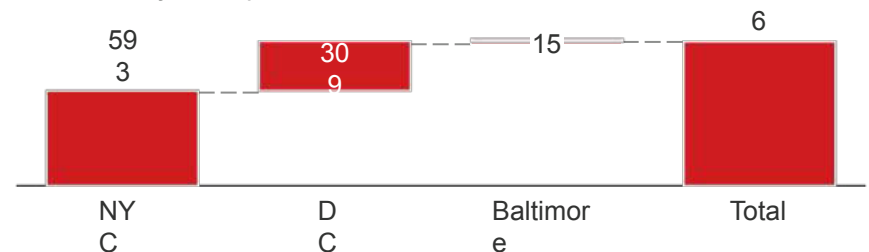
Total additional 4 year plane ticket cost for all passengers

\$, Millions by metropolitan area

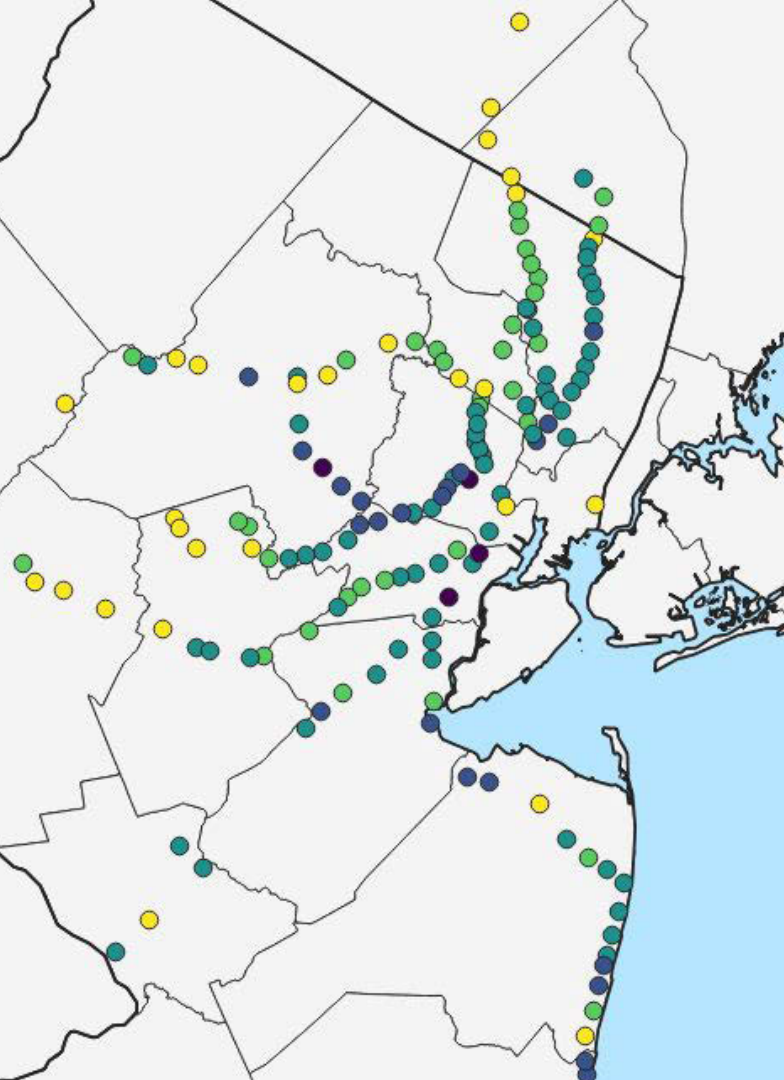


Total 4 year lost revenue from tourism from avoided leisure travel¹

\$, Millions by metropolitan area



40% of New Jersey homes and thousands of New York homes near train stations would lose ~\$22B in value



Average home value reduction by station



SOURCE: NJTPA model, U.S. Census, Experian, State of NJ Open Data, ARC Effect

Operational Concerns vs Capital Projects

- Project Partners all have very serious and deep holes in their operating budgets
- Congress has shown some willingness to plug those gaps and still allocate more money to infrastructure to help accelerate recovery
- Clear we must not repeat 2008 when mass transit was largely left out
- Gateway could be a cornerstone of a national infrastructure funding package



Get Involved with the Build Gateway Now Coalition

Brian Fritsch brian@rpa.org 319-432-8503
www.buildgateway.org @build_gateway

to Newark

753 days

20 hours

48 mins

46 secs

We are counting the time since the Federal Railroad Administration missed their self-imposed deadline of March 30th, 2018 to respond to the Environmental Impact Statement for the Hudson River Tunnel. Don't let them continue to delay the nation's most critical infrastructure project.

Only examined impacts of a temporary shutdown, not long-term benefits of new capacity

Key assumptions:

- Planned shutdown for repairs needed before new tunnel is built
- Did not project when shutdown would occur
- Four years with only one track: each tube closed for two years each
- Five NJT and one Amtrak train per hour
- Impacts without mitigation measures

Many impacts are not included in the cost estimates

Impacts that were not quantified include:

- ✗ Unpredictable and compound effects of an **emergency shutdown** since study assumed shutdown would be scheduled in advance
- ✗ **Buffer times** people will incorporate to account for increased variability in their commute time
- ✗ Impact on **commercial real estate** values
- ✗ Impact of **additional stress on already overused infrastructure**
- ✗ Effect on **regional competitiveness**
- ✗ Additional impact on region if other **transit links experience a shutdown**