

October 22, 2020 | DVRPC RTC



TIP ACTIONS

Transportation Improvement Program
New Jersey TIP (FY2020-FY2023)
Pennsylvania TIP (FY2021-FY2024)



TIP Turnover - New FY2021 TIP for PA (Became effective October 1!)

- Prior FY2019 TIP for PA covered 4 federal fiscal years...

- *FY19*
- *FY20*
- *FY21*
- *FY22*

- New adopted FY2021 PA TIP became effective October 1, 2020 and covers 4 federal fiscal years:

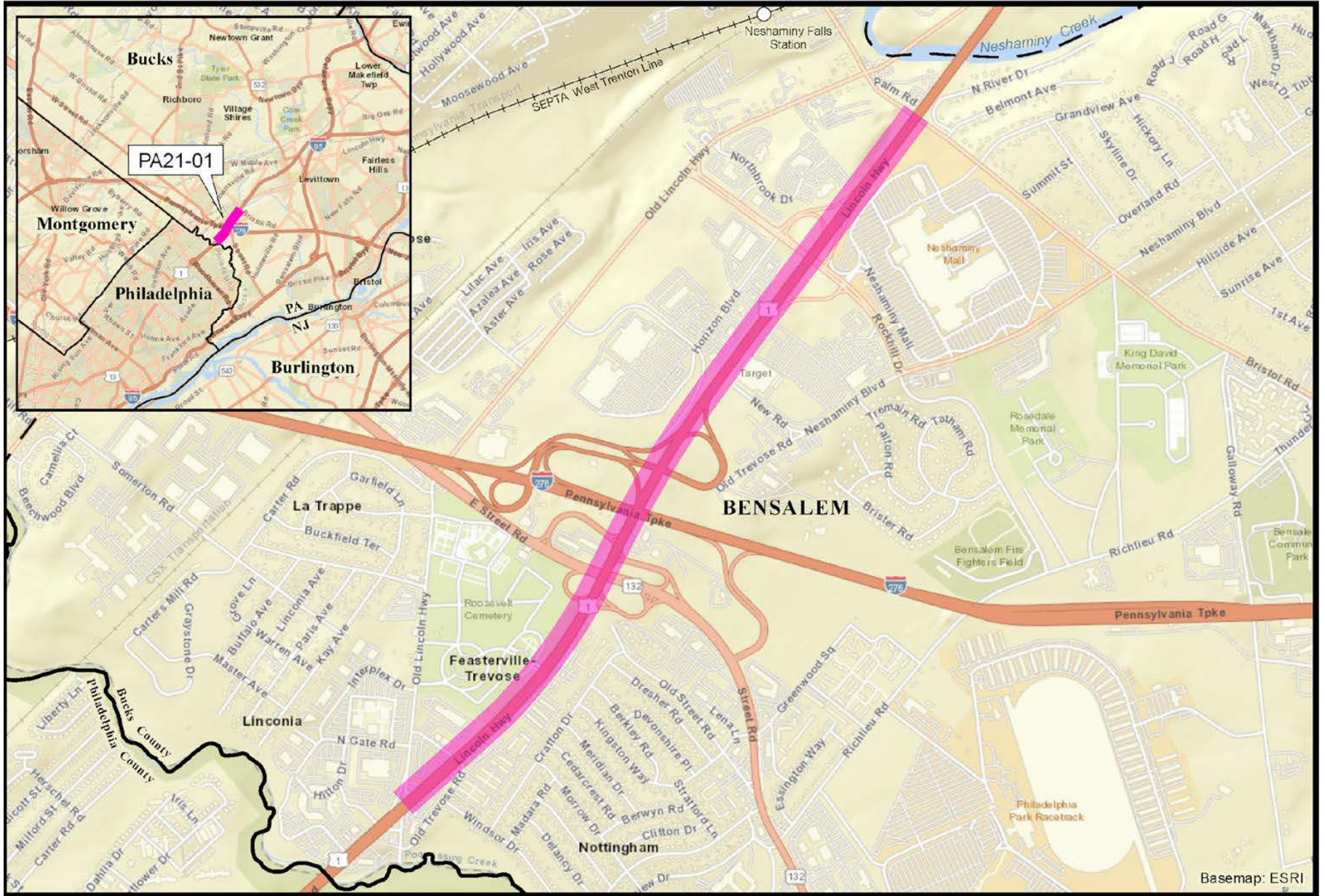
- *FY21*
- *FY22*
- *FY23*
- *FY24*

Route 1 Improvement – South (Section RC1)

Bucks County | Reduce Funding in Current TIP

- **TIP Amendment**
- **Action:** Remove \$5,628,000 NHPP* CON funds from FY22
- **Background:**
 - These funds are no longer needed for this \$100 million project as funds were obligated in August under the previous FY2019 TIP for PA
 - Remaining funds (\$4,372,000) still programmed on TIP are for:
 - Advance Construct “Conversion” - \$2,122,000
 - Cost Increase - \$2,250,000

PA21-01: Route 1 Improvement-South (Section RC1)



Route 1 Improvement – South (RC1)

Bucks County | Reduce Funding in Current TIP

- **Cost Increase due to:**
- required drainage;
- relocations and repairs to a failed pipe causing a sinkhole;
- critical bridge repairs to Hulmeville Road over SEPTA tracks;
- adding a new median barrier, performing attenuator repairs, and increasing the contract quantity of temporary concrete barriers;
- temporary paving to provide a safe driving surface and temporary paving transitions at Street Road;
- utility relocations for the gas main, PECO power lines/cables, the transformer at Red Roof Inn, and the water line at Bensalem High School.



TIP ACTION | Proposed – PA

Agenda Item 5a

That the Board approve PennDOT's TIP Amendment request:

Route 1 Improvement – South (RC1)
Remove \$5,628,000 NHPP* CON funds from FY22

*Note: This is not a cost decrease

ADA Ramps 2020 Philadelphia

City of Philadelphia | Reduce Funding in Current TIP

- **TIP Amendment**
- **Action:** Remove \$9,426,000 from the CON Phase:
 - In FY22 remove: \$2,713,000 STU/Toll Credit
 - In FY23 remove: \$3,000,000 STU/Toll Credit
 - In FY24 remove: \$1,655,000 STU/Toll Credit
 - In FY25 remove: \$2,058,000 STU/Toll Credit
- **Background:**
 - These funds are no longer needed as they were obligated under the previous FY2019 TIP for PA

ADA Ramps 2020 Philadelphia

City of Philadelphia | Reduce Funding in Current TIP

- **Background:** Project will construct **565 curb ramps** that are compliant with the American Disabilities Act (ADA) as well as some signal upgrades which may include pedestrian push buttons, signal heads or poles along various state routes in the City of Philadelphia.

Roadways will 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



for PA



TIP ACTION | Proposed – PA

Agenda Item 5b

That the Board approve PennDOT's TIP Amendment request:

ADA Ramps 2020 Philadelphia

Remove \$9,426,000 Remove from the CON Phase:

- FY22 remove: \$2,713,000 STU/Toll Credit
- FY23 remove: \$3,000,000 STU/Toll Credit
- FY24 remove: \$1,655,000 STU/Toll Credit
- FY25 remove: \$2,058,000 STU/Toll Credit

*This is not a cost decrease

US 202, Johnson Hwy to Township Line Rd (61S)

Montgomery County | Increase Funding in Current TIP

- **TIP Amendment**
- **Action:** Add \$33,539,000 to the CON Phase:
 - FY22: \$5,628,000 NHPP*/\$2,713,000 STU*/Toll Credit
 - FY23: \$3,000,000 STU*/Toll Credit
 - FY24: \$2,583,000 STU*/Toll Credit
 - FY25: \$2,058,000 STU*/Toll Credit
 - FY26: \$2,623,000 NHPP*/Toll Credit
 - FY27: \$14,934,000 STU*/Toll Credit

US 202, Johnson Hwy to Township Line Rd (61S)

Montgomery County | Increase Funding in Current TIP

- **Background:**
 - This is not a cost increase
 - CON funds were not able to be obligated under the previous FY2019 TIP for PA when they were programmed due to multiple delays:
 - Delays in ROW acquisitions
 - Delays in Utility relocation
 - Delays in securing permits
 - For the new (current) FY2021 PA TIP, only \$20 M was programmed for AC Conversion, additional funds needed to let the project in December 2020
 - Total CON cost is \$53,539,000

PA21-03: US 202, Johnson Highway to Township Line Road (61S)

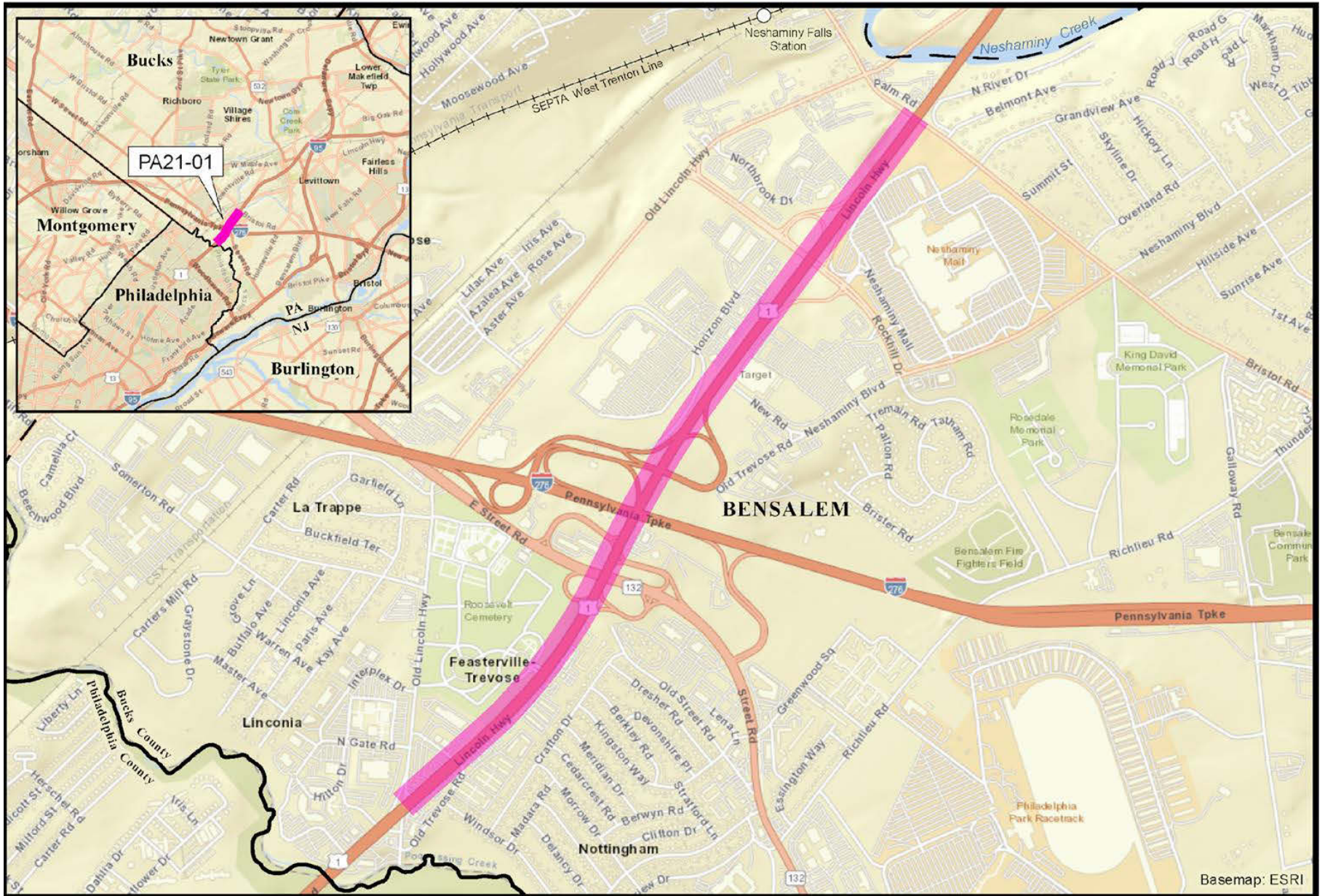


Project includes:

- Widening of US 202 between Johnson Hwy and Township Line Rd
- Coordinated ITS and traffic signal system will be integrated to improve traffic flow
- 5 foot bike lanes will be provided in both directions
- Box culvert and bridge replacement
- Drainage pipes, noise walls, and SWM facilities will be installed



PA21-01: Route 1 Improvement-South (Section RC1)



Basemap: ESRI





TIP ACTION | Proposed – PA

Agenda Item 5c

That the Board approve PennDOT's TIP Amendment request:

US 202, Johnson Hwy to Township Line Rd (61S)

Add \$33,539,000 to CON Phase:

FY22: \$5,628,000 NHPP*/\$2,713,000 STU*/Toll Credit

FY23: \$3,000,000 STU*/Toll Credit

FY24: \$2,583,000 STU*/Toll Credit

FY25: \$2,058,000 STU*/Toll Credit

FY26: \$2,623,000 NHPP*/Toll Credit

FY27: \$14,934,000 STU*/Toll Credit

*This is not a cost increase



Thank You

Connect With Us!



www.dvrpc.org/TIP





EQUITY THROUGH **ACCESS**

GAPS AND BRIDGES

2020 Update to the Region's
Coordinated Human Services Transportation Plan

DVRPC Board
10/22/20

What is Equity Through Access?

Federally required Coordinated Human Services Transportation Plan (CHSTP) under FTA Section 5310 that:

“ ...identifies the transportation needs of individuals with disabilities, seniors and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation.”

Purpose

Update 2016 plan to reflect new priorities and develop strategies that will provide better access to **essential services** for our region's most **vulnerable populations**.

Essential services:

Places of employment, grocery stores, schools, medical care facilities, recreation/open space, senior centers, and centers for the developmentally disabled

Vulnerable populations:

Elderly (65+), Households in poverty, disabled



Outreach

Roadshows

- Mercer County Coalition for Coordinated Transportation
- Coatesville Area Senior Center
- Association of the Blind and Visually Impaired
- Inglis House
- Montgomery County Senior Adult Activities Center
- Bucks-Mont Collaborative
- Camden United We Ride
- NJTRANSIT Citizens Advisory Committee
- Bucks County Senior Advisory Council

Steering Committee Workshop

- Service providers, transit agencies, county planners, advocates, and community members.

COVID-19 Survey

- Sent to service providers and users to understand regional impacts of COVID-19 and identify difficulties and new practices.



In October 2020, DVRPC published “Gaps & Bridges”, a report that identifies priority issues and strategies that can be cited by those seeking funding for traditional CHSTP programs, and from other sources.

Gaps:

Factors that limit transportation access for seniors, low-income, and disabled populations.

Bridges:

Strategies that improve transportation access for seniors, low-income and disabled populations.



Gaps

Infrastructure

- Not all fixed-route transit service is ADA accessible.
- Transfers between transportation modes are not always accessible, coordinated, affordable, or intuitive.

Service and Funding

- There is inadequate funding to meet overall service demand among vulnerable populations.
- The cost of transportation can be a financial burden for vulnerable populations.



Gaps:

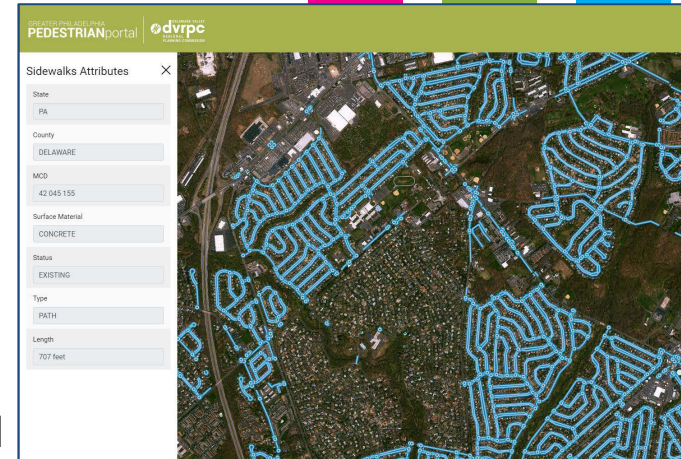
Data and Coordination

- Human services transportation providers lack detailed, block-level data on the needs and associated destinations of local shuttle users.
- Lack of coordination between transit services and land development projects.
 - Development patterns and working hours are changing, but transit is not always flexible enough to keep up—or new footprints are not transit supportive—resulting in transit deserts where people live, work, and shop.

Bridges:

Create accessible and affordable infrastructure

- Develop a program for constructing and maintaining sidewalks that connect to transit.
- Prioritize accessibility improvements at/in:
 - key transportation hubs, activity centers, and essential services that serve significant numbers of vulnerable populations; and
 - communities with concentrations of low, income, disabled and/or senior populations.



Bridges:

Improve Service

- Encourage improvements to service frequency, service span, and transit stations for routes serving low-income areas with high ridership.
- Work with Transportation Management Associations to coordinate transportation services with employee shifts at large employment centers through deeper engagement with employers.



Bridges:

Improve Outreach and Communication

- Train case workers, hospital patient navigators, and job coaches to provide clients with information about transit, paratransit, TNC options, and/or travel training.
- Create a peer-to-peer learning program for new transit riders from vulnerable groups like Los Angeles Metro's On the Move Riders Program.



Bridges:

Encourage creative, flexible use of existing funding sources and identify new funding partners

- Encourage creativity in the mixing of funding sources to break down funding silos (such as those separated by trip purpose) and increase transit options for vulnerable populations.
- Look into value capture techniques, such as Transportation Improvement Districts, to improve transit access in areas with high concentrations of jobs or essential services but insufficient transit options.



Dulles Metrorail Extension, Virginia
Credit: MWAA

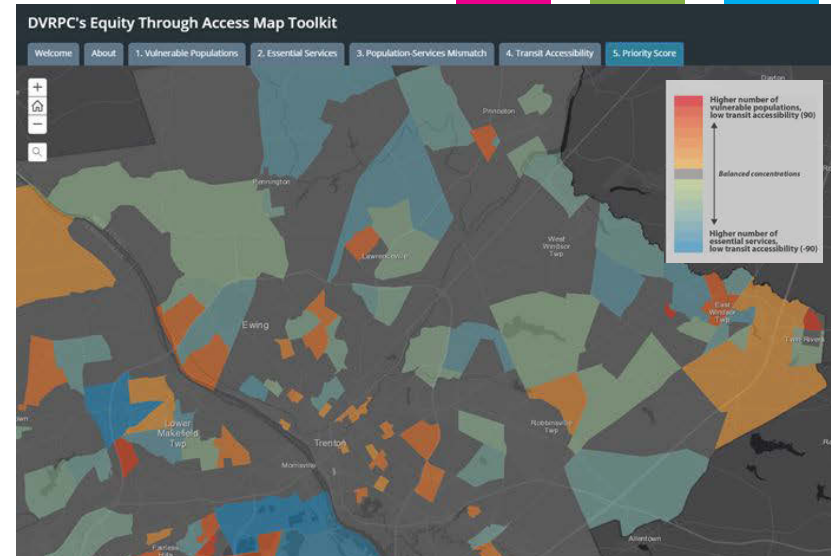
Bridges:

Create data resources

- Encourage data sharing between transportation agencies to perform travel demand analysis to define potential changes to existing paratransit services.
- Develop and share more planning and mapping tools to help with project development, such as DVRPC's ETA Map Toolkit.

Other Update Components

1. Update regional technical analysis and **map toolkit** for use by regional and local partners.
2. Case studies of regional and national best practices in transit equity.
3. Regional webmap of public shuttle services.



Action Proposed

That the DVRPC Board accept the 2020 Equity Through Access project's Gaps and Bridges as the updated Coordinated Human Services Transportation Plan for the DVRPC region.

EQUITY THROUGH ACCESS

To follow along or to get involved:

www.dvrpc.org/ETA

*Shoshana Akins, Senior Public Participation Planner,
Office of Communications and Engagement*

sakins@dvrpc.org

*Thom Stead, Senior Transportation Planner,
Office of Transit, Bicycle, and Pedestrian Planning*

tstead@dvrpc.org



pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION



Regional Greenhouse Gas Initiative

Presentation for DVRPC

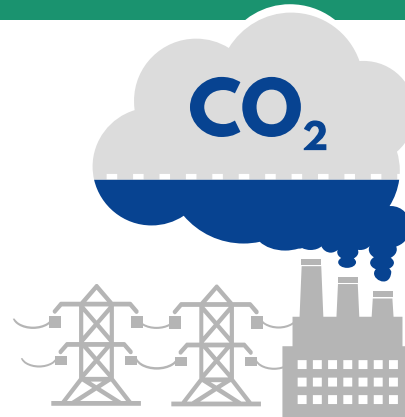
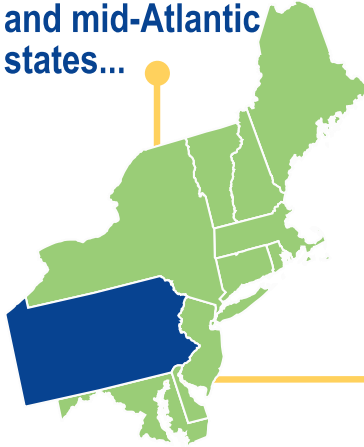
October 22, 2020

Tom Wolf, Governor

Patrick McDonnell, Secretary

PA Participation in the Regional Greenhouse Gas Initiative (RGGI)

RGGI is a partnership between Northeastern and mid-Atlantic states...



...Designed to cap and reduce carbon emissions from fossil fuel fired power plants.

The electricity sector is the 2nd leading source of Greenhouse Gas Emissions in PA.



By 2025

Participating in RGGI will help PA reach our greenhouse gas emissions goals...



By 2050

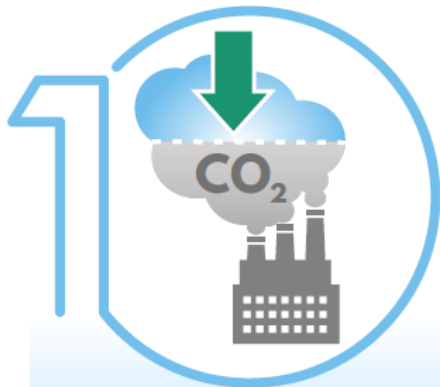
...And help PA combat climate change.



Since 2005, RGGI states have significantly reduced their power sector CO₂ pollution.



How RGGI Works



States sets limits on the amount of CO₂ pollution from powerplants.



States offer allowances for sale through auctions.

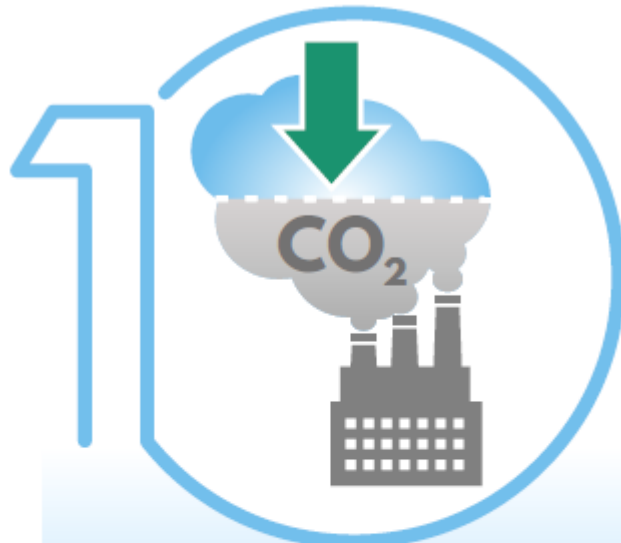


Powerplants buy allowances to meet the amount of pollution they create.



States receive revenue from auctions to reinvest in economy.

How RGGI Works – CO₂ Limits



States sets limits on the amount of CO₂ pollution from powerplants.

- **Pennsylvania is proposing a 2022 allowance budget of 78 million short tons of CO₂.**
- **Each state sets a yearly allowance budget.**
- **The total of all state allowance budgets equals the regional cap.**
- **Each year each state's allowances budgets along with the regional cap decline.**
- **Powerplants covered by this program represent 99% of PA's power sector CO₂ emissions.**
- **Analyzing emissions impacts in environmental justice areas – and developing EJ principles.**

How RGGI Works – Allowance Auctions



- Pennsylvania offers CO₂ allowances for sale in the quarterly auctions.
- Allowances are purchased by both in-state and out-of-state facilities or groups.
- Market-based auction determines prices based on competitive bidding process.
- Revenue proceeds return to the Commonwealth.

How RGGI Works – Compliance



Powerplants buy allowances to meet the amount of pollution they create.

- **Powerplants must acquire one allowance for each ton of carbon pollution emitted.**
 - *1 allowance = 1 short ton of CO₂ emissions*
- **Energy sources with no CO₂ emissions do not need to purchase allowances.**
- **Compliance oversight would be managed by PA Department of Environmental Protection.**
- **Allowances can be traded throughout the RGGI region for use by all RGGI facilities and have no expiration date.**

How RGGI Works - Investments

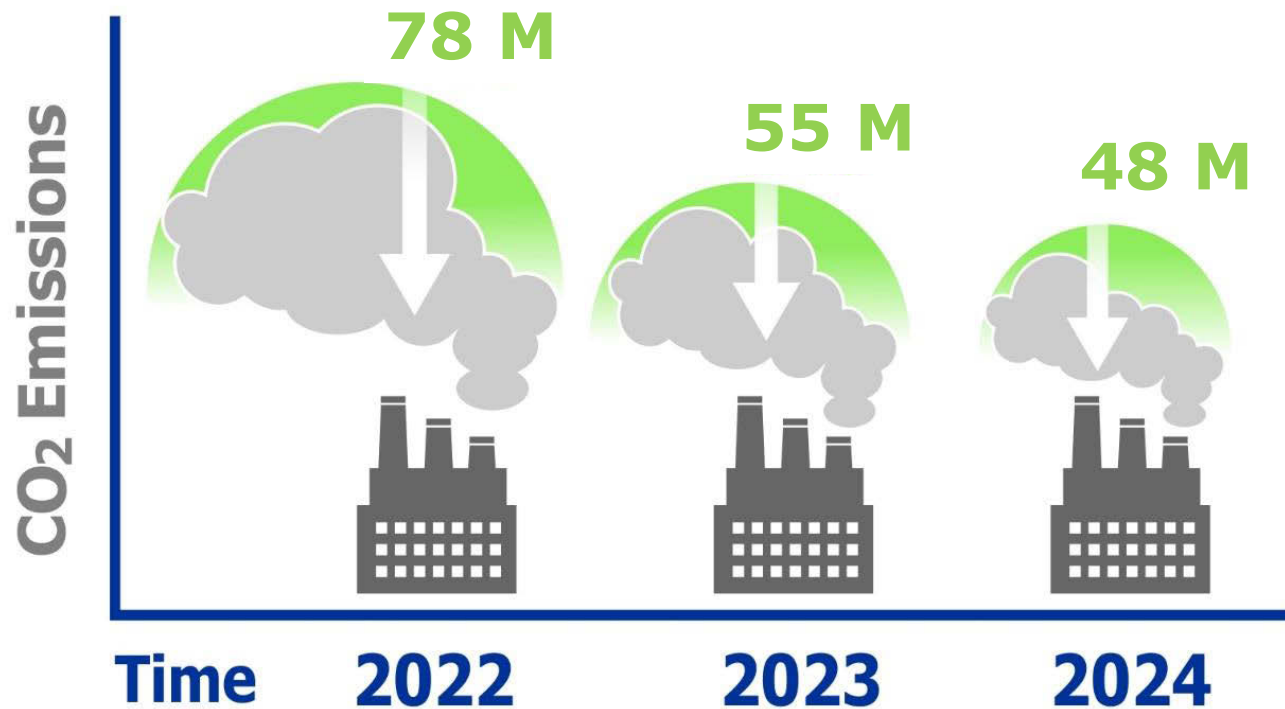


- Pennsylvania anticipates \$300 M in 2022 from the sale of allowances in quarterly auctions.
- Revenue will be reinvested into Pennsylvania - to spur job creation and economic growth.
- Auction revenue to be used only for the “elimination of air pollution”.
- Inclusion of equity and Environmental Justice Principles.
- Consideration of Fairness for Workers and Communities.

Benefits of RGGI Participation

Environmental Benefits of RGGI

Based on modeling, participation in RGGI would result in the elimination of 188 million tons of CO₂ in Pennsylvania by 2030.



Note: Based on IPM modeling results for the 'RGGI + Investments' scenario.

Co-Benefits of CO₂ Reductions

When powerplants pollute less....



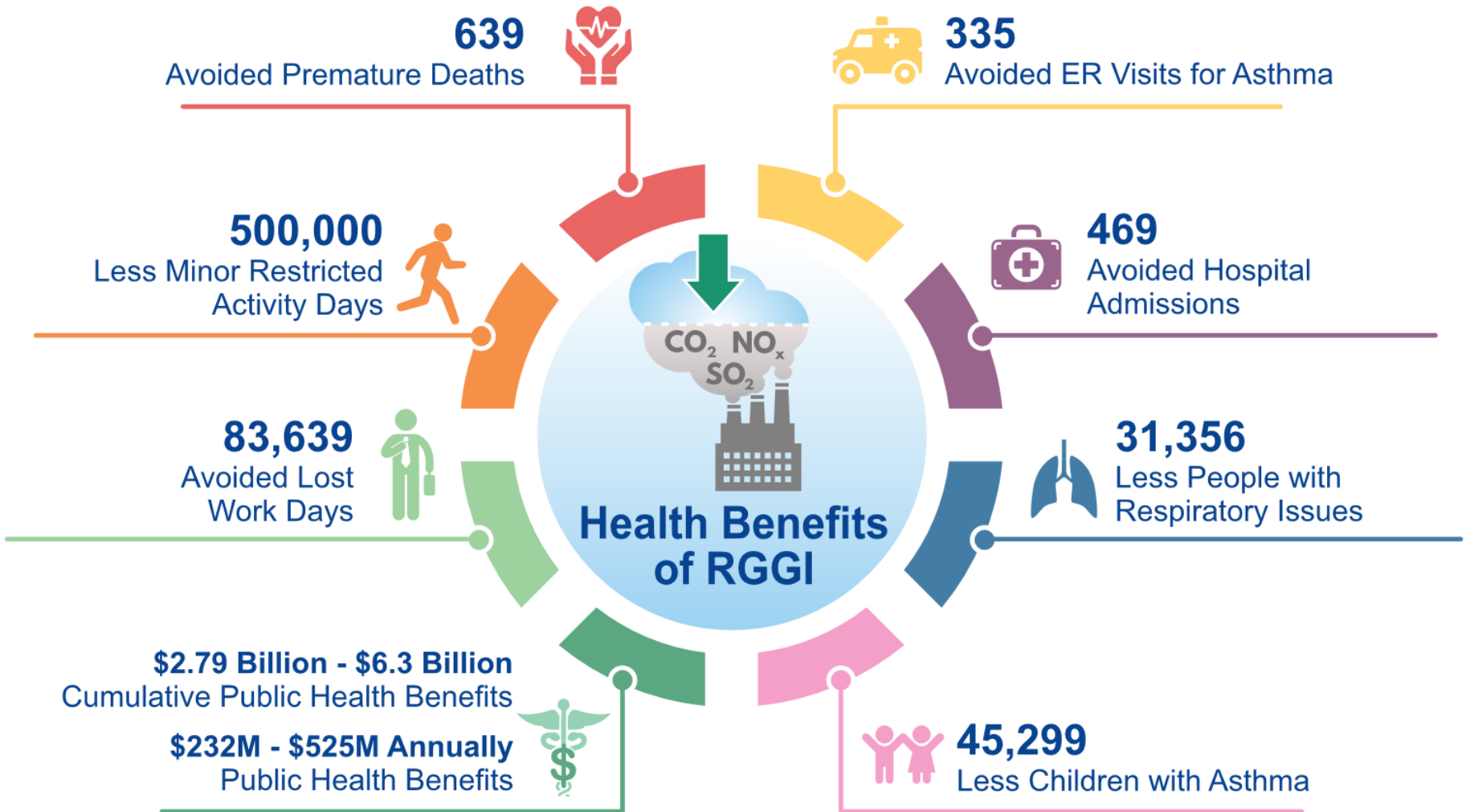
CO₂ Decreases by 188 Million Tons

SO₂ Decreases by 67,000 Tons

NO_x Decreases by 112,000 Tons

Air and Water are Cleaner. People are Healthier.

Health Benefits of RGGI



RGGI Investments Yield Benefits

Investing RGGI Revenue in a 'Balanced Approach'

Utilize auction revenue to spur innovation, technology deployment and incentivize private sector investments.



- **Generates Jobs:** Net increase 30,000+ job years in this Commonwealth by 2030.
- **Grows the Economy:** Gross State Product (GSP) increases by \$1.9 billion by 2030.
- **Slight Decrease in Disposable Household Income*:** on the order of a decline of .017% by 2030 – and then an increase by 2033.

**Not reflective of the health or other societal benefits related to emissions reductions.*

RGGI Investment Plan Development

DEP will be conducting robust stakeholder engagement process to consider wide range of investments that maximum program proceeds and reduce air pollution.

- Will engage with many different groups including workers, environmental justice groups, industrial groups, and many others.
- Committed to developing a draft investment plan that is posted for public comment to hear from as many Pennsylvanians as possible.
- Stakeholder engagement and plan development process will unfold throughout 2021 to allow ample time for input.

Next Steps



Discussion/Questions



pennsylvania

DEPARTMENT OF ENVIRONMENTAL PROTECTION



For Additional Information

Visit the RGGI website @ www.dep.pa.gov/RGGI

Email staff with specific questions @
ra-epclimate@pa.gov