

DVRPC RTC Meeting | 03.08.16

CONNECTIONS
2045

Greater Philadelphia

**FUTURE
FORCES**

DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

Coronation of a Pope



Benedict



Francis

From *The Atlantic*

CITYLAB

The Most Important Transportation Innovation of the Decade Is the Smartphone

So why don't cities and transit agencies take more advantage of it?

ERIC GOLDWYN | [@ericgoldwyn](#) | Sep 4, 2014 | [34 Comments](#)

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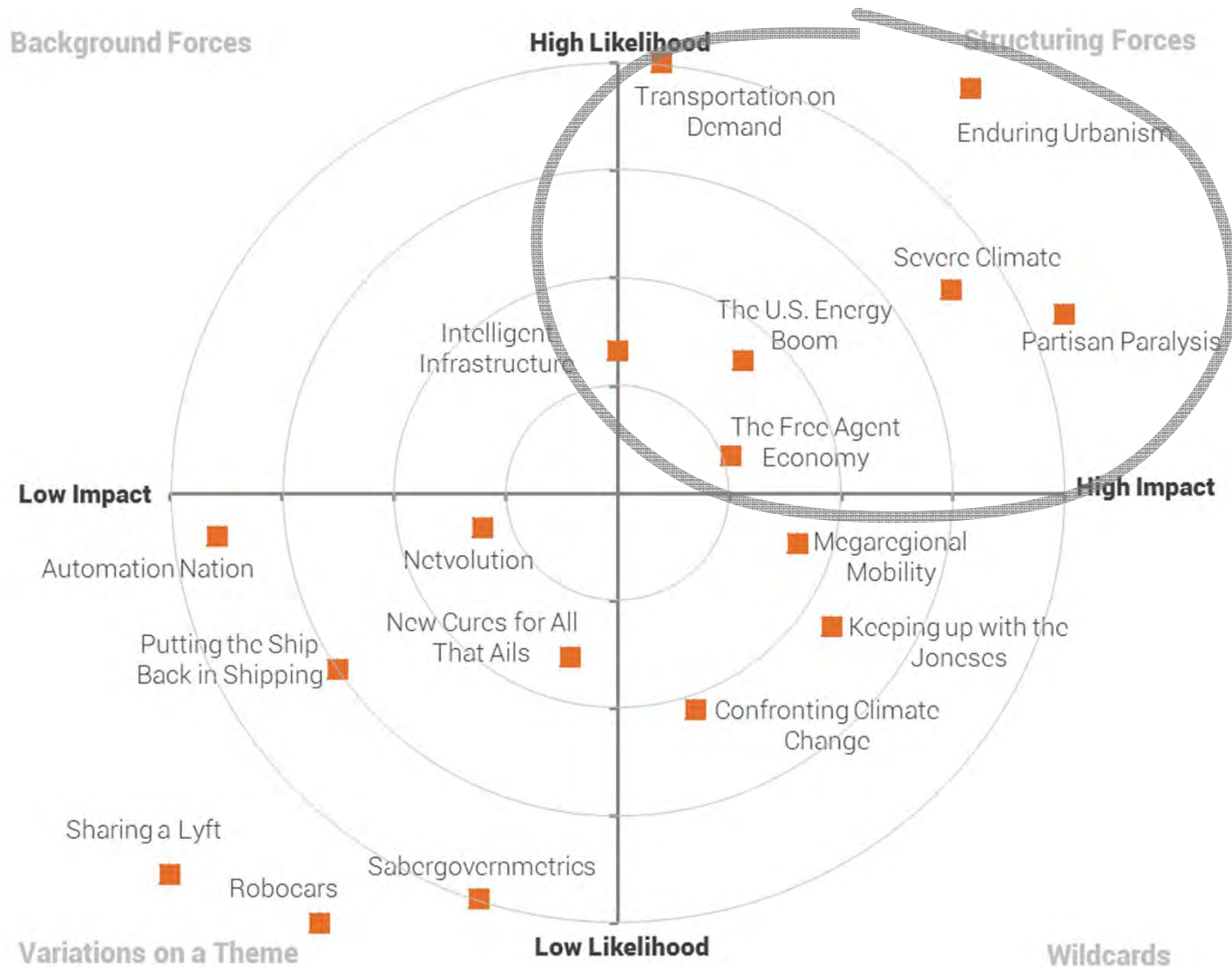
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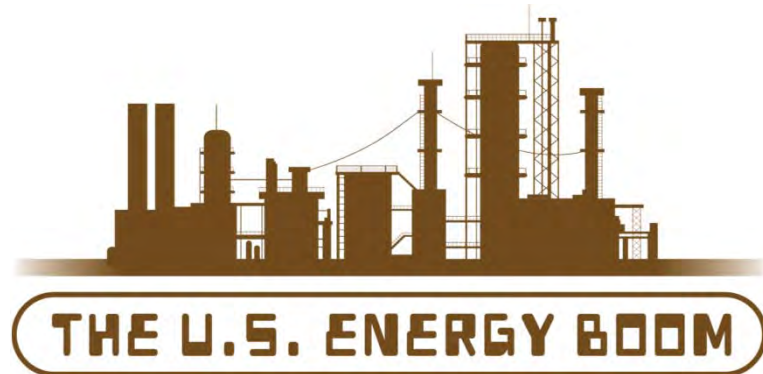
Greater Philadelphia Futures Group



Impact-Likelihood Voting Results



Future Forces



“The only relevant discussions about the future are those where we succeed in shifting the question from whether something will happen to what would we do if it happened.”

*Arie de Geus, former coordinator, Group Planning,
Shell International Petroleum Company*



© BLT ARCHITECTS 2014

Photo: BLT Architects



Moving back to walkable centers is the start of a long-term trend.





Photo: Benjamin's Desk



FOR HIRE

THE FREE AGENT ECONOMY

Individuals must create their own economic opportunities.





Increasing atmospheric carbon levels lead to significant disruption from climate change.



Smartphones, apps, and real-time information help people get around.



An abundance of domestically produced energy keeps the cost of energy low.



Universal Actions

Build lifelong communities

Data-driven governance

Develop the impact economy

Enhance freight and goods movement

Expand broadband infrastructure

Green infrastructure and stream buffer ordinances

Increase regional transportation funding

Infrastructure resiliency

Immigrant-friendly policies

Megaregional collaboration and cooperation

Mixed-use infill development

Modern, multimodal transportation system

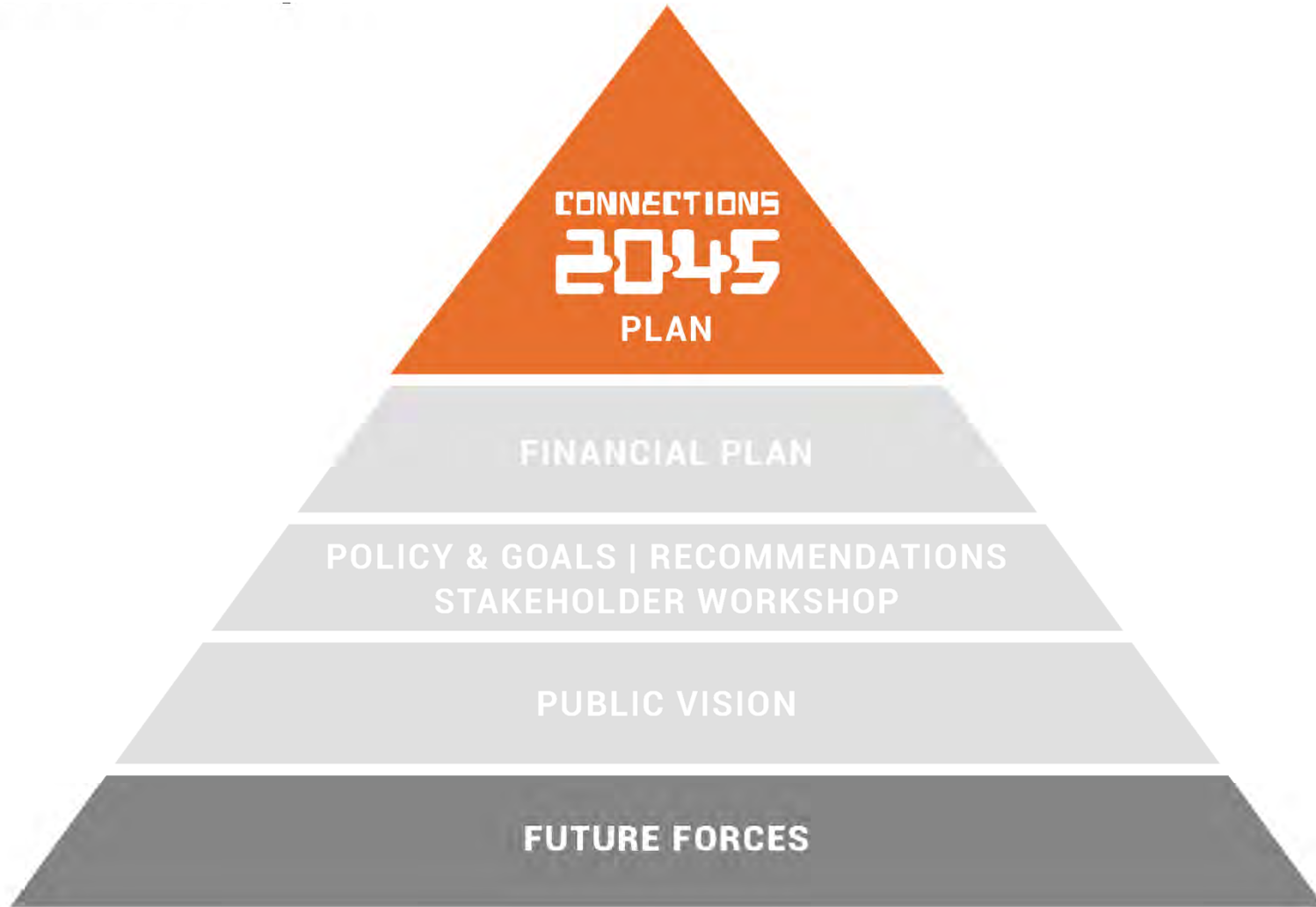
Universal pre-kindergarten and other k-12 programs

VisionZero

Universal Actions



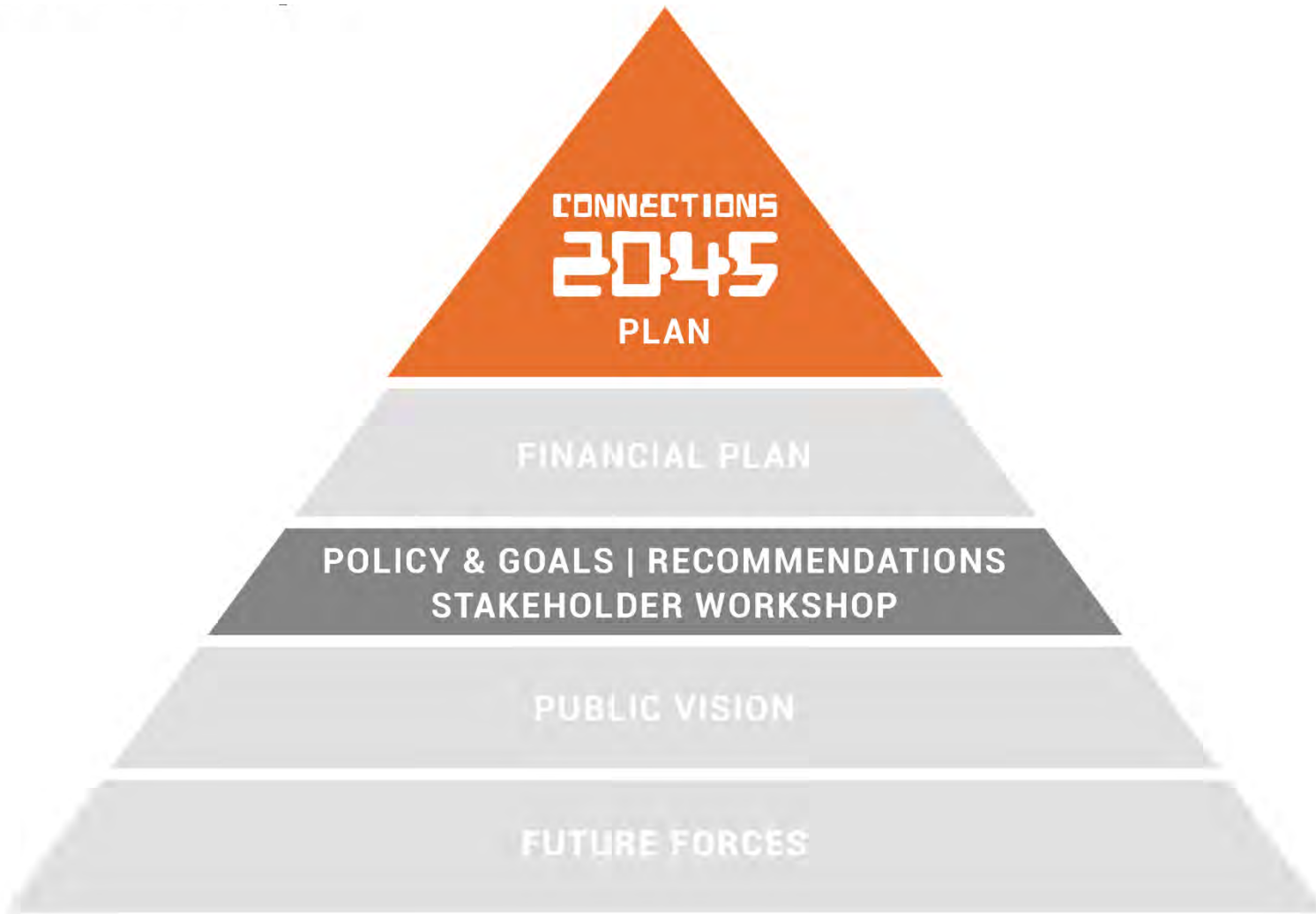
Universal Actions



Universal Actions



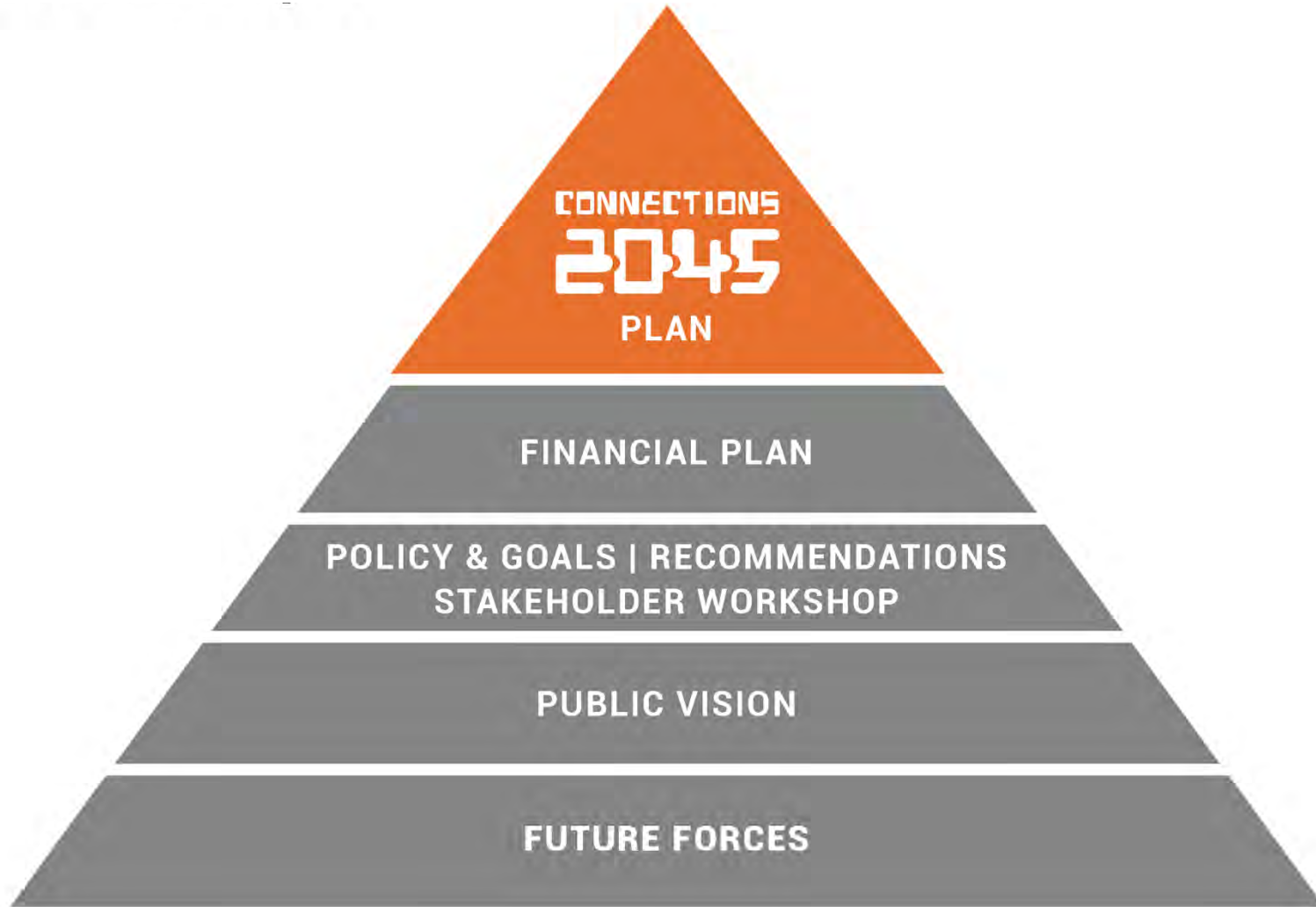
Universal Actions



Universal Actions



Universal Actions



M O B I L I T Y A L T E R N A T I V E S P R O G R A M



FY 2017 MOBILITY ALTERNATIVES PROGRAM

Presented to:
The DVRPC RTC
March 8, 2016





FY 2017 Grant Request

MAP is an education and outreach program to promote TDM to employers located and commuters working in southeastern Pennsylvania

- Program inception in 1995
- Contractors use common marketing materials (DVRPC)
- Promote and utilize Share-A-Ride matching (pacarpool.com)
- Encourage use of Emergency Ride Home program
- Air Quality Partnership alerts and outreach



FY 2017 Grant Request

Contractors Include:

- Bucks County TMA (TMABucks)
- TMA of Chester County (TMACC)
- Delaware County TMA (DCTMA)
- Greater Valley Forge TMA (GVF)
- Partnership TMA of Montgomery Co. (PTMA)
- Clean Air Council (CAC) for City of Philadelphia (areas outside of Center City)
- SEPTA
- DVRPC



FY 2017 Grant Request

Under this Funding:

- Work Program elements for TMAs and Clean Air Council are focused on reducing SOVs to work sites (peak commutes), and easing specific commute issues during off-peak times
- SEPTA provides marketing and outreach support to TMAs and also works directly with select regional employers
- DVRPC creates and supplies marketing materials, provides SAR and ERH technical support, and administers the program



FY 2017 Grant Request

Development and Approval:

- Work Programs are developed cooperatively with each contractor's county planning commission (by January)
- Drafts are reviewed by DVRPC, SEPTA and PennDOT Central Office – revised if needed
- PA TMA Policy Committee meets to discuss scopes, provide direction, and confirm eligibility
- Present to DVRPC's RTC and Board (March)
- Finalize for contract issue before June 30



FY 2017 Grant Request

Selected Targeted Areas

- Bucks County TMA: US Rt. 1 Corridor and Rt. 13 in Lower Bucks
- TMA of Chester County: Great Valley Corporate Center
- Delaware County TMA: US Rt. 1 between Rts. 452 and 202
- Greater Valley Forge TMA: King of Prussia business district
- Partnership TMA: Indian and Perkiomen Valleys, North Penn (and Horsham Twp. re: development of Willow Grove Naval Base)
- Clean Air Council: Airport, Navy Yard and University City



FY 2017 Grant Request

- PennDOT requests DVRPC's programmatic and administrative oversight while retaining contractual oversight (contractors are paid directly by PennDOT)
- Electronic Reporting
 - All Contractors report the same data – use same database
 - TMA Assistance and MAP grant activity/data reported at the same time
 - DVRPC staff aggregates all data and forwards to PennDOT's consultant to determine AQ benefit for FHWA reporting



FY 2017 Grant Request

Total Available Funding: \$816,000 CMAQ*

- Each TMA may apply for up to \$67,450 (x 5 = \$337,250)
- Clean Air Council as City of Philadelphia “legacy” is eligible to apply for: \$ 77,750
- SEPTA : \$150,000
- DVRPC: \$251,000

* Total – includes required 20% contractor match



FY 2017 Grant Request

Action Requested:

The RTC recommend that the DVRPC Board approve the FY17 Mobility Alternatives Program for a program total of \$816,000 (\$652,800 CMAQ/\$163,200 contractor match) and forward this approval to PennDOT.



Transportation
Improvement
Program

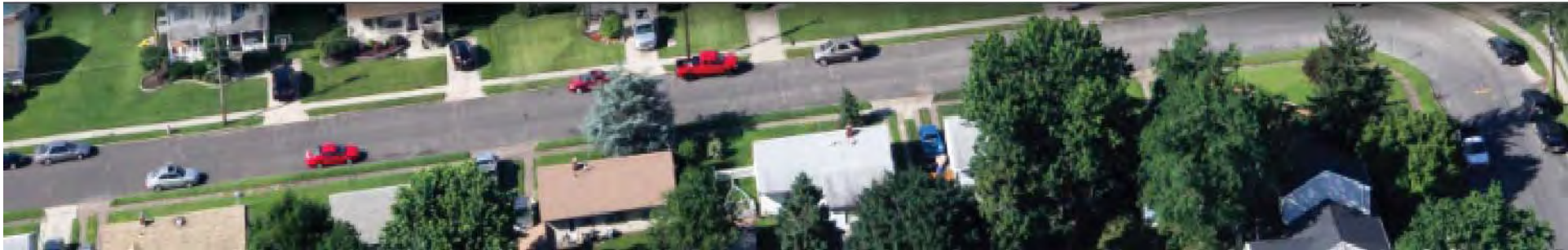
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TIP

TIP Actions

Transportation Improvement Program
Pennsylvania TIP (FY2015-2018)
New Jersey TIP (FY2016-2019)

March 2016



Statewide Green Light-Go Funded Projects

Region-wide | Add Proposed New Projects

- ▶ Approve the list of 11 selected projects and Amend the PA TIP by adding the 11 selected projects to the TIP
- ✓ Competitive statewide program established by Act 89
- ✓ Operation and maintenance of traffic signals along critical and designated corridors on state highways
- ✓ Act 89 allocated up to:
 - ✓ \$10 Million for SFY 2014/15
 - ✓ \$25 Million for SFY 2015/16
 - ✓ \$40 Million for SFY 2016/17 and beyond

Statewide Green Light-Go Funded Projects

Region-wide | Add Proposed New Projects

- ✓ Minimum of 50% local match is required
 - ✓ Applications with more than 50% local match were given priority during evaluation
- ✓ Eligible projects are:
 - ✓ Study and removal of unwarranted traffic signals
 - ✓ Traffic signal retiming
 - ✓ Development of detours, special event and operations plans,
 - ✓ LED replacement
 - ✓ Asset management
 - ✓ Traffic signal O & M
 - ✓ Innovative technologies (e.g. adaptive signals)
 - ✓ Connection back to TMC
 - ✓ Other traffic signal improvements

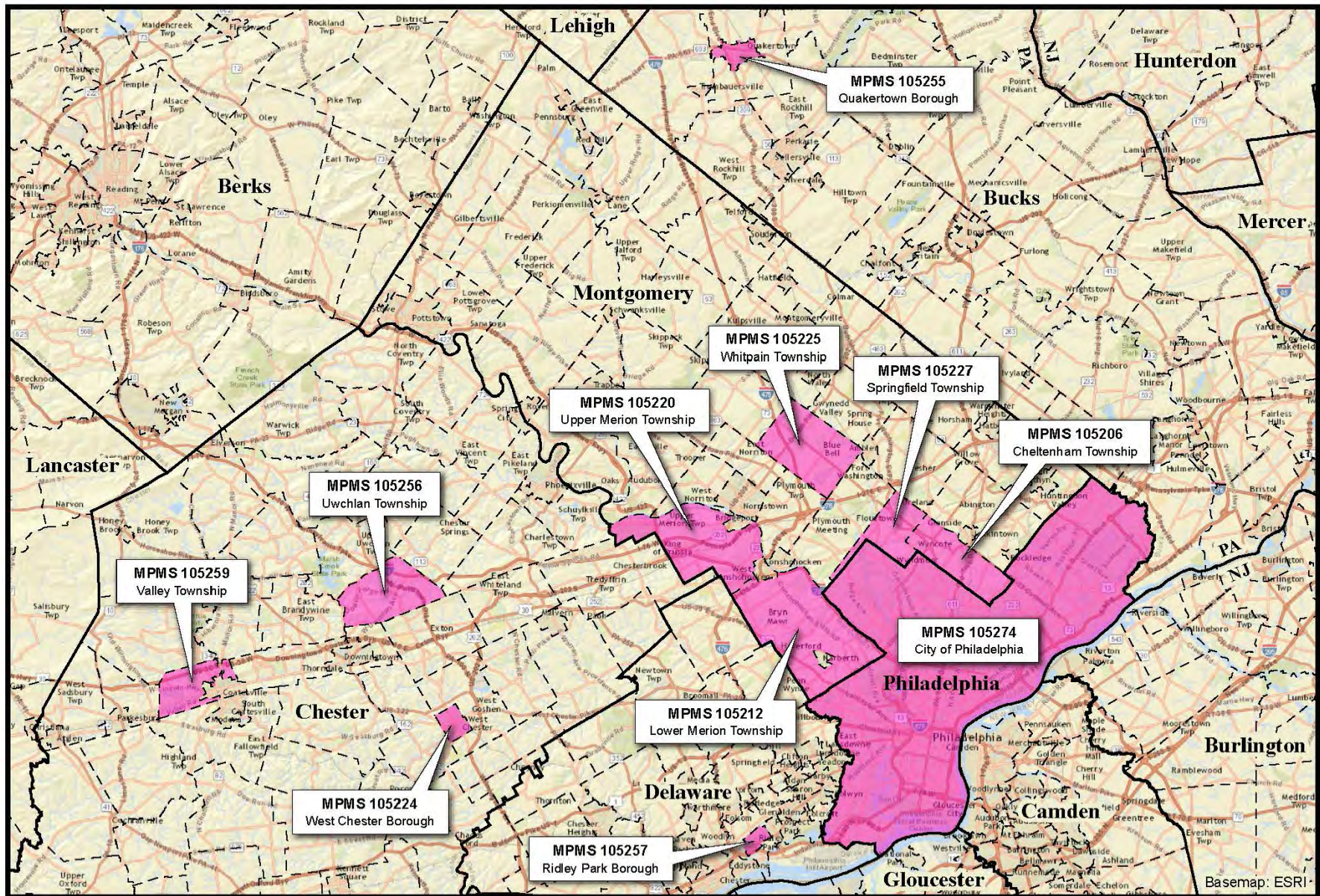
Statewide Green Light-Go Funded Projects

Region-wide | Add Proposed New Projects

- ✓ PennDOT made \$1.8 Million available for 38 projects across the state for SFY 2014/15
 - ✓ DVRPC region received \$1,289,883 for 11 projects
- ✓ These are additional funds to the DVRPC region

County	MPMS #	Project Title	Cost
Bucks	105255	Quakertown Rt. 313 LED	\$17,426
Chester	105224	West Chester Borough LED	\$114,155
	105259	Lincoln Hwy & Airport	\$30,000
	105256	Uwchlan Township LED	\$56,498
Delaware	105257	Swarthmore Ave LED	\$28,000
Montgomery	105206	Cheltenham Township LED	\$33,470
	105212	Lower Merion Township LED	\$169,600
	105220	Upper Merion LED	\$104,840
	105227	Springfield Township LED	\$22,214
	105225	6-Points LED Conversion	\$16,200
Philadelphia	105274	Asset Management System	\$3,701,732
		Total	\$4,294,135

PA15-78: Statewide Green Light-Go Funded Projects



Proposed TIP Action | PA

Amend the PA TIP for the following project:

Statewide Green Light-Go Funded Projects, Region-wide

- ▶ Approve the list of 11 selected projects and Amend the PA TIP by adding the 11 selected projects to the TIP

Note: These are additional funds to the DVRPC region

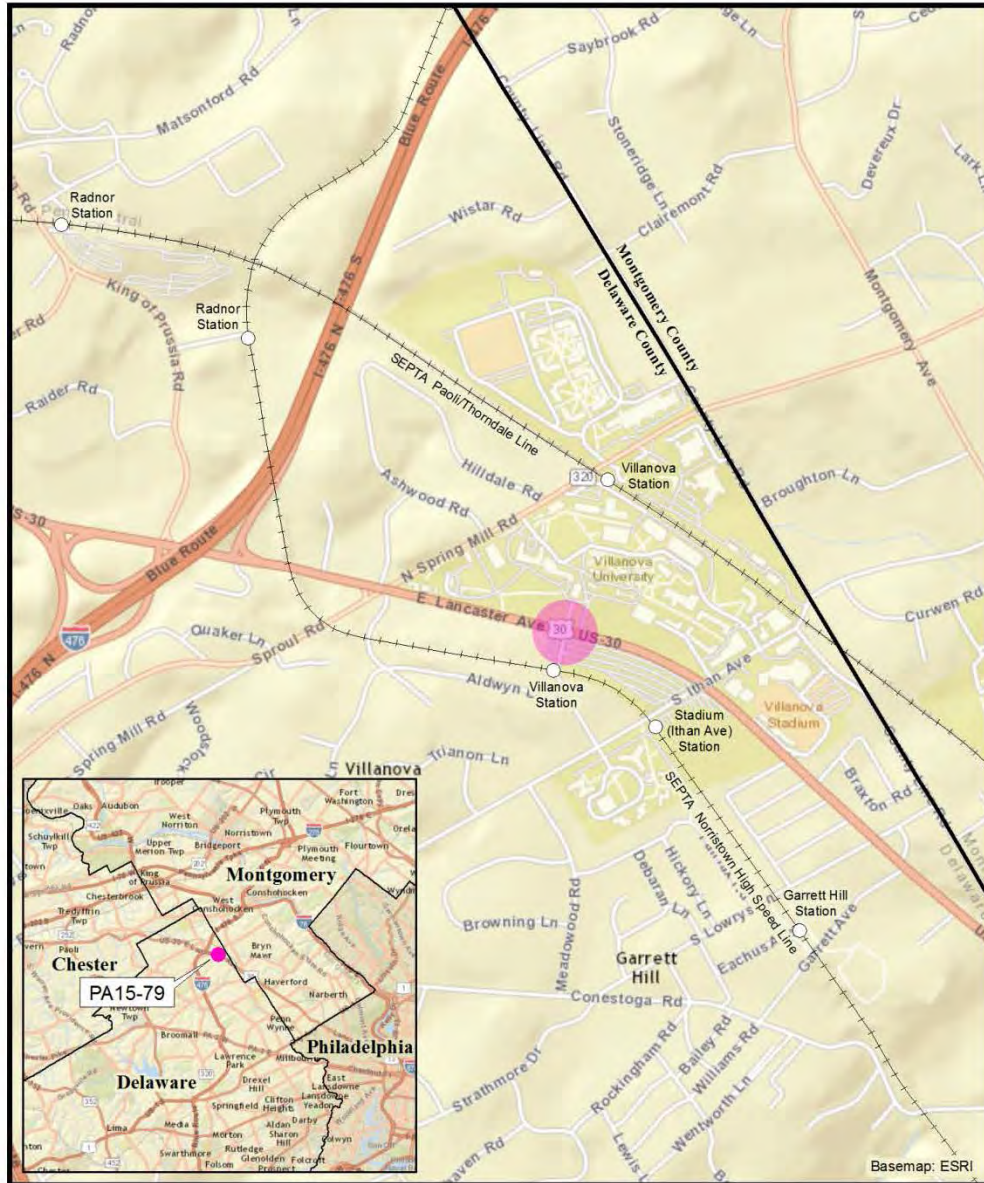


Villanova Pedestrian Bridge

Delaware County / Add Proposed New Project

- ▶ Amend the PA TIP by adding a new \$4,500,000 State Transportation Infrastructure Investment Fund (TIIF) project, to the PA TIP for FY16 (\$3,000,000) and FY17 (\$1,500,000) CON.
- ✓ Construct a pedestrian bridge between SEPTA's NHSL Villanova Station over US 30 to Villanova Chapel
- ✓ High level ADA compliant
- ✓ Relocation of existing signalized intersection and adding turn lanes on US 30 at the relocated driveway
- ✓ Pedestrians currently cross US 30 which is a 4-lane arterial that is adversely affected by high traffic volumes, peak-hour congestion, and high-volume pedestrian crossings.

PA15-79: US 30 at Villanova Pedestrian Bridge



Proposed TIP Actions | PA

Amend PA TIP for the following project:

Villanova Pedestrian Bridge, Delaware County

- ▶ Adding a new \$4,500,000 State Transportation Infrastructure Investment Fund (TIIF) project, to the PA TIP for FY16 (\$3,000,000) and FY17 (\$1,500,000) CON.

Source: Mainline Media News (Michael Price, April 16, 2014)





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP



NEWTON LAKE TRAIL FEASIBILITY STUDY



Regional Transportation Committee
March 8, 2016

Study Area



This project studied the feasibility of completing a trail along the southern side of Newton Lake Trail in the Borough of Oaklyn in Camden County, New Jersey.

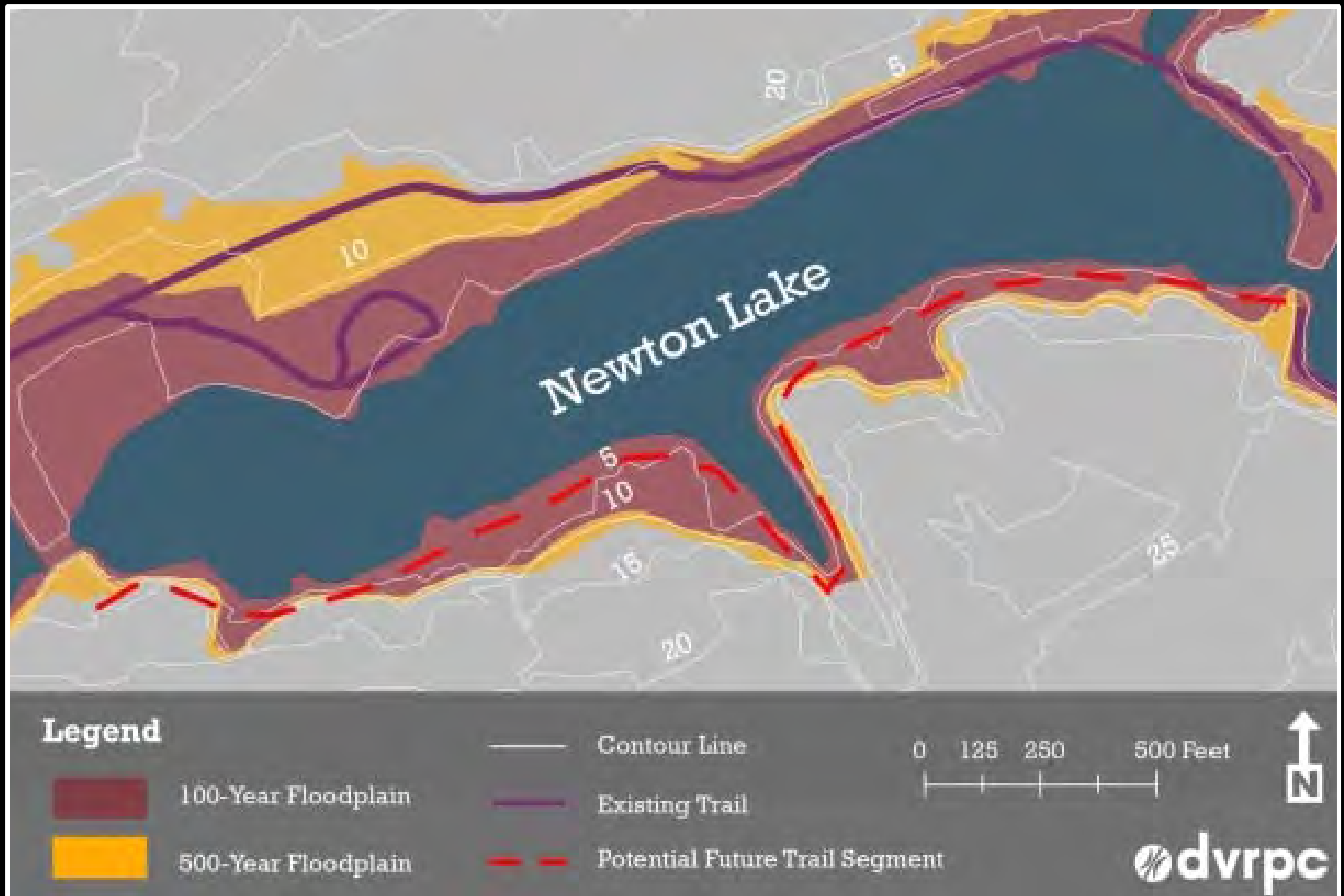
Park Character



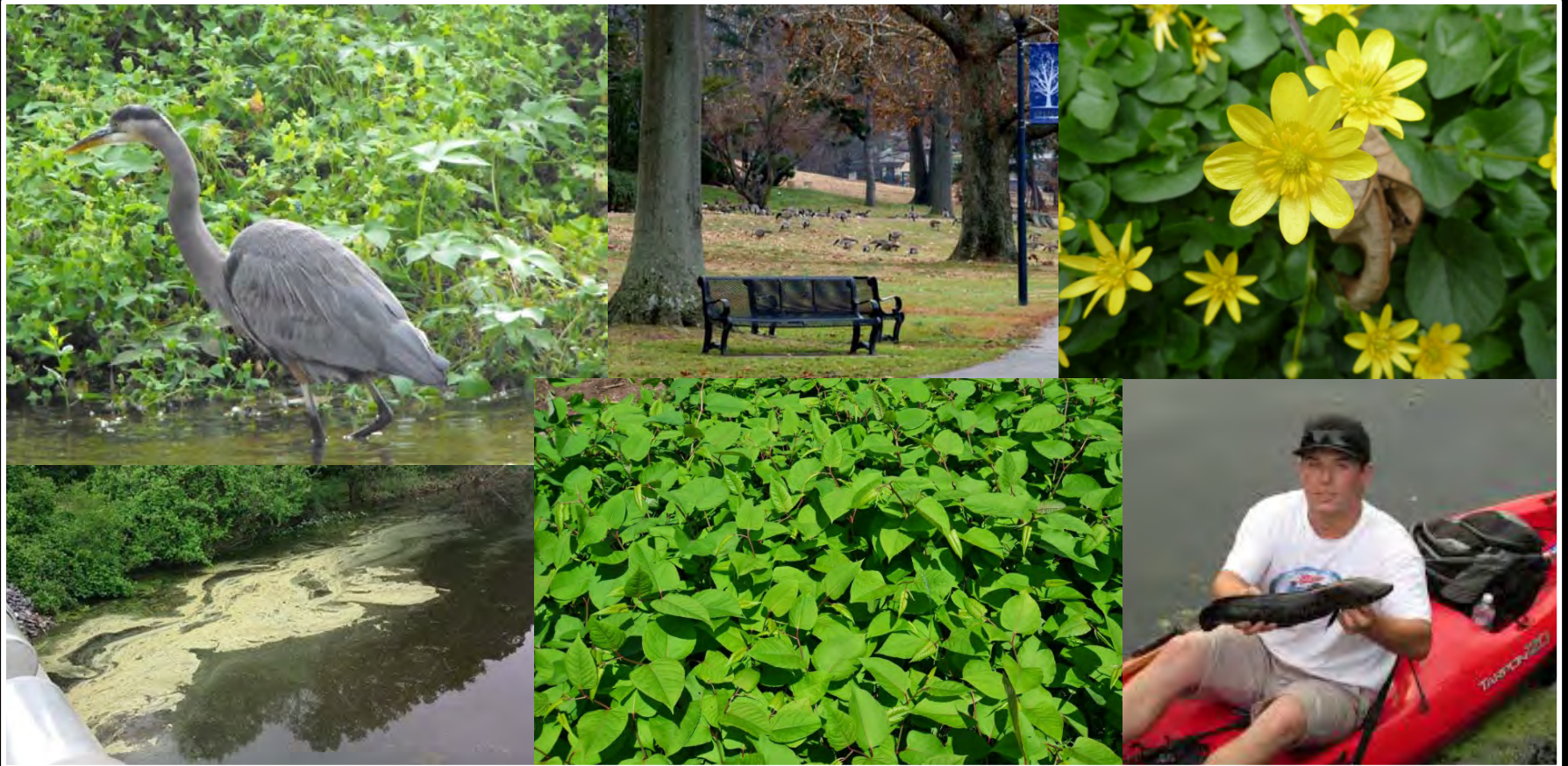
Land Use



Floodplains + Topography



Environmental Conditions



Trail Area Conditions



Connector Streets: White Horse Pike



Connector Streets: Lakeview Avenue



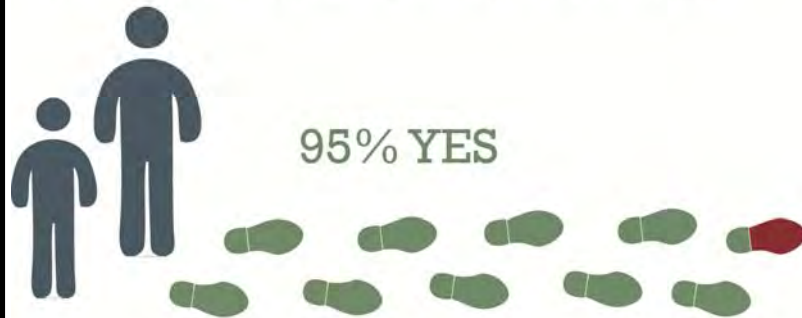
Connector Streets: Bettleground Avenue



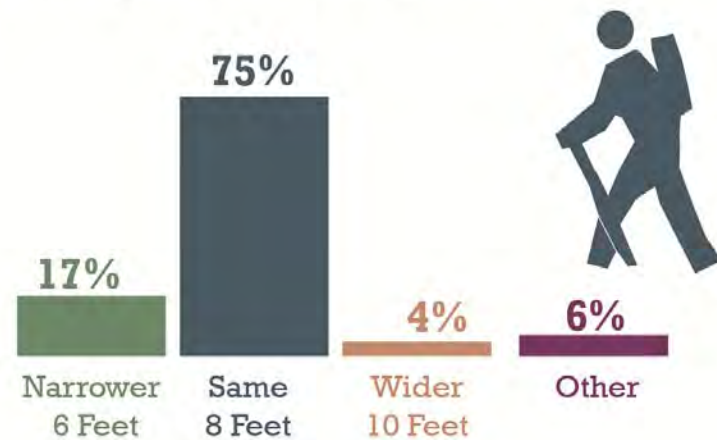
Survey Results

354 total responses in the two week period

Trail Continuation: Do you want to see a continuation of the Newton Lake Trail between White Horse Pike and Bettewood Avenue?



What type of trail should it be?



Community Meeting



- Edge Treatments
- Lighting
- Trespassing / Safety
- Environmental Degradation / Wildlife

Assets



Constraints



Opportunities

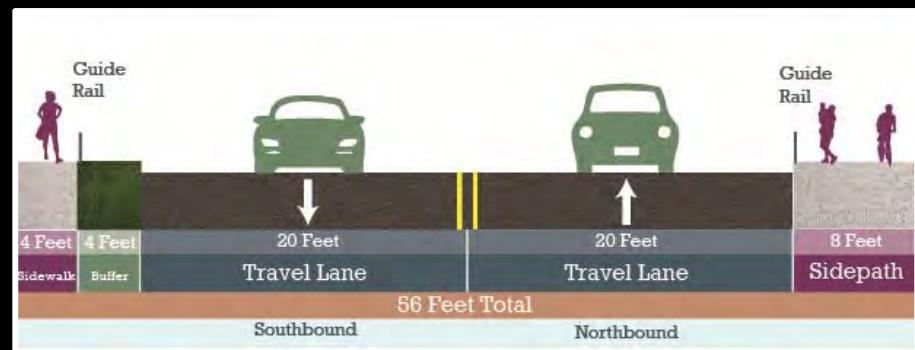
- **Analyze and act on environmental concerns**
- **Provide ADA access**
- **Create a continuous loop around the lake**
- **Work with residence and engage support**



Baseline Design



White Horse Pike Connector Street



Lakeview + Bettleground Avenues



Baseline + Optional Amenities



Baseline + Optional Amenities



Baseline + Optional Amenities



Funding

Bikeway Grant Program

Program Administrator	Funding Type	Deadline
New Jersey Department of Transportation	Federal	Varies
Summary	Types of Projects	
Funds projects that promote bicycling as an alternative mode of transportation.	Priority is given to construction of new bike trails; however, the proposed construction or delineation of any new bicycle facility will be considered.	
Matching		
20% match is required		
Application Process		
Who can apply? Federal, state, county, and local governments; nonprofit organizations		
Process Apply to the program via New Jersey's SAGE website		
Amounts		
Annual Total	\$1 M statewide (FY 15)	Typical Allotments Up to \$24,000
Website http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm		

Recreational Trails Program

Program Administrator	Funding Type	Deadline
New Jersey Department of Environmental Protection	Federal	Varies
Summary	Types of Projects	
Funds to improve access to open space and provide additional biking and hiking opportunities.	<ul style="list-style-type: none"> · Maintenance and restoration of existing recreational trails · Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails · Purchase and lease of recreational trail construction and maintenance equipment · Construction of new recreational trails in existing parks or in new rights-of-way · For non-motorized use only, acquisition of easement and fee simple title to property for recreational trails 	
Matching		
20% match is required		
Application Process		
Who can apply? Government Agencies and Nonprofit Organizations		
Process Obtain and submit the application from the NJ DOT website		
Amounts		
Annual Total	\$2.2 M	Typical Allotments Up to \$24,000
Website http://www.state.nj.us/dep/parksandforests/natural/trail_grants.htm		

Next Steps

Steps	Timeline	Actor	Community Involvement
1. Secure Funding*	6 Months	Camden County	
2. Design and Engineering	1—3 Years	Camden County, NJ DOT	✓
3. Construction	2—4 Years	Camden County, NJ DOT	✓
4. Maintenance	Ongoing	Camden County	✓
5. Monitoring and Performance Measures	Ongoing	Camden County	✓



Update on Air Quality Initiatives

Regional Technical Committee

February 8, 2016

Overview

- Delaware County Non-Attainment Area
- City of Chester HDV Routes
- Landside Port Emissions Inventory
- Funding Opportunities

Delaware County NAA

- 2012 Annual PM_{2.5} Std.
- Monitor is located on property of point source (Silica products + fugitive dust)
 - NE winds contribute to issue
 - Facility meets permitted emissions
- DEP Conclusion: Monitor is likely being influenced by local source

Growth in Goods Movement



Growth in Goods Movement

1-21 Norris St
Chester, PA 19013 – approximate address
Street View - May 2012



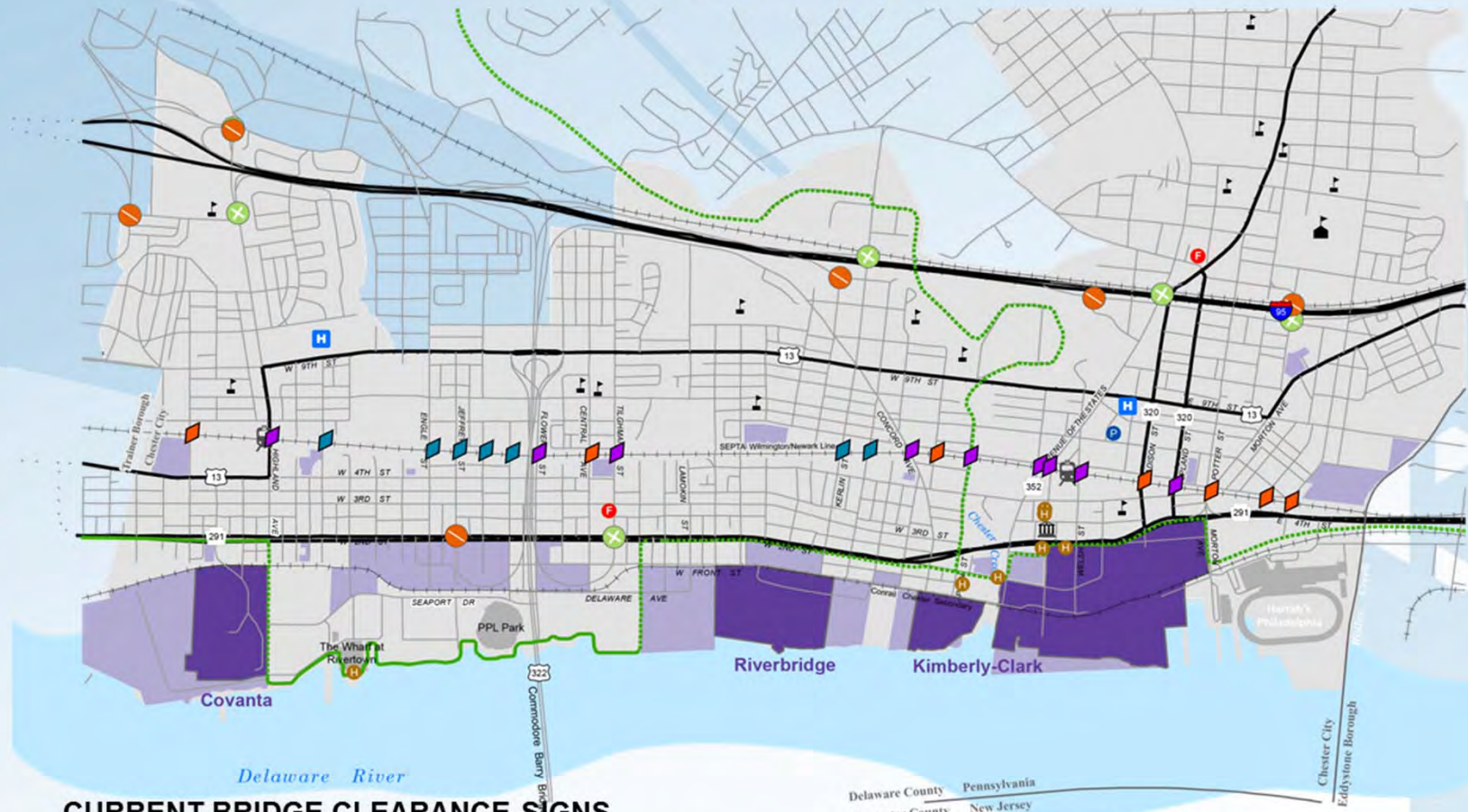
Resolution

- DEP installing speciation monitor in Marcus Hook to confirm issue is with monitor placement
- Federal process and approvals to move monitor
- Most recent monitoring data (2013-2015) shows Delaware County meeting 2012 PM_{2.5} Standard
- Pa DEP preparing Maintenance Plan
- Plan to move monitor is proceeding

Chester City Heavy Duty Vehicle Routes

- FHWA Professional Development Assignment (January – February 2016)
- Worked with the City of Chester
 - Reviewed Studies
 - Held two stakeholder meetings
 - Developed short term recommendations
- Presented findings to DVRPC Board and City of Chester stakeholders

Chester City Heavy Duty Vehicle Routes



CURRENT BRIDGE CLEARANCE SIGNS

- ◆ Eastbound and westbound signs vary, where one is advanced and the other is near or on the bridge.
- ◆ On or near the bridge.
- ◆ Advanced warning.

Location Criteria:

- +On All Amtrak Bridges.
- + Establish Advanced Warning Locations for all Amtrak Bridges.
- +On Bridge Height Clearance signs for all Amtrak Bridges.

Landside Port Emissions Inventory

- DVRPC Board approved contract for Starcrest LLC to conduct Landside PEI.
 - Competitive RFP
 - Basis for reducing emissions from Goods Movement sector
- Landside Equipment
 - CHE, Trucks, Locomotives
 - Within DVRPC transportation function
 - Funding, infrastructure, coordination

Landside Port Emissions Inventory

- Funding available until June 30, 2015.
- Realistic picture of emissions from sector
- Basis for funding applications
- Camden and Philadelphia Counties
 - Constricted timeframe
 - >50% of facilities
 - Strong public authorities (PRPA and SJPC)

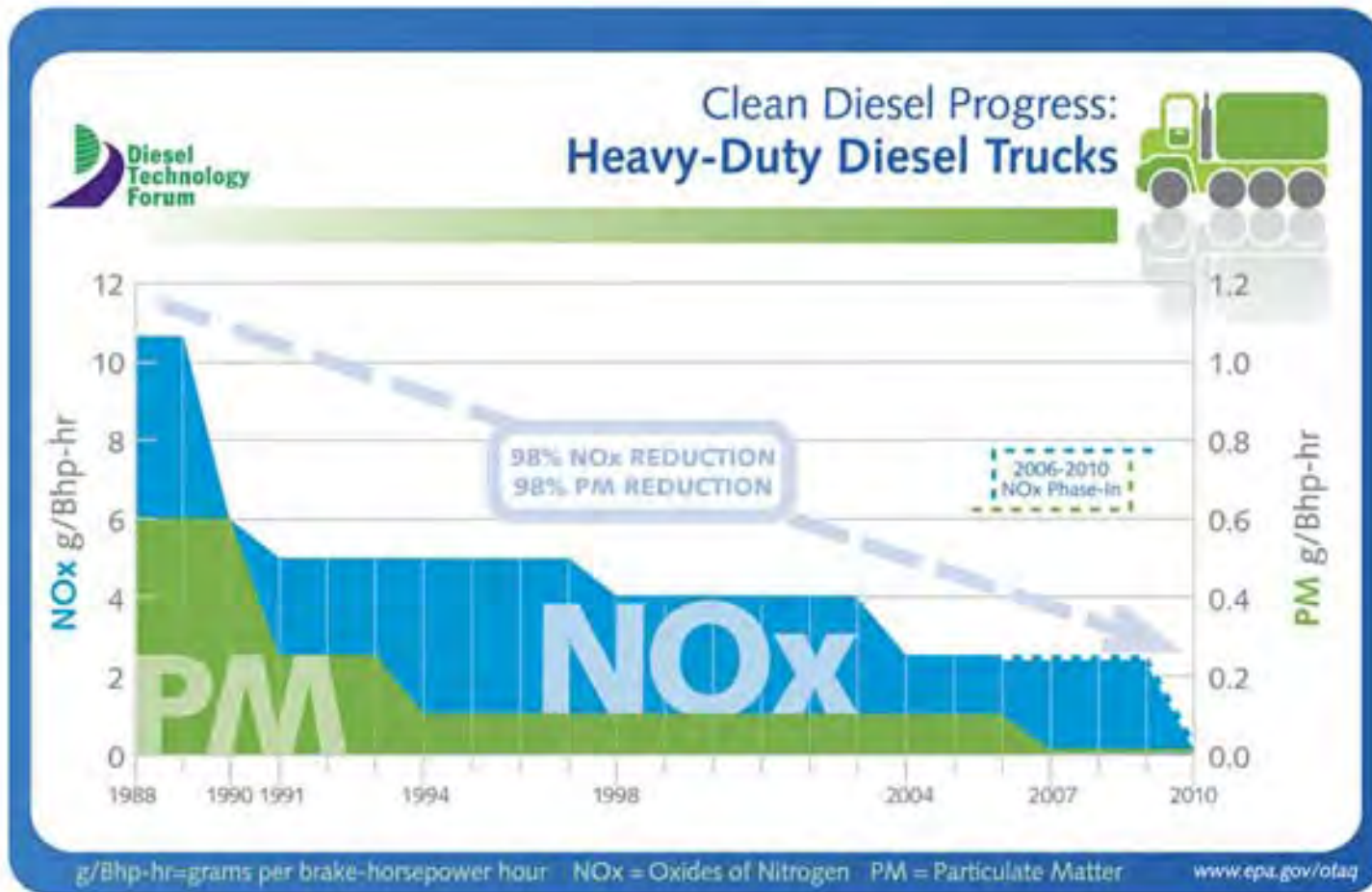
Landside Port Emissions Inventory



CHARLES DANKO PHOTO



Diesel Engine Standards



Funding Opportunities

- CMAQ (PA Counties)
 - \$20 Million for projects that improve air quality and reduce congestion
- Resulting projects will have quantified AQ benefits
- Open funding round is FHWA “Best Practice”
- Application closes April 21 with Board approval in July 2016

Funding Opportunities

- Diesel Emissions Reduction Act
 - \$1.8 Million EPA Region II
 - \$2.7 Million EPA Region III
- Diesel engine replacement for Goods Movement
- Currently working with MARAMA to ID Fleets
 - \$30K down payment for new (MY 2010) truck
 - Scrap old truck
 - MARAMA to manage program



Questions

Sean Greene
Manager, Air Quality
Programs
sgreene@dvrpc.org

FY 2017 Pennsylvania
Transportation Management
Association Assistance
Grant Program

*Presentation to
the DVRPC RTC
March 8, 2016*



FY 2017 Pennsylvania TMA Assistance Grant Program

- Program initiated in 1995
- \$192,000 CMAQ available per qualified TMA (20% cash match required)
- Funding dedicated for two FYs beginning with FY2017

PennDOT Application Requirements – Each TMA must:

- have formal organizational structure, Strategic Plan in place
- verify adequate non-grant funding to meet match requirement
- demonstrate membership of both public and private sector entities
- meet work scope requirements as determined by the DVRPC PA TMA Policy Committee
- establish performance measures and goals for grant tasks

FY 2017 Program Elements :

As selected by DVRPC TMA Policy Committee:

- 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
- Promote other alternate commute methods as appropriate
- Act as coalition builders and advocates for regional transportation programs and capital projects
- Act as liaison between PennDOT and the local business community for Construction Project Mitigation efforts

FY 2017 TMA Performance Reports

- As of FY16, TMAs must have goals for their performance report elements (“measurables”)
- Certain data reported is consistent across all TMAs, allowing aggregation into one annual report
- TMAs use DVRPC-created reporting function for monthly activities PennDOT’s consultant uses this data to determine the aggregate annual AQ program benefits
- Narratives of monthly activity are also provided beyond statistics reported

Application Process

Annual TMA Process Timeline

October (2015): DVRPC PA TMA Policy Committee meets with PennDOT to determine each year's application requirements

November: PennDOT sends applications to TMAs

January (2016): TMAs submit draft scopes

February: Policy Committee, PennDOT and DVRPC staff review scopes; presentation to RTC (Information Item); comment period

March: Comments incorporated, full applications submitted, present to and gain approval by RTC and Board; PennDOT begins contract prep

FY 2017 Applicants

The following TMAs have submitted applications:

- Bucks County TMA: \$ 192,000
- TMA of Chester County: \$ 192,000
- Delaware County TMA: \$ 192,000
- Greater Valley Forge TMA: \$ 192,000
- Partnership TMA: \$ 192,000
- Central Phila. TMA: \$ 192,000
- Program Total **\$1,152,000 for FY17**
(\$921,600 CMAQ; \$230,400 TMA Match)

Action Requested

The RTC recommend that DVRPC Board approve the FY2017 TMA Assistance Grant applications for a total of \$1,152,000 and forward this approval to PennDOT.