

May 28, 2020 Board



TIP ACTIONS

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



Wynnewood Road HSIP

Montgomery County | Add a New Project to TIP

- **TIP Amendment Action:**
Add a new Highway Safety Improvement Program (HSIP) funded project to the TIP for \$200,000 Preliminary Engineering (PE) in FY20
- **Background:**
 - Funding from regional HSIP line item
 - Final design (\$120,000) and construction (\$1.358 Million (M)) in the Draft FY2021 TIP-online now!

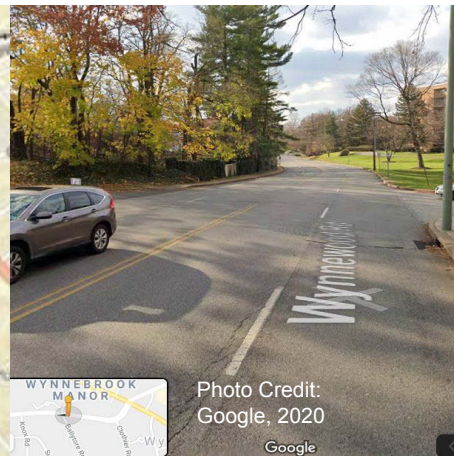


Photo Credit:
Google, 2020

Google





TIP ACTION | Proposed – PA

Agenda Item 2a

That the Board approves PennDOT's TIP Amendment request:

- **Wynnewood Road HSIP**
Add a new HSIP funded project to the TIP for \$200,000 PE in FY20

Reopening of Franklin Square Station

DRPA/PATCO | BUILD Award and Cost Increase

- **TIP Modification Action:**

Increase overall project cost by **\$374,000**

from **\$30 M** to **\$30.374 M** over the first four years (FY20-23) for Engineering/Right-of-Way/Construction (ERC):

\$24 M SECT 5337/ \$6 M DRPA will become
\$4.171 M SECT 5337/ \$13.623 M DRPA/
\$12.580 M DEMO

Specifically for FY20 ERC, \$25.374 M total will increase from \$5 M to \$30.374 M due to:

- updating FY20 total from \$5 M to \$3 M as a correction
- moving \$2.214 M unobligated prior year funds to FY20
- \$12.580 M BUILD award/increased DRPA match

Also update the Project description

Reopening of Franklin Square Station

DRPA/PATCO | BUILD Award and Cost Increase

Additional funding shifts will provide funds for other new projects

- **Remove \$25 M (\$20 M SECT 5337/ \$5 M DRPA) total from FY21, FY22, and FY23 to Zero, accordingly:**
 - **Reduce FY21 by \$8 M to Zero**
(\$1.6 M DRPA/\$6.4 M SECT 5337)
 - **Reduce FY22 by \$8 M to Zero**
(\$1.6 M DRPA/\$6.4 M SECT 5337)
 - **Reduce FY23 by \$9 M to Zero**
(\$1.8M DRPA/\$7.2 M SECT 5337)

Reopening of Franklin Square Station

DRPA/PATCO | BUILD Award and Cost Increase

Better Utilizing Investments to Leverage Development (**BUILD**) Transportation Discretionary Grant

- DRPA/PATCO was one of 55 recipients, nationwide \$900 million awarded in FY2019
- Dec. 2024 completion
- Funds must be obligated by 9/30/2021 and expended by 9/30/2026





HOW TO GO PATCO

1. YOUR FARE FROM THIS STATION
TO ANY PATCO PHILADELPHIA STATION, OR
CITY HALL, CAMDEN, OR
BROADWAY, CAMDEN IS 35 CENTS

 - TO FERRY AVE., CAMDEN IS 50 CENTS

 - TO COLLINGSWOOD, OR WESTMONT,
HADDON TWP., OR HADDONFIELD IS 60 CENTS

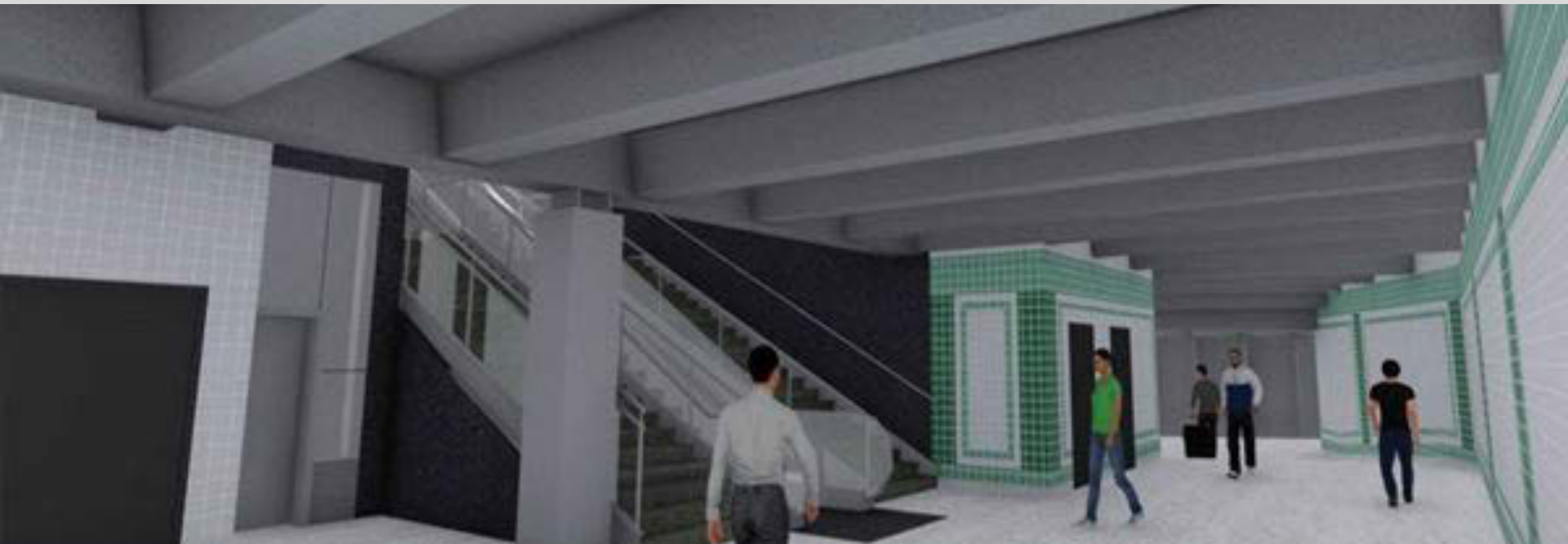
 - TO ASHLAND, OR LINDENWOLD IS 75 CENTS

 2. CHILDREN IN ARMS ARE CARRIED FREE. OTHERS PAY FULL FARE.
 3. IF NEEDED, OBTAIN EXACT CHANGE FROM BILL AND COIN CHANGER.
 4. PURCHASE CORRECT TICKET FROM TICKETS VENDOR.
YOU MUST USE EXACT CHANGE.
YOU MAY BUY TWO OR MORE TICKETS SO YOU WILL HAVE ONE
FOR YOUR RETURN TRIP, OR BUY TEN-RIDE TICKETS BY MAIL.
 5. INSERT TICKET IN ENTRANCE GATE FACE UP; IT WILL BE
RETURNED TO YOU.
TAKE TICKET FROM GATE; GO TO TRAIN, KEEP TICKET TO
DESTINATION FOR USE AT EXIT.
 6. AT DESTINATION, INSERT SAME TICKET IN EXIT GATE.
TEN-RIDE TICKETS WITH RIDES REMAINING WILL BE RETURNED TO YOU.
 7. IF YOU NEED ASSISTANCE, USE CALL-FOR-AID SPEAKER PHONE.
A PATCO REPRESENTATIVE WILL HELP YOU.
- THIS STATION IS PROTECTED WITH CLOSED CIRCUIT TELEVISION.

PORT AUTHORITY TRANSIT CORP.



www.ridepatco.org/projects/franklin-square-station.html





TIP ACTION | Proposed – NJ

Agenda Item 2b

That the Board approves DRPA/PATCO's TIP Modification request:

- **Reopening of Franklin Square [Station]**
 - Increase overall cost by \$374,000 from \$30 M to \$30.374 M over the first four years (FY20-23)

Specifically, increase FY20 ERC by \$25.374 M total from \$5 M to \$30.374 M
 - Remove \$25 M total from FY21-23 to Zero
 - Update project description

PATCO Stations Modernizations

DRPA/PATCO I Add a New Project to TIP

- **TIP Amendment Action:**
Add a new **\$9.5 M** project to the TIP for FY22 (\$400,000 SECT 5337/\$100,000 DRPA) and FY23 (\$7.2 M SECT 5337/\$1.8 M DRPA) Engineering/Construction (EC)
- **Background:**
 - BUILD award frees up funding resources from Franklin Square Station for new projects
 - Modernize all PATCO stations

PATCO Viaduct Preservation Project

DRPA/PATCO I Add a New Project to TIP

- **TIP Amendment Action:**
Add a new **\$2.5 M** project to the TIP for
FY20 (\$400,000 SECT 5337/\$100,000 DRPA),
FY21 (\$800,000 SECT 5337/\$200,000 DRPA), and
FY22 (\$800,000 SECT 5337/\$200,000 DRPA) EC
- **Background:**
 - BUILD award frees up funding resources from Franklin Square Station for new projects
 - Improve and protect Collingswood and Westmont viaducts



Credit for Photos:
DRPA/PATCO, 2020

PATCO Rail Replacement - Ferry Avenue to Broadway

DRPA/PATCO I Add a New Project to TIP

- **TIP Amendment Action:**
Add a new **\$7.5 M** project to the TIP for
FY20 (\$400,000 SECT 5337/\$100,000 DRPA),
FY21 (\$3.2 M SECT 5337/\$800,000 DRPA), and
FY22 (\$2.4 M SECT 5337/\$600,000 DRPA) EC
- **Background:**
 - BUILD award frees up funding resources from Franklin Square Station for new projects
 - Replace ~40,000 sq. ft. of rail between Ferry Ave. and Broadway PATCO stations



TIP ACTIONS | Proposed – NJ

Agenda Items 2c to 2e

That the Board approves DRPA/PATCO's TIP Amendment requests to add 3 new projects:

- **PATCO Stations Modernizations**

Add a new \$9.5 M project to the TIP for FY22 and FY23 EC

- **PATCO Viaduct Preservation Project**

Add a new \$2.5 M project to the TIP for FY20, FY21, and FY22 EC

- **PATCO Rail Replacement - Ferry Avenue to Broadway**

Add a new \$7.5 M project to the TIP for FY20, FY21, and FY22 EC



Thank You

Connect With Us!




www.dvrpc.org/TIP



A yellow L-shaped graphic consisting of a horizontal line at the top and a vertical line on the left side, framing the top-left corner of the title area.

Commuter Assistance After COVID-19

Presentation to the DVRPC Board
May 28, 2020

A yellow L-shaped graphic consisting of a horizontal line at the bottom and a vertical line on the right side, framing the bottom-right corner of the text area.

Goals

- To assist businesses and commuters with navigating their options for travel as restrictions ease from the COVID-19 pandemic and resulting work shut-down, and
- To continue the momentum of previous and existing messaging regarding transportation options that reduce congestion once the back-to-work period begins.

Background

The RideECO program was sold to Edenred Commuter Benefits on March 31, 2020. This left funds remaining in this budget for marketing efforts. Due to the unexpected, mandated closing of businesses during the COVID-19 pandemic, it is not possible to use these funds before the end of FY20. Proposed is a plan to spend these funds in FY21.

Current Situation

Transportation Demand Management (TDM) efforts have come to a near halt:

- Many employees are working from home or have had their hours cut
- Transit agencies have reduced service and eliminated some routes
- Construction projects had been on hold until this month

There's been little demand to manage!

Factors for Consideration - Back to Work FY21

- More people are biking and walking for exercise - one goal is to keep them in the habit *and* encourage them to incorporate these activities into their new commute
- Many businesses have been “forced” to implement telework programs “on the fly” - we want to encourage continuation, formal programs
- There have been visible signs of the positive impact fewer cars on the road can have - less traffic, lower emissions, possible fewer crashes (although serious crash rates seem to have remained the same)

Proposed Efforts

- Facilitate continuation and expansion of TMA and Contractor work on telecommuting
 - Telework training; regional messaging
- Coordinate and support Bike (Back) to Work programs
 - Bike Month and Bike to Work Day in September
 - Incorporate new Bike Match program
- Partner on relevant AQP programs

Proposed Efforts, cont'd

- Encourage former carpool and vanpool members to reconnect via “Lunch Bunch” virtual gatherings
 - Encourage potential new pool partners from SAR to do the same
- Create and initiate a regional education campaign to urge a return to transit as a commute option
 - “Thank” current essential workers for using it
 - Ensure previous (and potential new) riders the system is safe
 - Spread info on reduced capacity, changed schedules, etc.

Budget

FY 2021:

\$153,321*

(Remaining funds from RideECO Marketing)

* PA TIP MPMS: #115620

\$98,126 CAQ/\$24,531 DVRPC Local Match

NJ

\$24,531 FTA PL/\$6,133 DVRPC Local Match

Action Proposed

That the Board approves to amend the FY21 UPWP to add project 21-52-130 - Commuter Assistance After COVID-19.

Additionally, to amend the FY2019 TIP for PA by adding the project Commuter Assistance After COVID - 19, MPMS #115620, in FFY20 for the Planning, Research, and Administration (PRA) Phase in the amount of \$98,126 CAQ/\$24,531 Local.



Eligibility Criteria

- ❖ Applicants may include municipalities, counties, and transit agencies
- ❖ Soft Award Cap:
 - ❖ up to \$100,000 for single municipal projects
 - ❖ Up to \$175,000 for multi-municipal projects
- ❖ Soft Award Floor: no less than \$50,000



Application Process

- ❖ Solicitation/mandatory meeting in January 2020
- ❖ Applications due February 21
- ❖ Risk Assessment due February 21
- ❖ Resolutions due March 31
(extended to April 30 due to COVID-19)



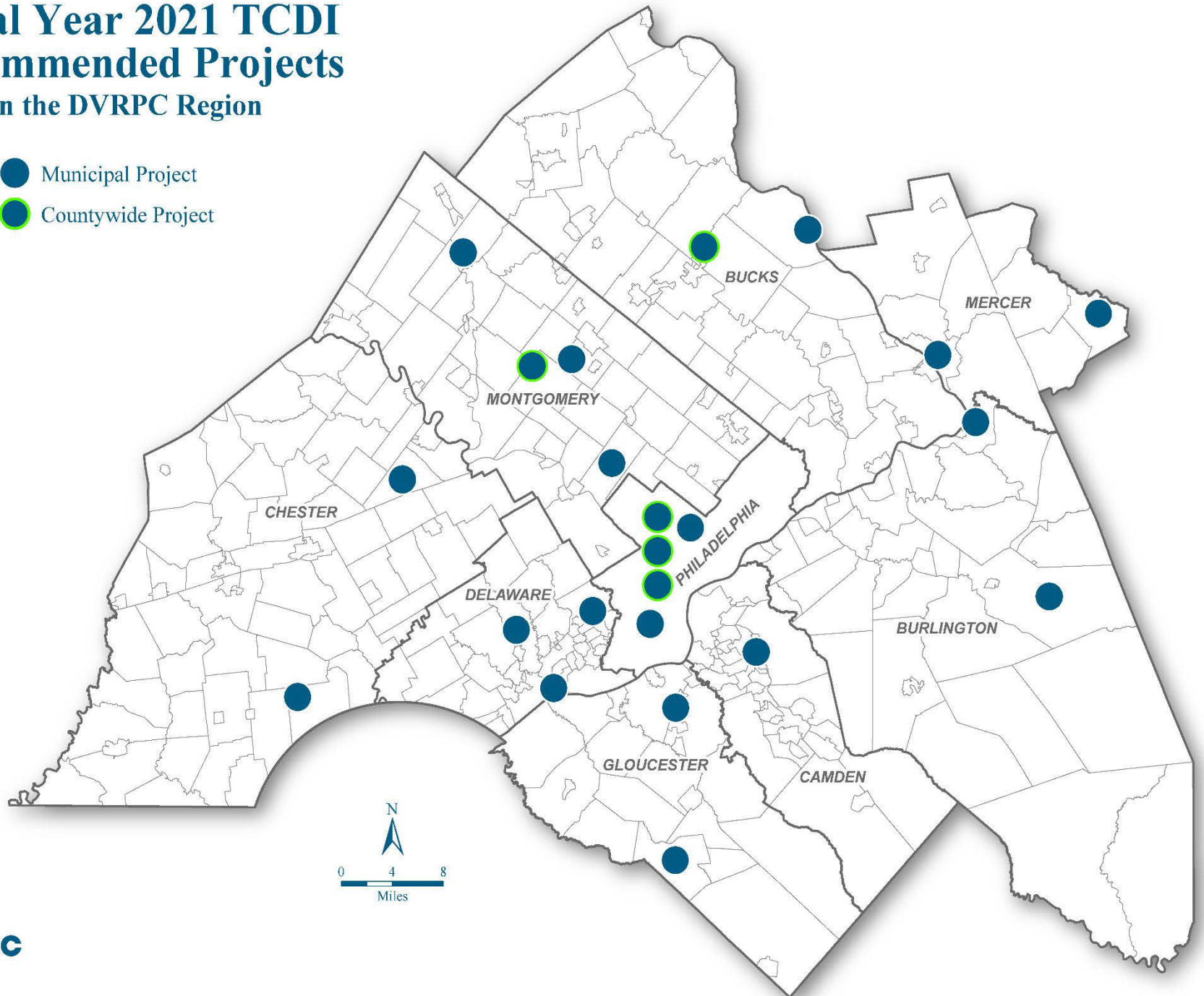
Application Evaluation

- ❖ Received 36 applications: 25 in PA and 11 in NJ
- ❖ Available Funds: \$1.8 million total
 - ❖ \$1.2m in PA (\$2.086m requested)
 - ❖ \$600k in NJ (\$966k requested)
 - ❖ 20% match of total project cost (in kind or cash)
- ❖ Projects were reviewed and prioritized based on established quantitative and qualitative criteria
- ❖ Review meetings with committees held in April via Zoom

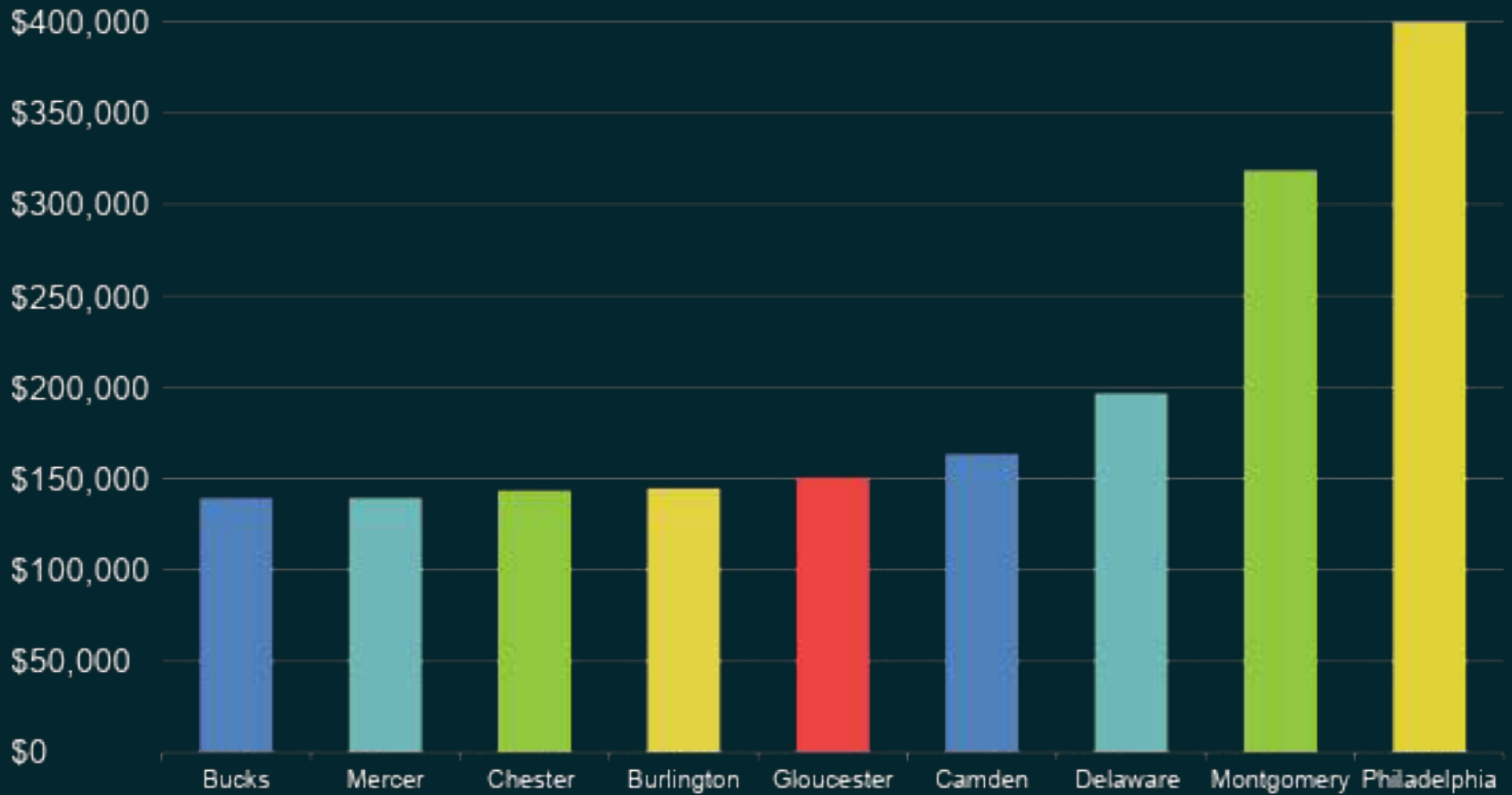


Fiscal Year 2021 TCDI Recommended Projects in the DVRPC Region

- Municipal Project
- Countywide Project



Regional TCDI Distribution



Grant Administration

- ❖ Contract timeline: July 1, 2020 – June 30, 2022
- ❖ Compliance with C.F.R 200
- ❖ Deliver product within 24 months
- ❖ Use TCDIdirect for all grant management
- ❖ Provide a resolution of acceptance/adoption



Actions Requested

That the Board approve the attached list of FY 2021 TCDI projects for funding and allow the executive director to enter into a contract with each awardee.



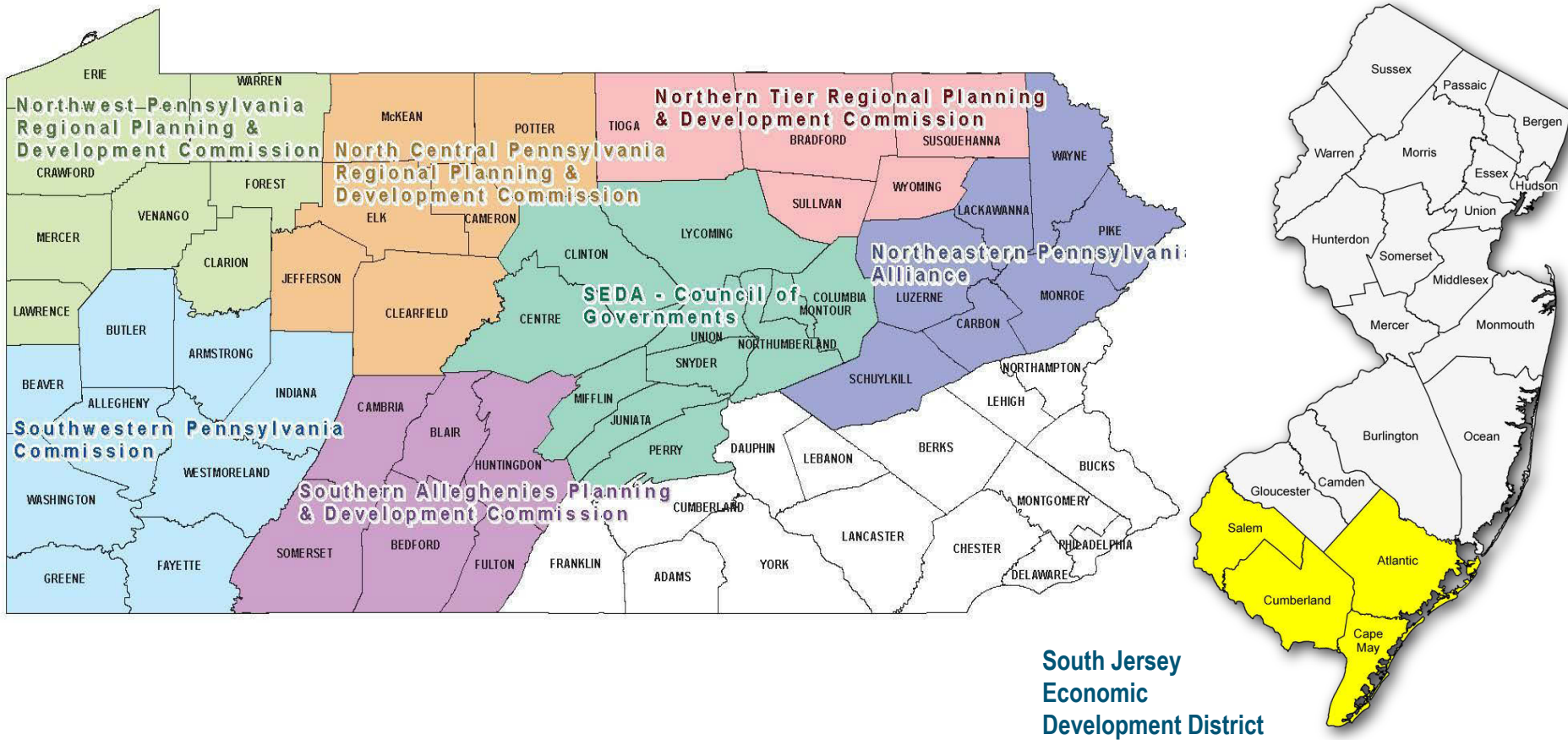
Economic Development District (EDD) Application Update Request

Presented by:
Karen Cilurso, AICPPP
Manager, Office of Community & Economic Development

Efforts to Date

- *Connections 2045*
- Regional CEDS Coordination
 - *Growing Greater Philadelphia: CEDS (2019)*
 - *Investing in People & Places: Greater Philadelphia CEDS (2014)*
 - *Greater Philadelphia Economic Development Framework (2009)*
- Key Economic Development Projects List
- Economic Development Committee
- Regional Economic Development Forum(RCEDF)

Regionally-driven, Locally-based



Designation Eligibility

- Defined Region
- Completed CEDS
- Organization Structure
- Regional Composition Information
- State Concurrence
- Distress Criteria

COVID-19 Pandemic Impact on Traffic Patterns in the DVRPC Region



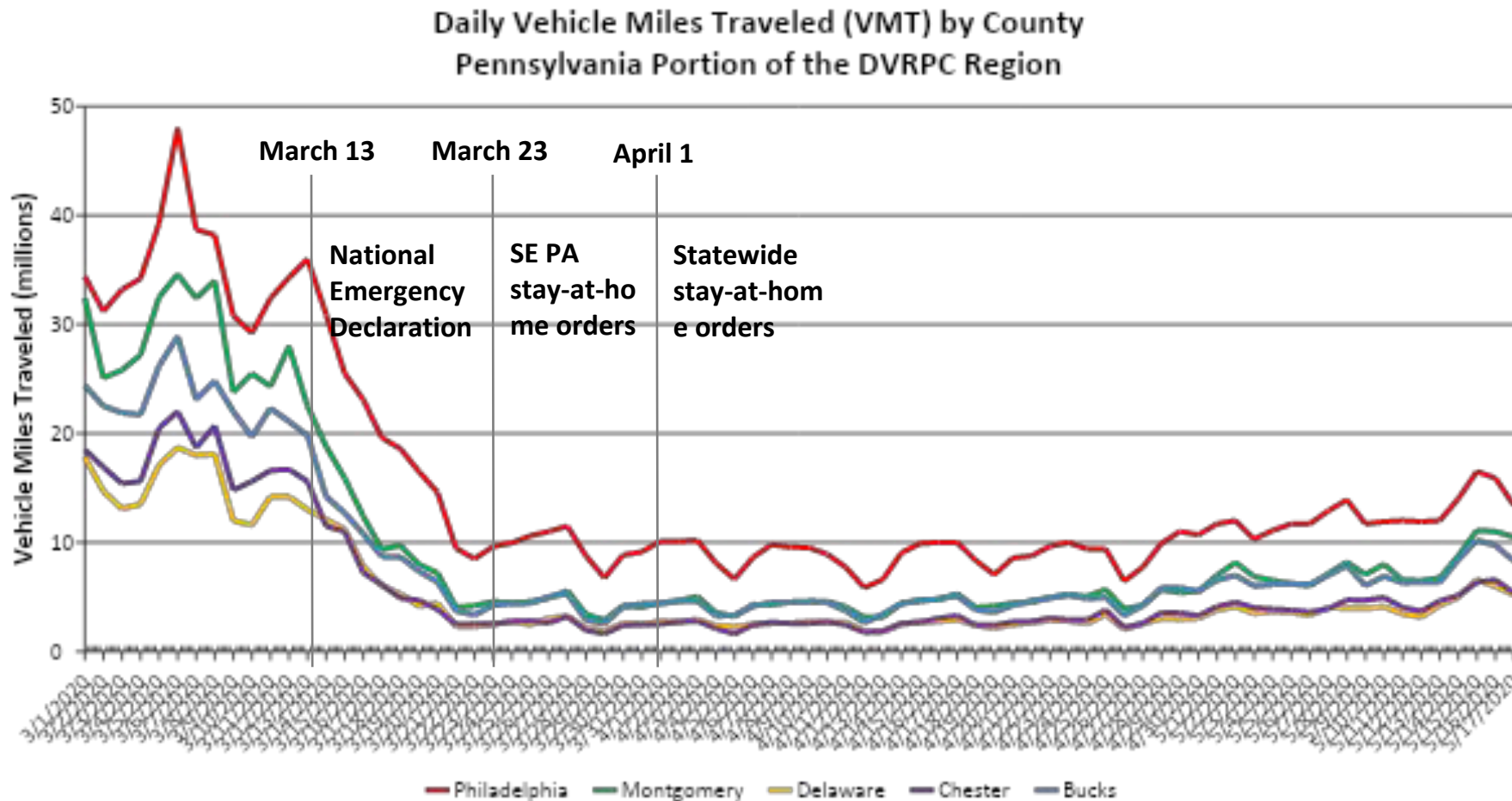
- Location-Based data
- Regional Travel Trends
- Mobility and Social Distancing Trends
- Roadway Corridor Speed and Travel Time Profiles

Location-Based Data



- Anonymized aggregated geolocation data
- Connected vehicle, mobile phone and mobile phone-based location services data from millions of devices
- An unintended consequence of the COVID-19 pandemic event is that it provides the opportunity to analyze the data for potential future use in planning projects, such as setting baseline travel trends, and calibrating planning models, such as the DVRPC Travel Demand Model
- “Big data” vendors include Google, Apple, INRIX, StreetLight Data, Cubiq, Descartes Labs, Teralytics, and Unacast

Daily VMT for PA Portion of the DVRPC Region

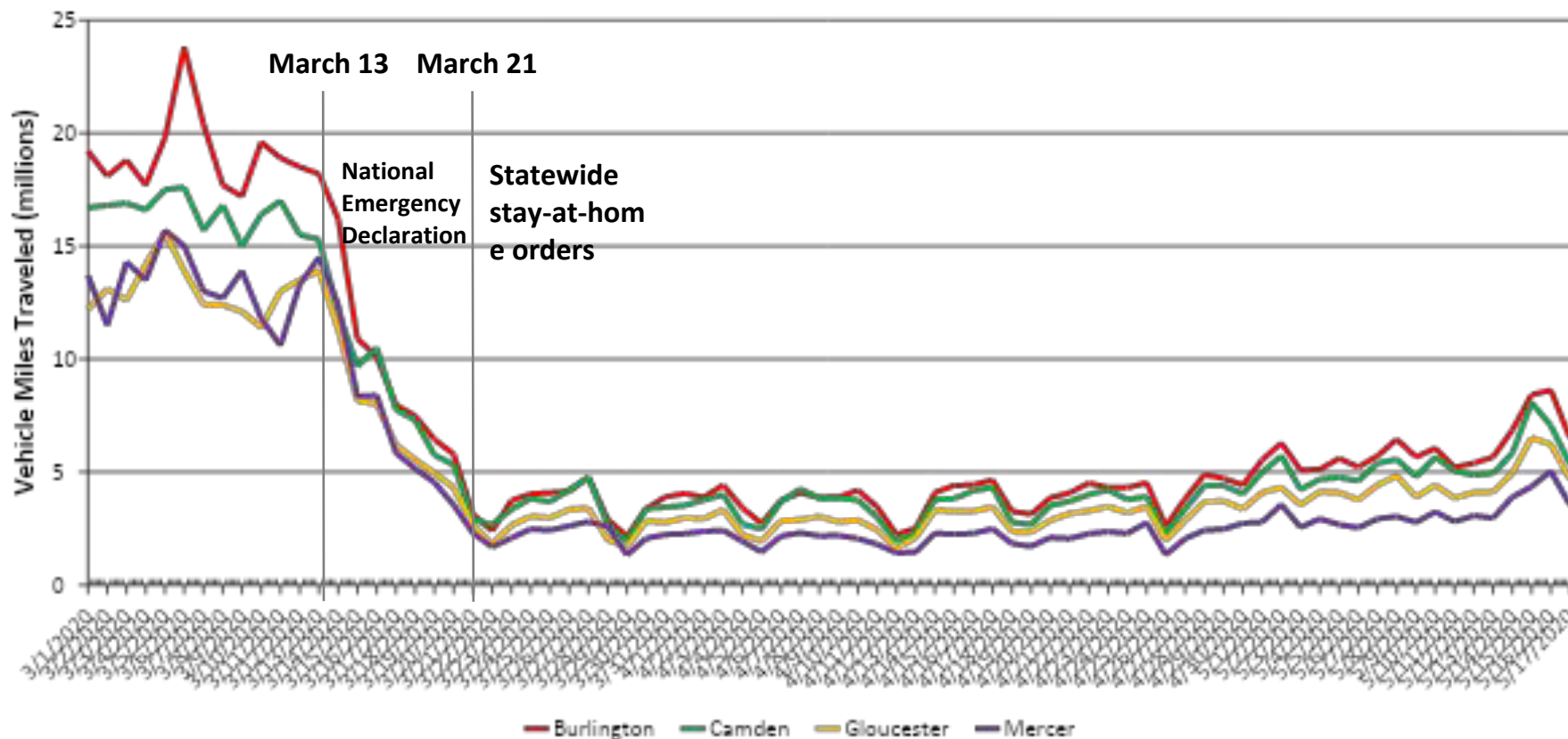


This measure indicates Daily Vehicle Miles Traveled (VMT) from March 1st through May 17th 2020 for the five DVRPC Pennsylvania counties. Daily VMT started to decline significantly even before the Governor's stay-at-home order. From March 1st to March 23rd the average Daily VMT for the five counties dropped from 25.5 million to 4.7 million. Daily VMT levels remained consistently low since the orders were issued, but have started to increase from late April. From March 23rd to the end of the analysis period, Daily VMT increased for the five counties on average from 4.7 million to 8.6 million. Generally, VMT peaks during the mid-week and decreases during the weekend over the analysis period.

Source: StreetLight www.streetlightdata.com; March 1st to May 17th

Daily VMT for NJ Portion of the DVRPC Region

Daily Vehicle Miles Traveled (VMT) by County
New Jersey Portion of the DVRPC Region



This measure indicates Daily Vehicle Miles Traveled (VMT) from March 1st through May 17th 2020 for the four DVRPC New Jersey counties. Daily VMT started to decline significantly even before the Governor's stay-at-home order, like that of PA. From March 1st to March 21st the average Daily VMT for the four counties dropped from 15.5 million to 2.7 million. Again, similar to Pennsylvania, levels remained consistently low since the order was issued, but have started to increase since the end of April. From March 21st to May 17th, Daily VMT increased for the four counties on average from 2.7 million to 5.0 million.

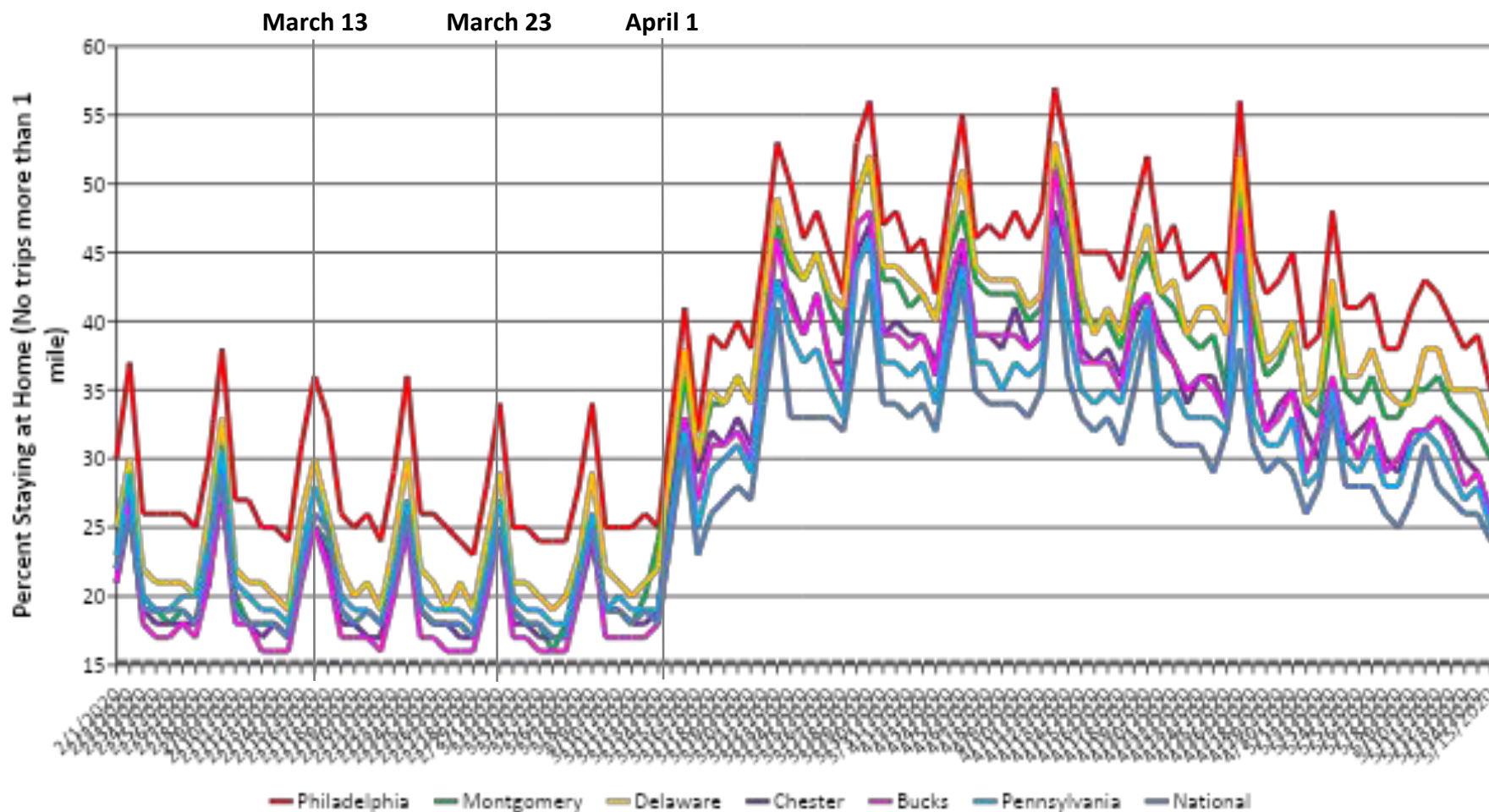
Source: StreetLight www.streetlightdata.com; March 1st to May 17th

RITIS PDA Suite COVID-19 Impact Analysis Platform



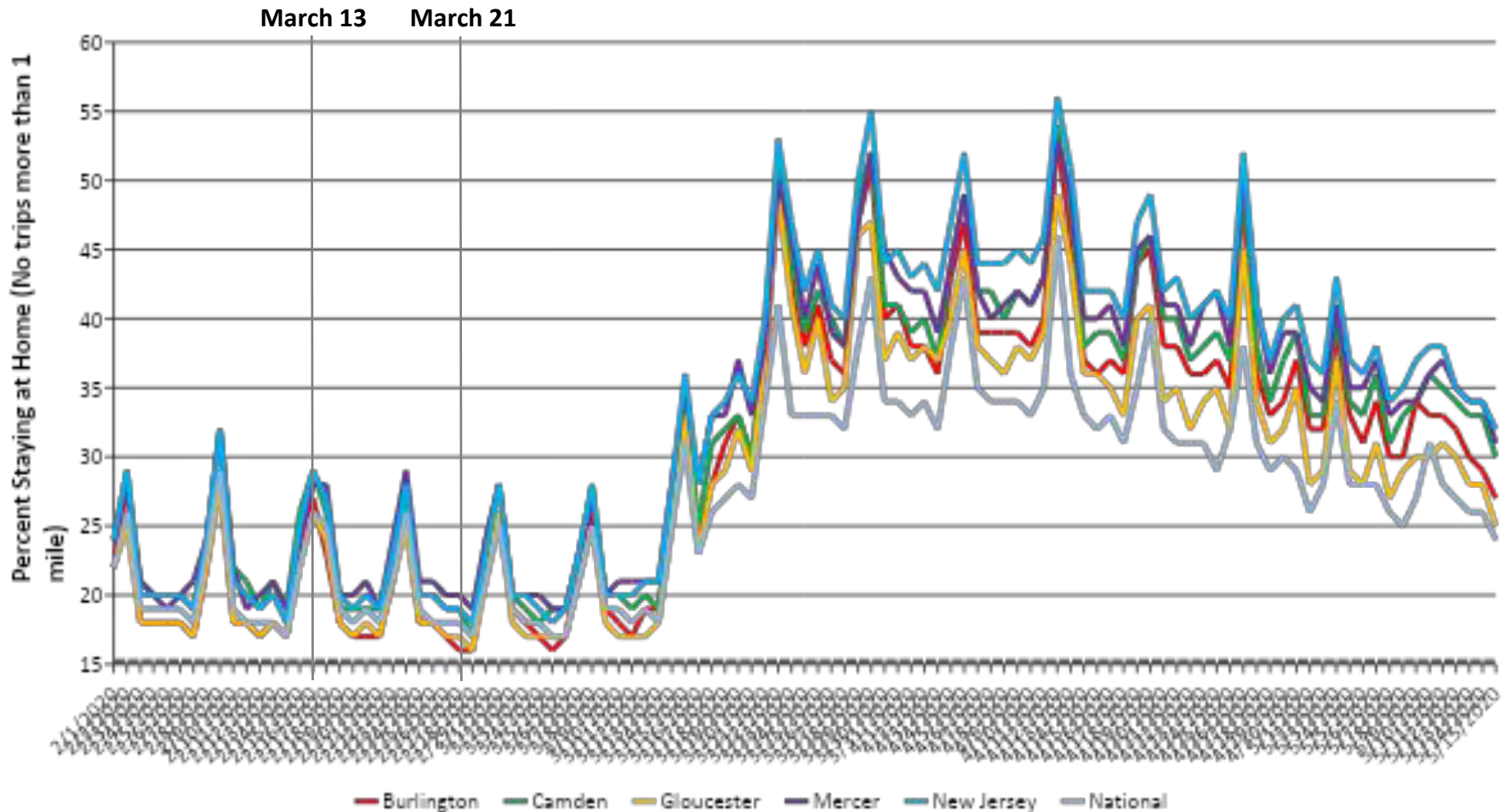
- Mobility and Social Distancing Index Measures
 - Percent Staying Home
 - Percent Out-of-County Trips
 - Average Miles Traveled Per Person
 - Number of Trips Per Person
 - Number of Work Trips Per Person
 - Number of Non-Work Trips Per Person
 - Social Distancing Index

Percent Staying at Home for PA Portion of the DVRPC Region



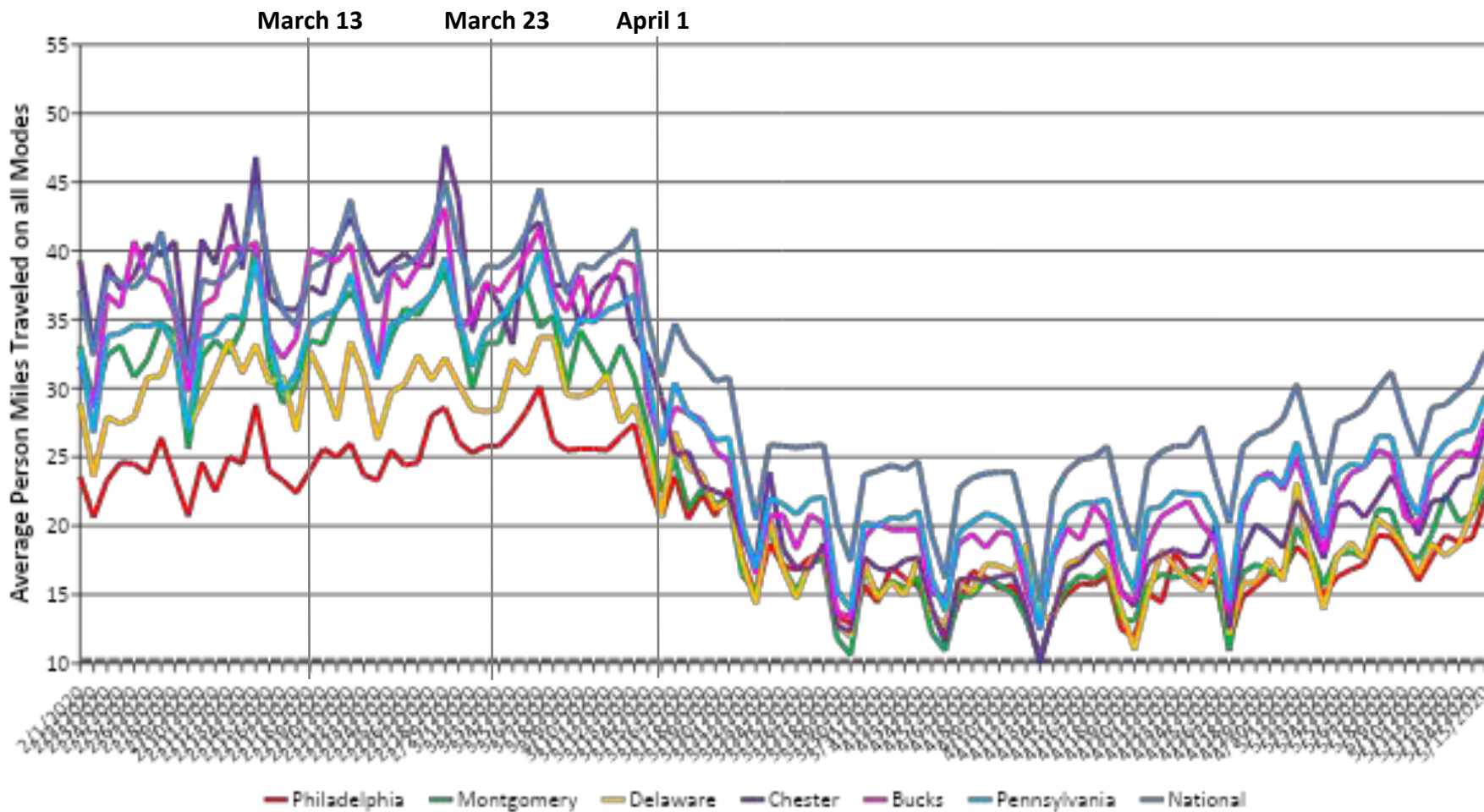
This measure indicates the percent of residents staying at home (with no more than a one-mile trip from home). For the first two weeks of March, there was a low percent staying at home, but there was a significant increase beginning about March 13th (coinciding with the National emergency declaration) through March 31st, with the five counties on average increasing in percent staying at home from 22% to 43%, respectively. Beginning April 1st, the trend stayed level through mid-April, and then gradually declined over the rest of the analysis period with the five counties on average decreasing in percent staying at home from 41% to 30%, respectively. From mid-March through the end of the analysis period, the five DVRPC Pennsylvania counties consistently had a higher percent staying at home compared to the Statewide and National figures. This trend is consistent throughout the measures. The percent staying at home is higher during the weekends compared to weekdays, which accounts for the peak and valley trends, respectively. This trend is consistent throughout these measures.

Percent Staying at Home for NJ Portion of the DVRPC Region



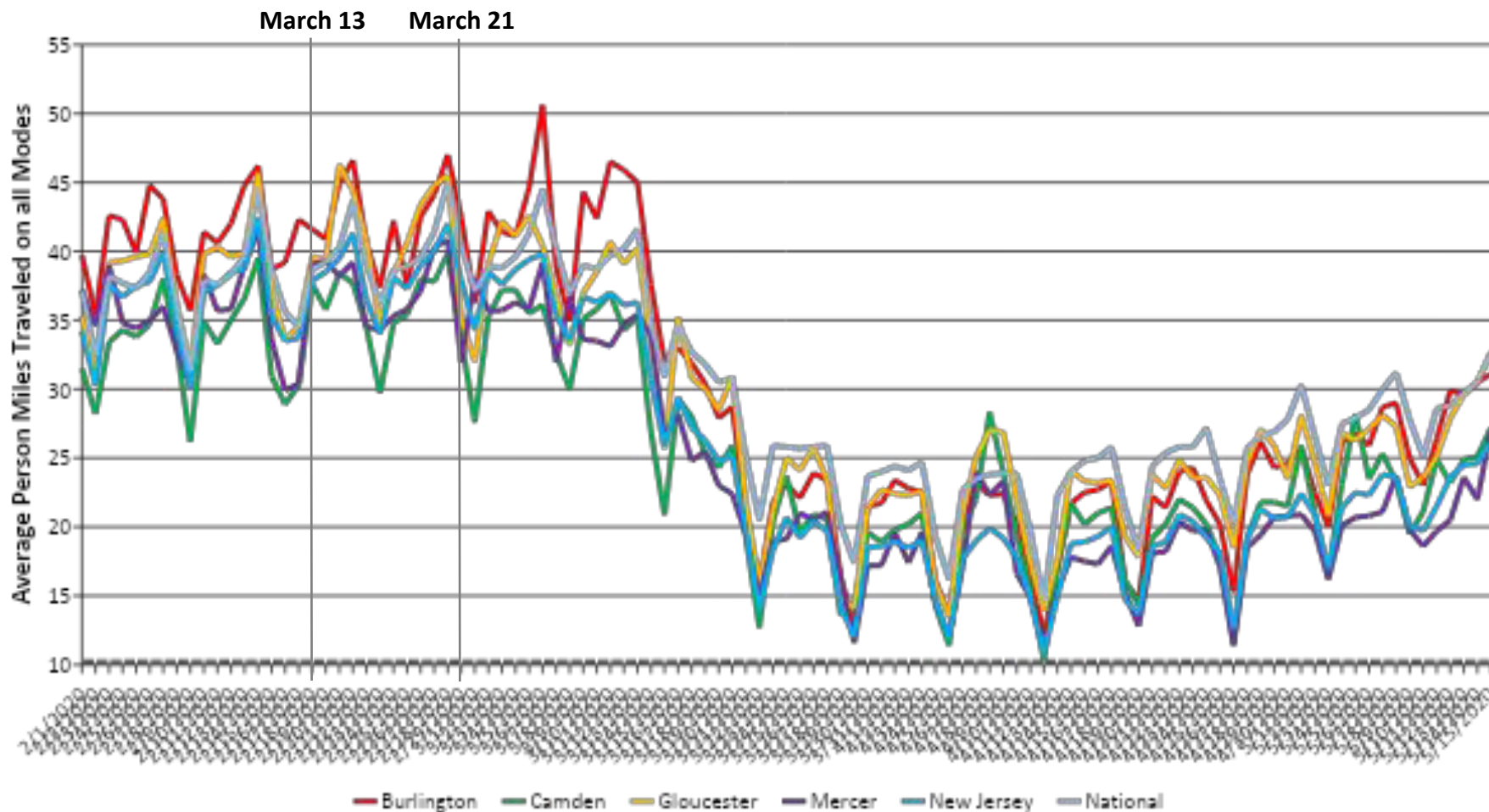
This measure indicates the percent of residents staying at home (with no more than a one-mile trip from home). Like that of PA, for the first two weeks of March there was a low percent staying at home, but beginning about March 13th through March 31st there was a significant increase, with the four counties on average increasing in percent staying at home from 19% to 41%, respectively. Beginning April 1st, the trend remained level through mid April, and then declined gradually over the remainder of the analysis period with the four counties on average decreasing in percent stay at home from 39% to 28%, respectively. Beginning mid-March through the end of the analysis period, the four DVRPC New Jersey counties had a lower percent staying at home compared to statewide, but were higher than the National figure. This trend is consistent throughout these measures.

Average Person Miles Traveled for PA Portion of the DVRPC Region



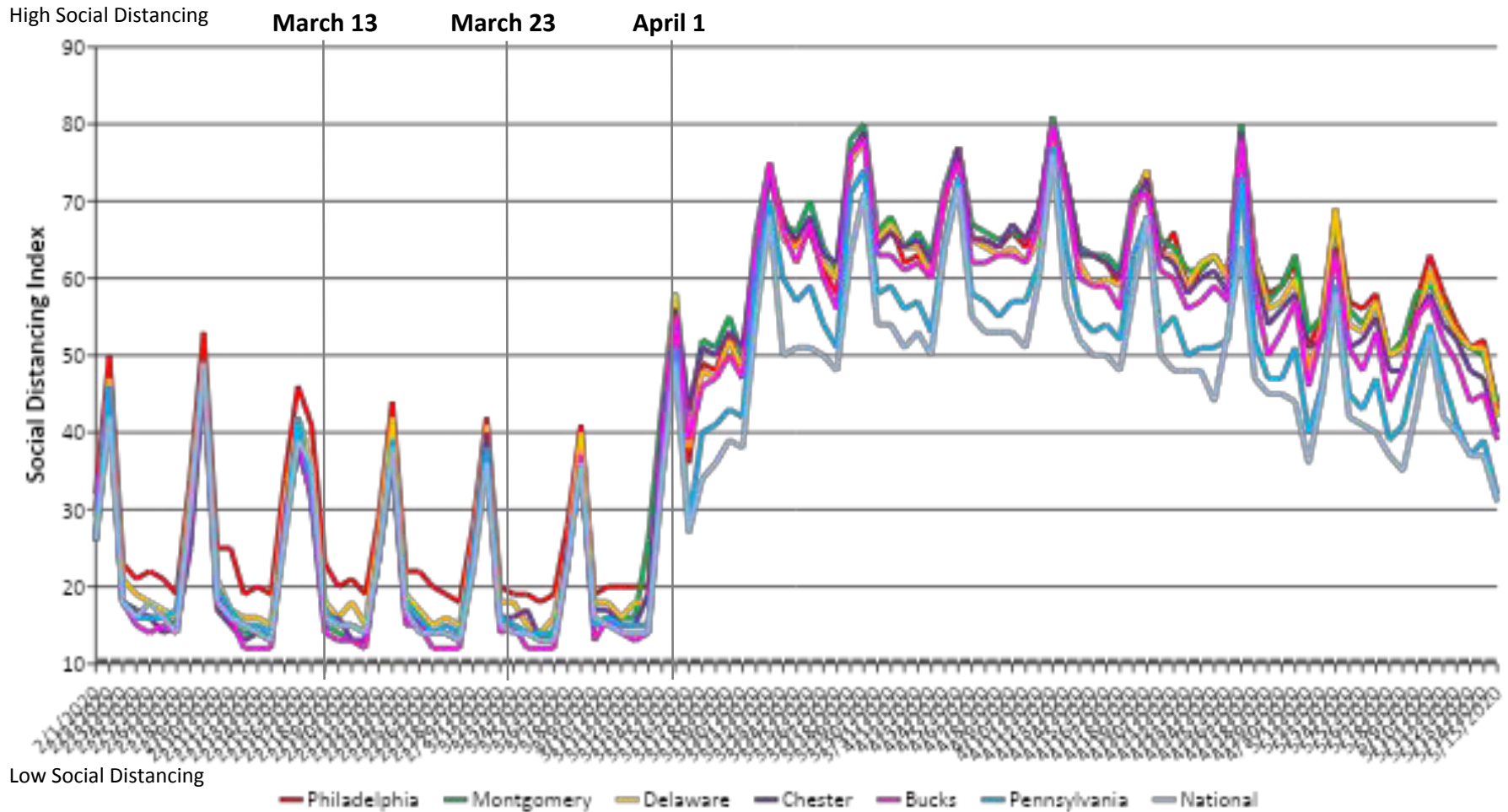
This measure indicates the average person miles traveled per day on all modes (car, train, bus, plane, bike, walk, etc.). There was a significant drop in average person miles traveled per day from about March 13th through March 31st, with the five DVRPC Pennsylvania counties on average decreasing from 32 miles to 16 miles. The average person miles traveled per day remained level from about April 1st to mid-April, and then started to gradually increase through the end of the analysis period with the five counties on average increasing from 17 miles to 25 miles, respectively.

Person Miles Traveled for NJ Portion of the DVRPC Region



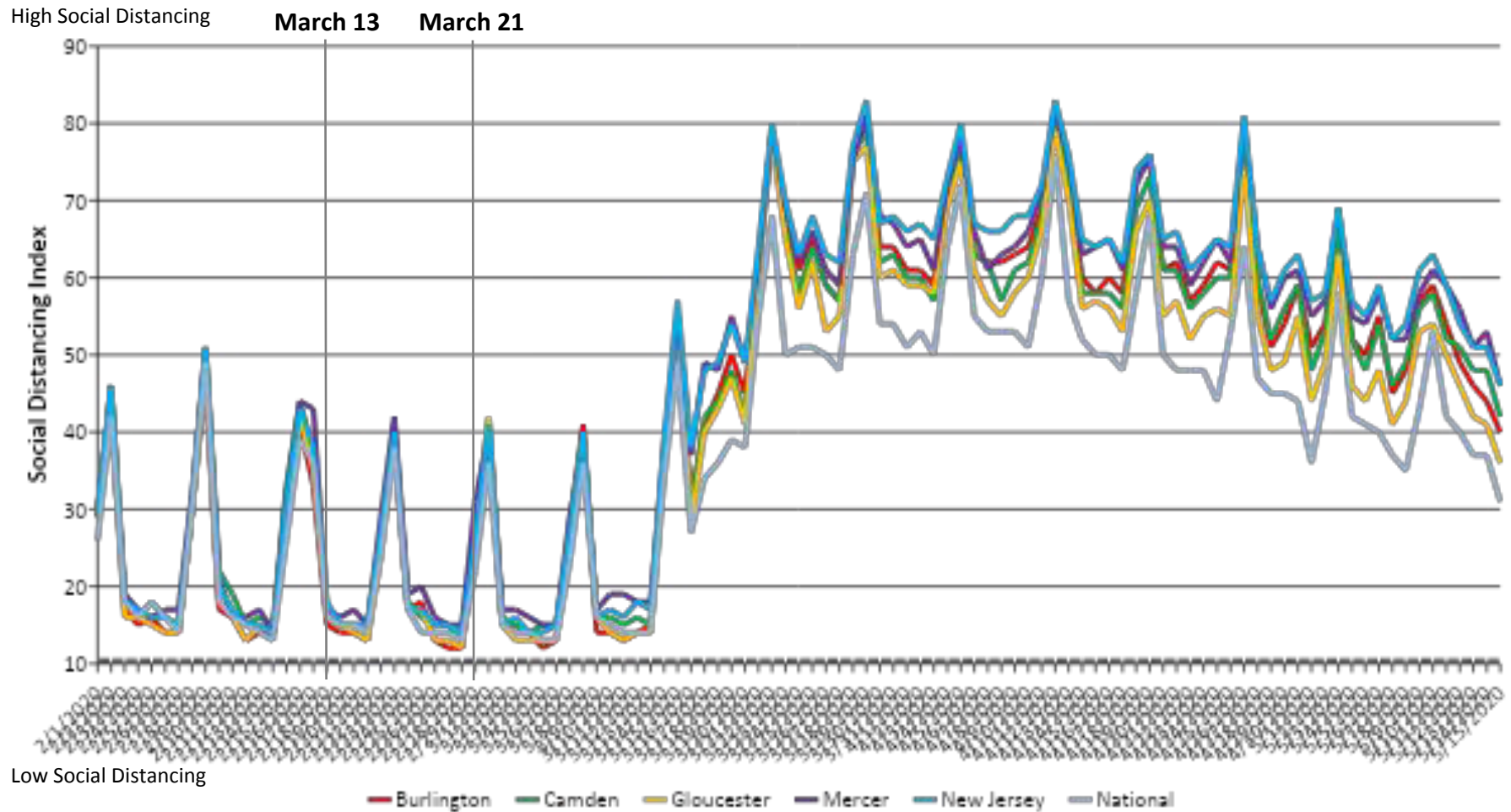
This measure indicates the average person miles traveled on all modes (car, train, bus, plane, bike, walk, etc.) per person per day. There was a significant drop in average person miles traveled per day from March 13th through March 31st, with the four DVRPC New Jersey counties decreasing from 39 miles to 20 miles, respectively. The average person miles traveled per day remained level from April 1st to mid-April, and then started to gradually increase through the end of the analysis period with the four counties increasing on average from 21 miles to 29 miles.

Social Distancing Index for PA Portion of the DVRPC Region



This is the Social Distance Index measure. “0” indicates that no social distancing is being observed, while “100” indicates all residents are staying at home and no visitors are entering the county. There was a sharp increase in social distancing from March 13th through March 31st, with the five DVRPC Pennsylvania counties on average increasing from 19 to 66, respectively . The Social Distance Index then remained level from April 1st through mid-April and then gradually declined through the analysis period with the five counties decreasing on average from 63 to 42, respectively, indicating some social distancing fatigue.

Social Distancing Index for NJ Portion of the DVRPC Region



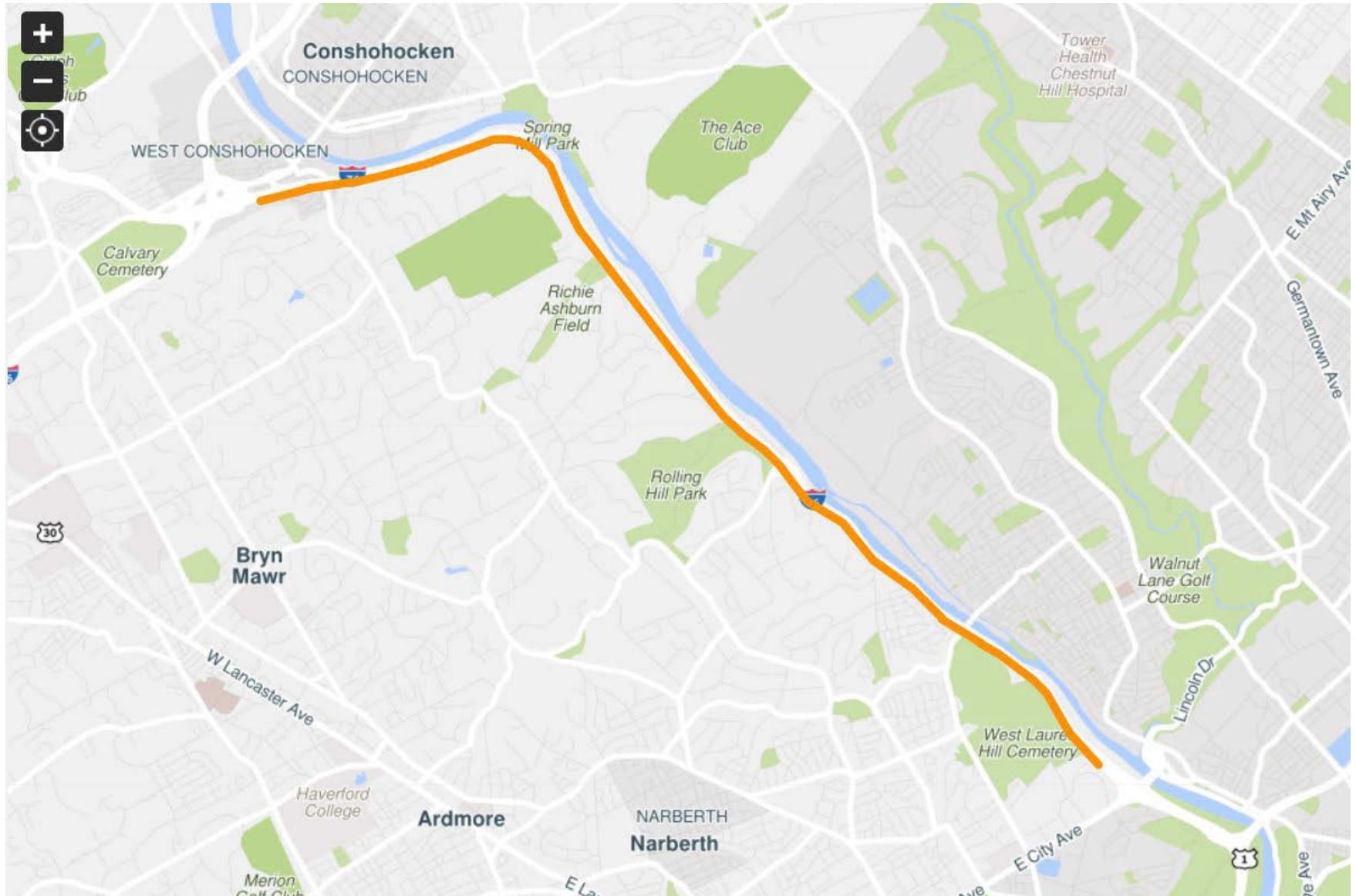
This is the Social Distance Indexing measure. “0” indicates that no social distancing is being observed, while “100” indicates all residents are staying at home and no visitors are entering the county. There was a sharp increase in social distancing from March 13th through March 31st, with the four DVRPC New Jersey counties on average increasing from 16 to 64, respectively. The Social Distancing Index then remained level from April 1st through mid-April, and then gradually declined through the end of the analysis period with the five counties decreasing on average from 61 to 41, respectively.

Speed and Travel Time Profiles



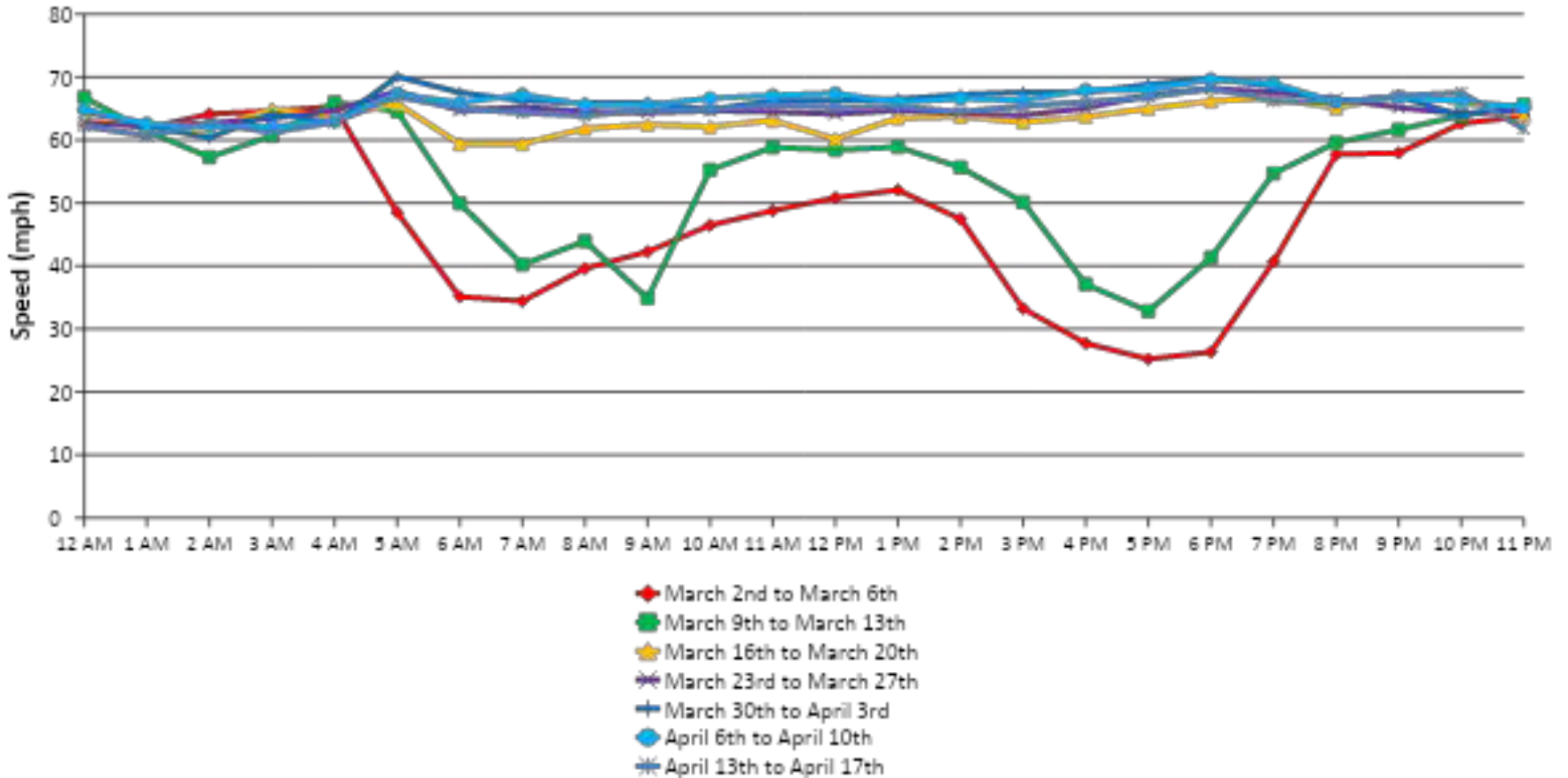
- CMP Corridor 019: I-76 from US 1 to I-476
- CMP Corridor 208: I-295 from NJ 42 to NJ 70

CMP Corridor 019: I-76 from US 1 (City Ave) to I-476



Speed Profile: I-76 from US 1 (City Ave) to I-476

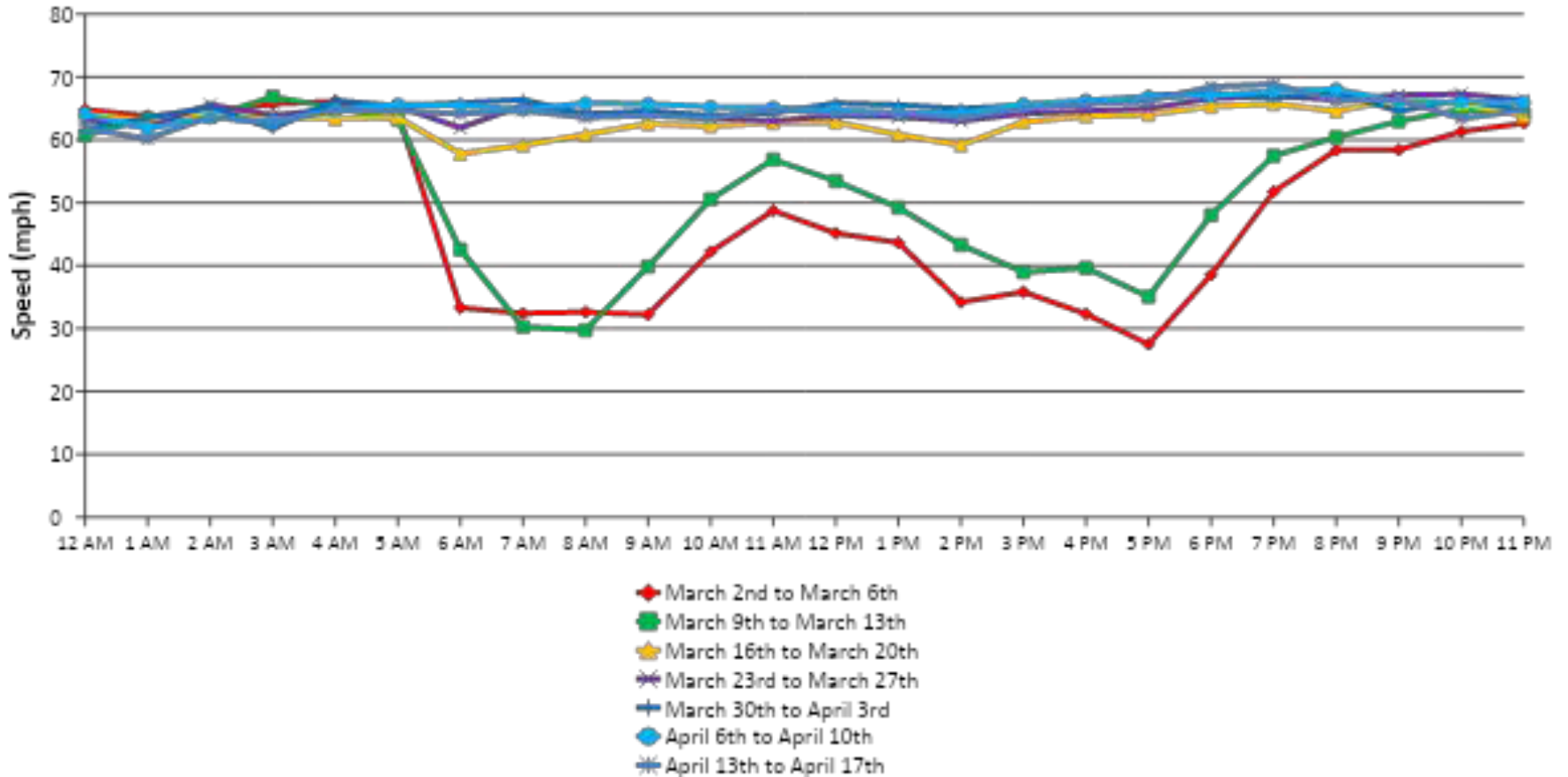
CMP Corridor 019: I-76 from US 1 (City Ave) to I-476
Eastbound



From 5:00 PM to 6:00 PM, speeds increased on average from 29 mph to 67 mph (131%), when comparing the average speeds for the first two weeks to the average speeds of the remaining weeks.

Speed Profile: I-76 from US 1 (City Ave) to I-476

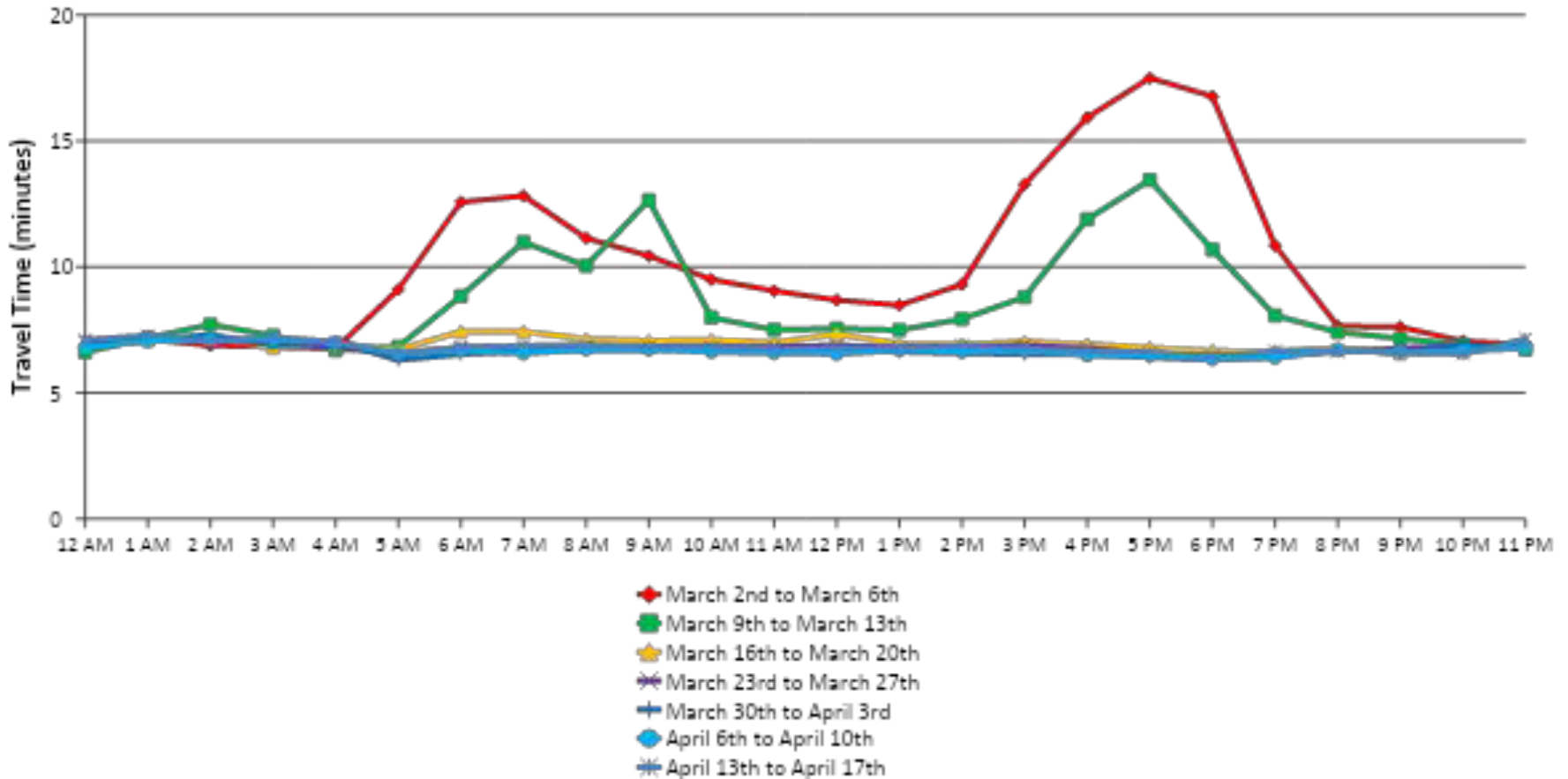
CMP Corridor 019: I-76 from US 1 (City Ave) to I-476
Westbound



From 5:00 PM to 6:00 PM, speeds increased on average from 31 mph to 66 mph (110%), when comparing the average speeds for the first two weeks to the average speeds of the remaining weeks.

Travel Time Profile: I-76 from US 1 (City Ave) to I-476

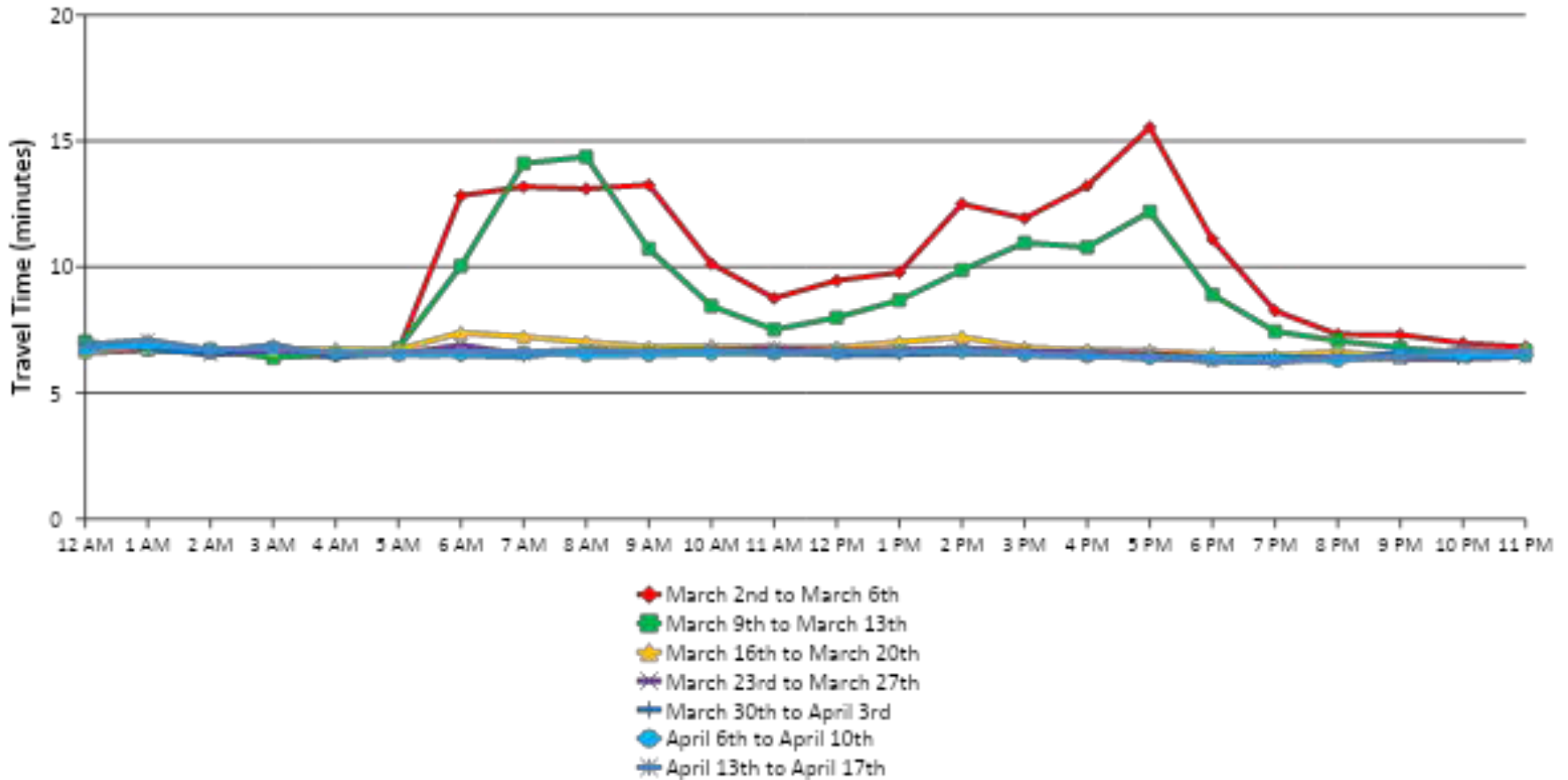
CMP Corridor 019: I-76 from US 1 (City Ave) to I-476
Eastbound



From 5:00 PM to 6:00 PM, travel times on average decreased from 15.5 to 6.6 minutes (or 58%), when comparing the average travel time for the first two weeks to the average times of the remaining weeks.

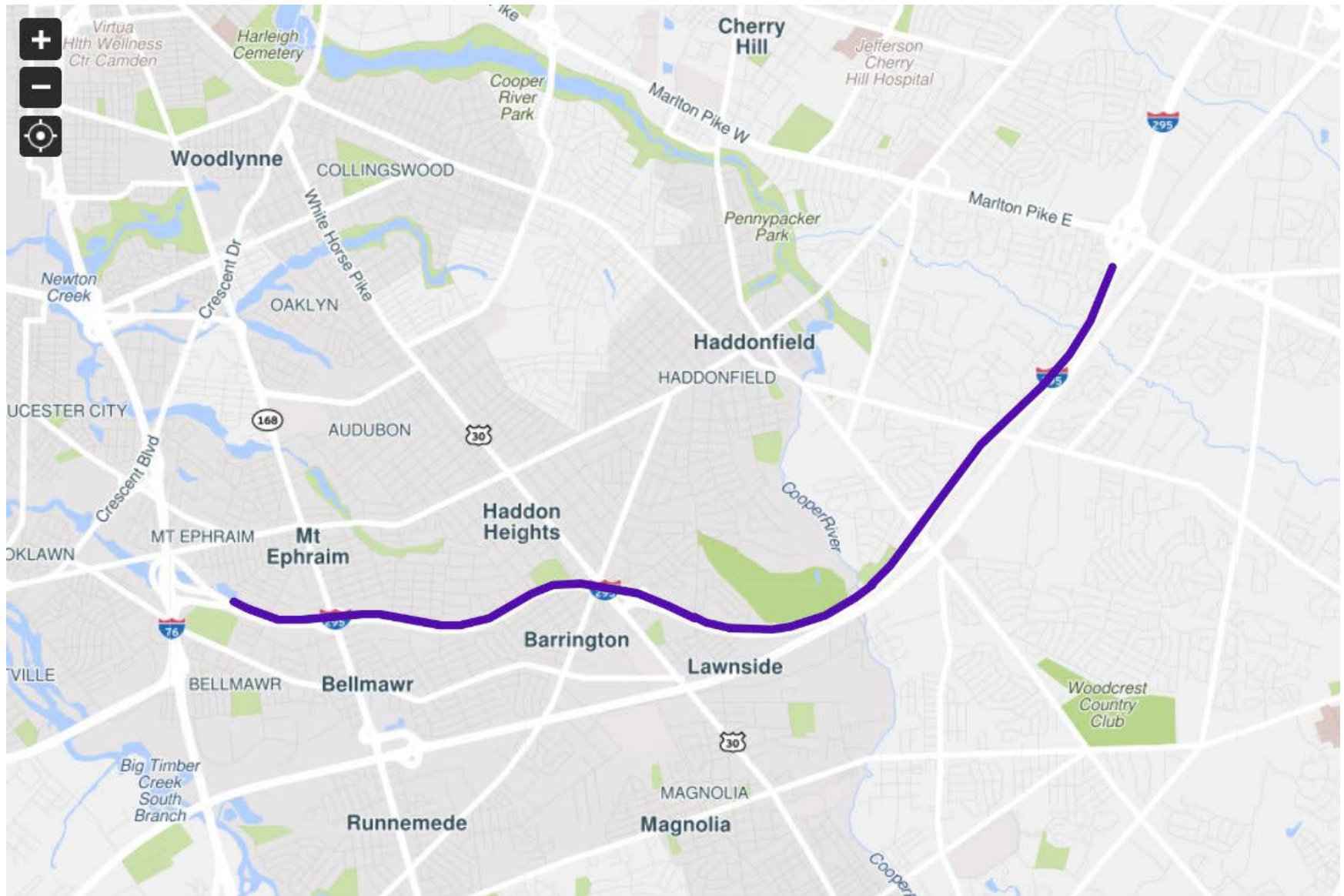
Travel Time Profile: I-76 from US 1 (City Ave) to I-476

CMP Corridor 019: I-76 from US 1 (City Ave) to I-476
Westbound



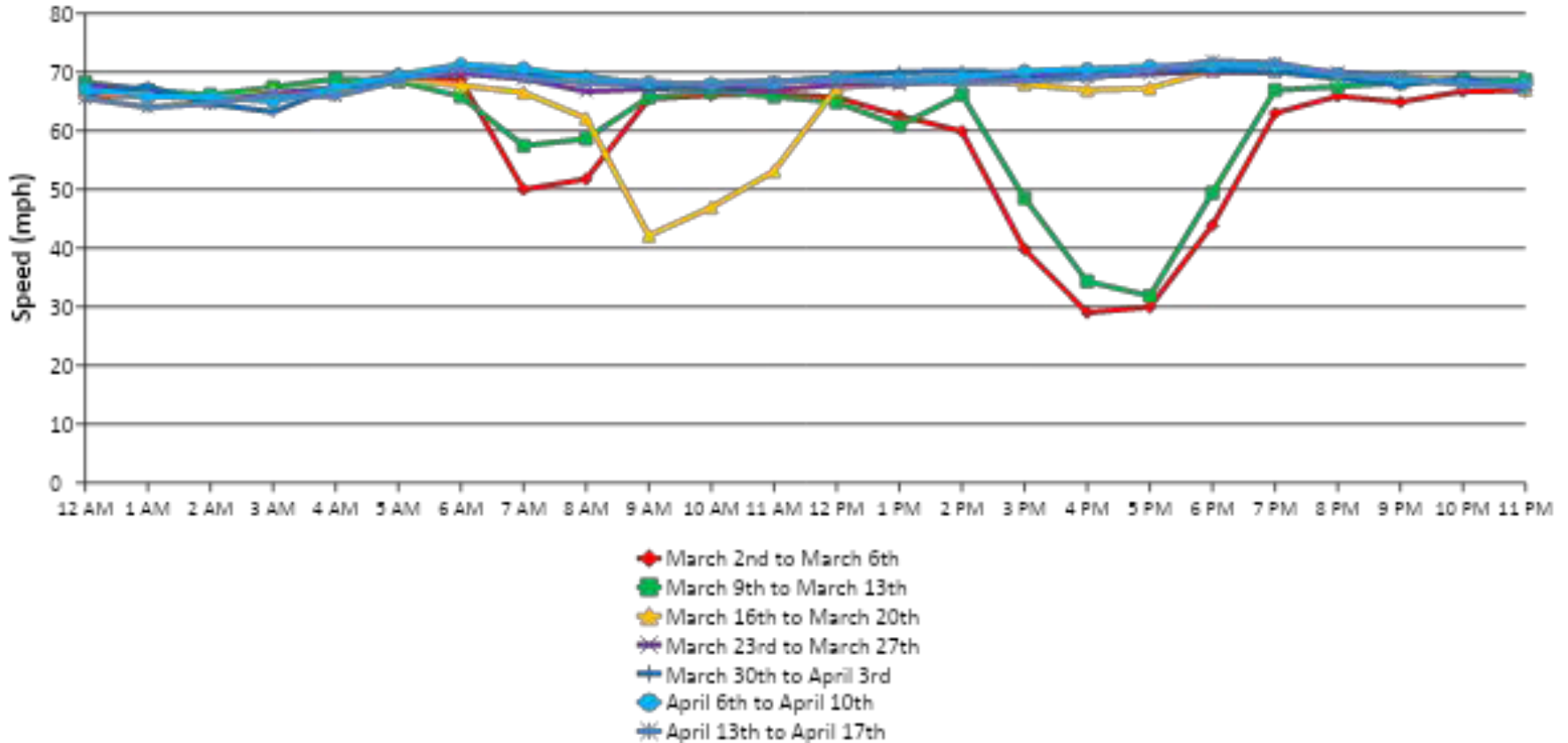
From 5:00 PM to 6:00 PM, travel times on average decreased from 13.9 to 6.5 minutes (or 53%), when comparing the average travel time for the first two weeks to the average times of the remaining weeks.

CMP Corridor 208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34)



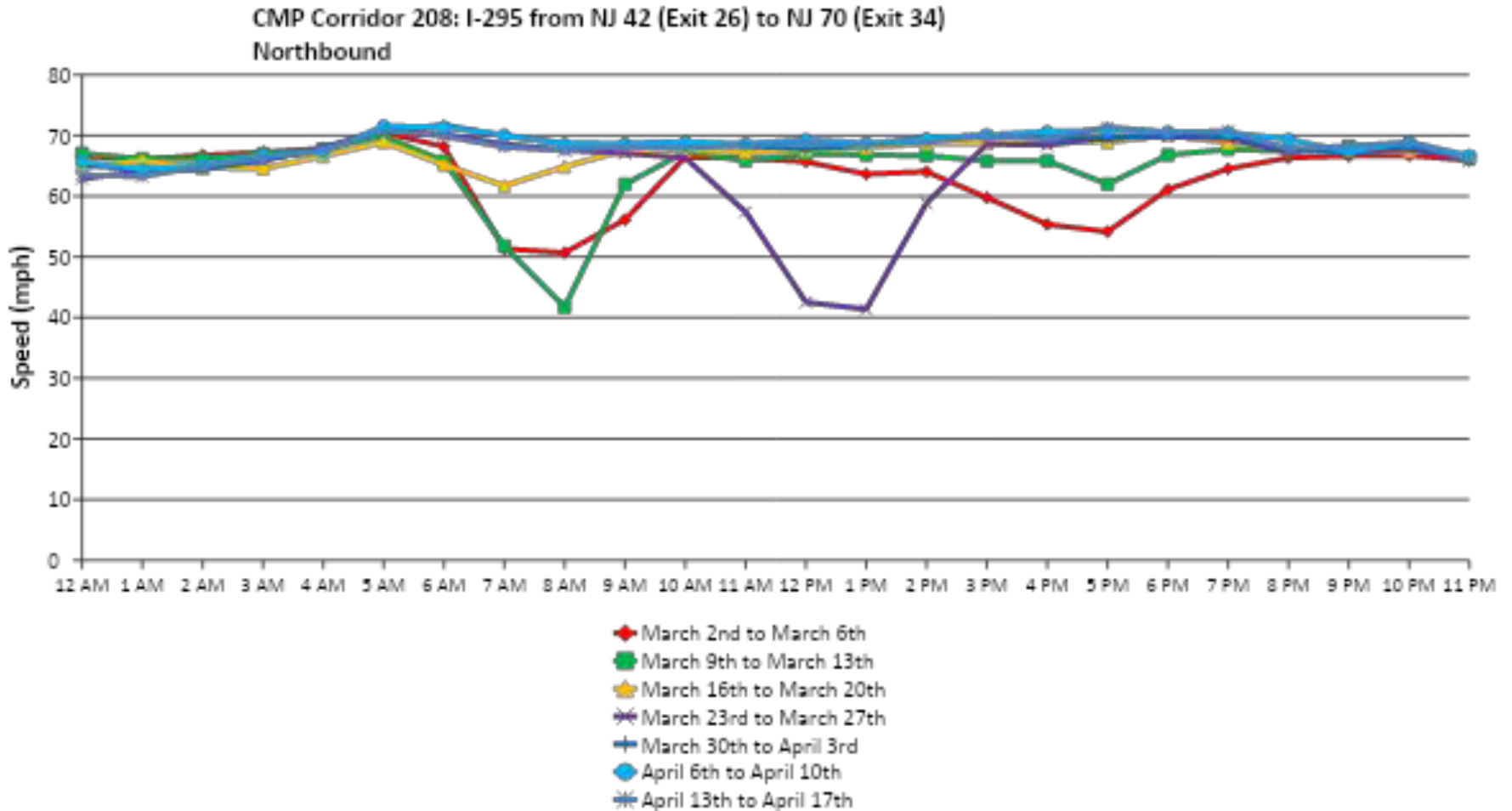
Speed Profile: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34)

CMP Corridor 208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) Southbound



From 5:00 PM to 6:00 PM speeds increased on average from 31 to 70 mph (or 126%), when comparing the average speeds for the first two weeks with the average speeds to the remaining weeks.

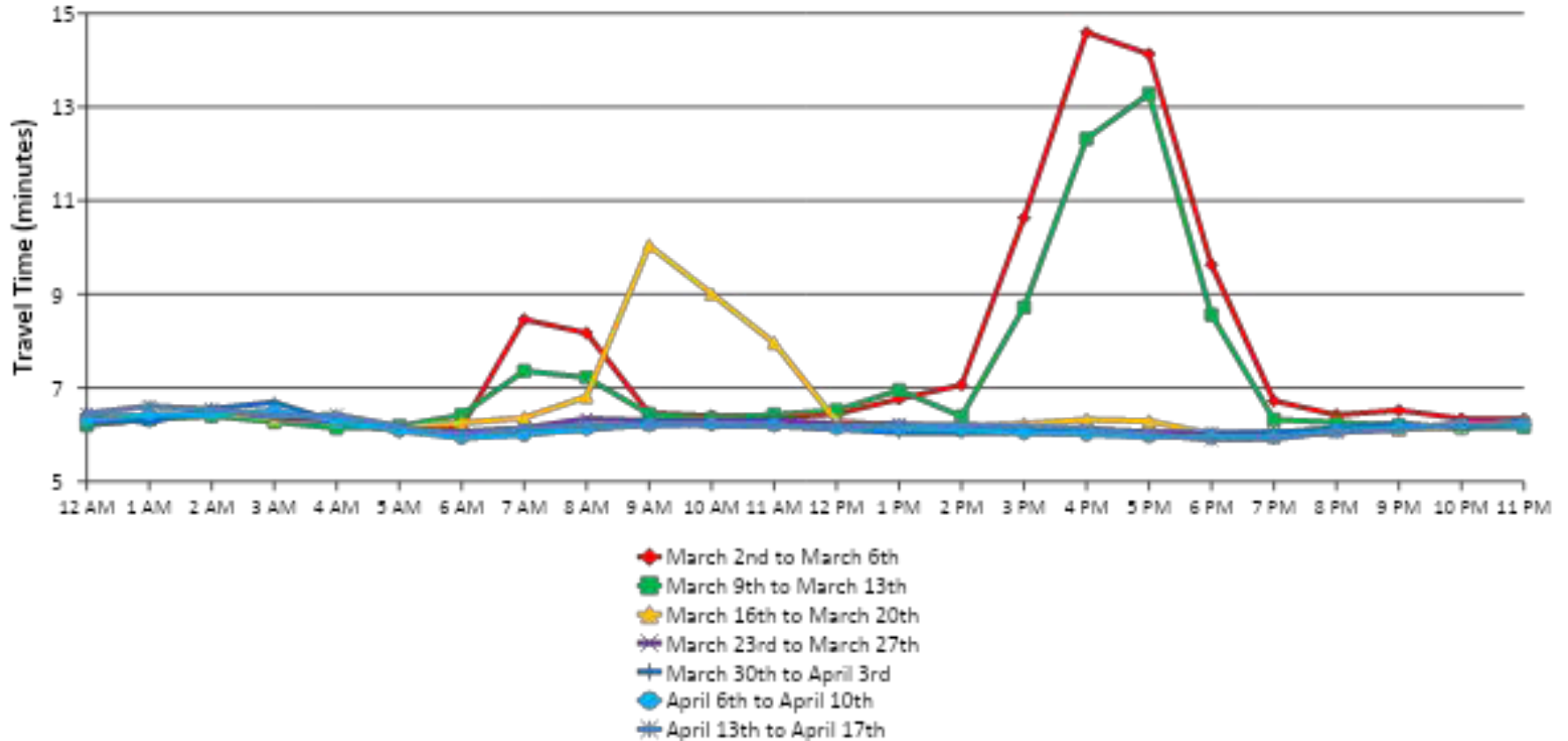
Speed Profile: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34)



From 7:00 AM to 8:00 AM, speeds increased on average from 52 to 68 mph (or 31%), when comparing the average speeds for the first two weeks to the average speeds of the remaining weeks.

Travel Time Profile: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34)

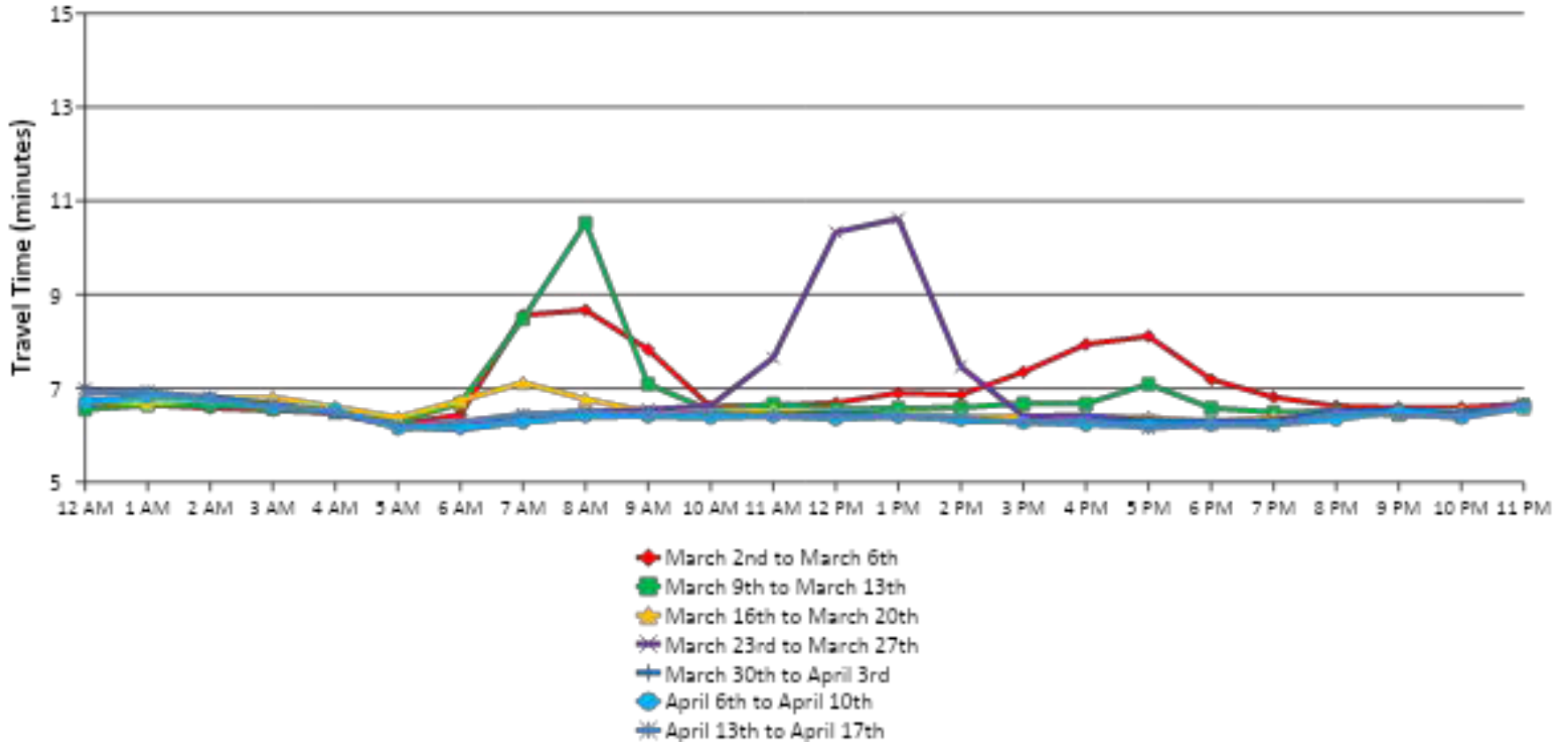
CMP Corridor 208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) Southbound



From 5:00 PM to 6:00 PM, travel times decreased on average from 13.7 to 6.1 minutes (or 56%), when comparing the average travel time for the first two weeks to the average times of the remaining weeks.

Travel Time Profile: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34)

CMP Corridor 208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) Northbound



From 7:00 AM to 8:00 AM, travel times decreased on average from 8.5 to 6.5 minutes (or 17%), when comparing the average travel time for the first two weeks to the average travel times for the remaining weeks.

Questions or Comments?



Contract Authorization: Regional Transportation Funding Options - PA

DVRPC issued RFP seeking consultant support to provide guidance regarding the advantages and disadvantages of various approaches to generate and allocate local transportation funding within the five counties of Southeastern Pennsylvania, in the context of Pennsylvania law.

- RFP posted on the DVRPC website March 30, 2020.
- Proposals due on May 1, 2020.
- Five proposals were received.

Action Proposed

That the Board authorizes the Executive Director to enter into and execute a contract with Michael Baker International, Inc. with a not-to-exceed amount of \$59,995.

Should additional funding become available for related work, DVRPC may negotiate with the selected awardee to perform the work for up to three additional years.