



Transportation  
Improvement  
Program



TIP

# TIP Actions

## Transportation Improvement Program

Pennsylvania TIP (FY2017-2020)

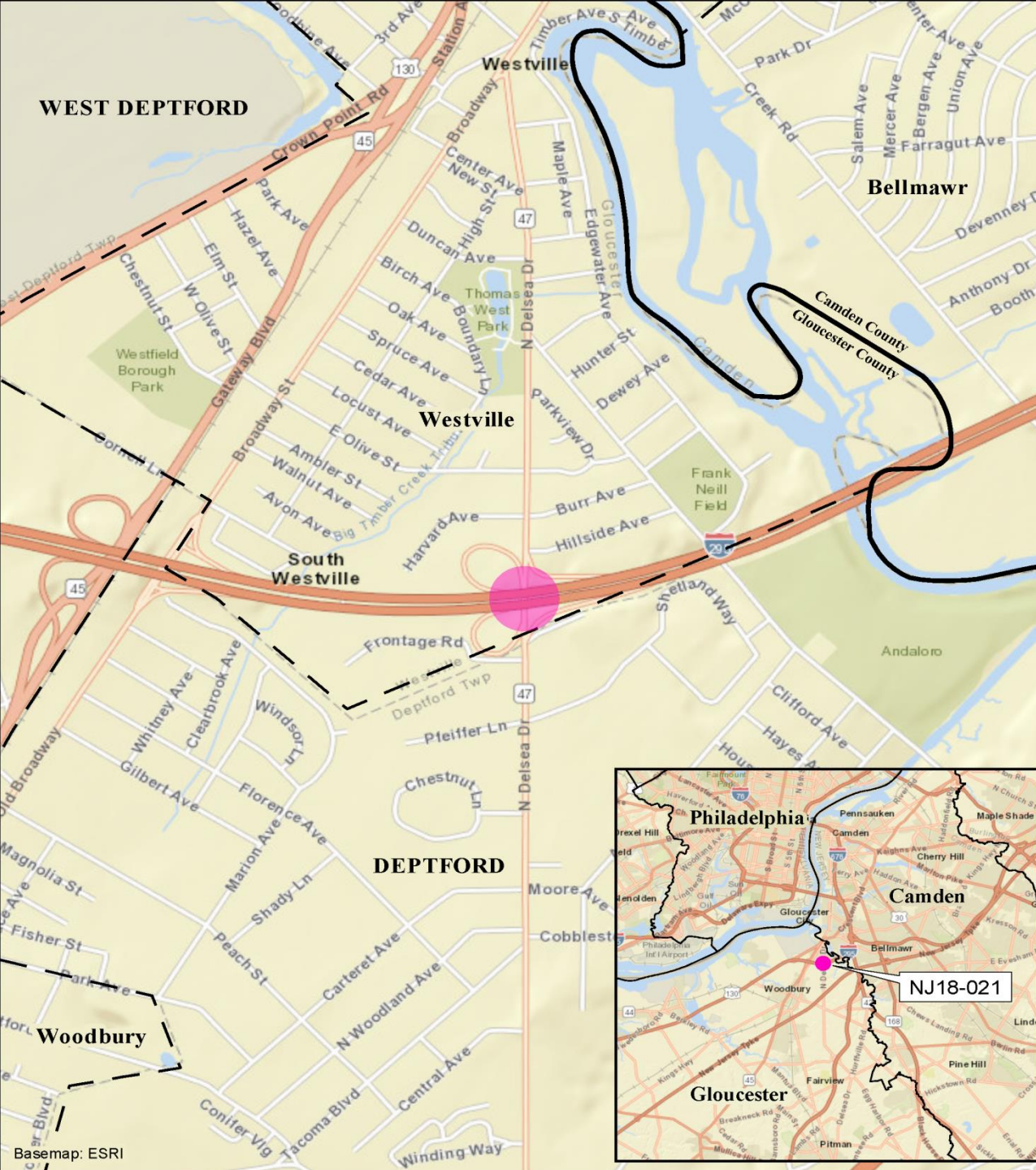
New Jersey TIP (FY2018-2021)

*May 2018*

## Route 47, Bridge over Route 295

*Gloucester County | Remove CON from Project / Add CON to Bridge Deck / Superstructure Replacement Program Line Item*

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
  - Shift \$6,900,000 STBGP funded FY18 CON phase from Route 47, Bridge over Route 295 project to line item;
  - Fund CON in FY18 with NHPP funds
- ▶ **Reasons:**
  - Route 47 bridge project currently does not have State FY2019 Capital Program authority to make the authorization.



-Located in Westville  
Borough

-Superstructure will  
be replaced

# TIP Action | Proposed – NJ

*Amend the NJ TIP for the Following Projects:*

## **a. Route 47, Bridge over Route 295**

That the RTC Recommend that the Board approve amending the TIP by:

- Removing the \$6,900,000 STBGP funded FY18 CON phase from the Route 47, Bridge over Route 295 project
- Adding the project's CON to the Bridge Deck/Superstructure Replacement Program line item for \$6,900,000 NHPP in FY18



# **PennDOT Automated Red Light Enforcement (ARLE)**

## **Various Projects**

*Various Counties | Approve Selections and Add to TIP*

- ▶ **Action Type:** Approve Selected Projects & TIP Amendment
- ▶ **Action:**
  - Approve 9 ARLE projects totaling \$3,962,000 of State 244 funds and add to the TIP
  - Funding is from ARLE Round 6 (2016 Funding)
  - Additional funds to the region
- ▶ **Reason:**
  - ARLE program targets high crash intersections with use of automated system to record red light violations.
  - Violators are fined and funds are distributed by way of grant program for eligible safety improvements statewide.

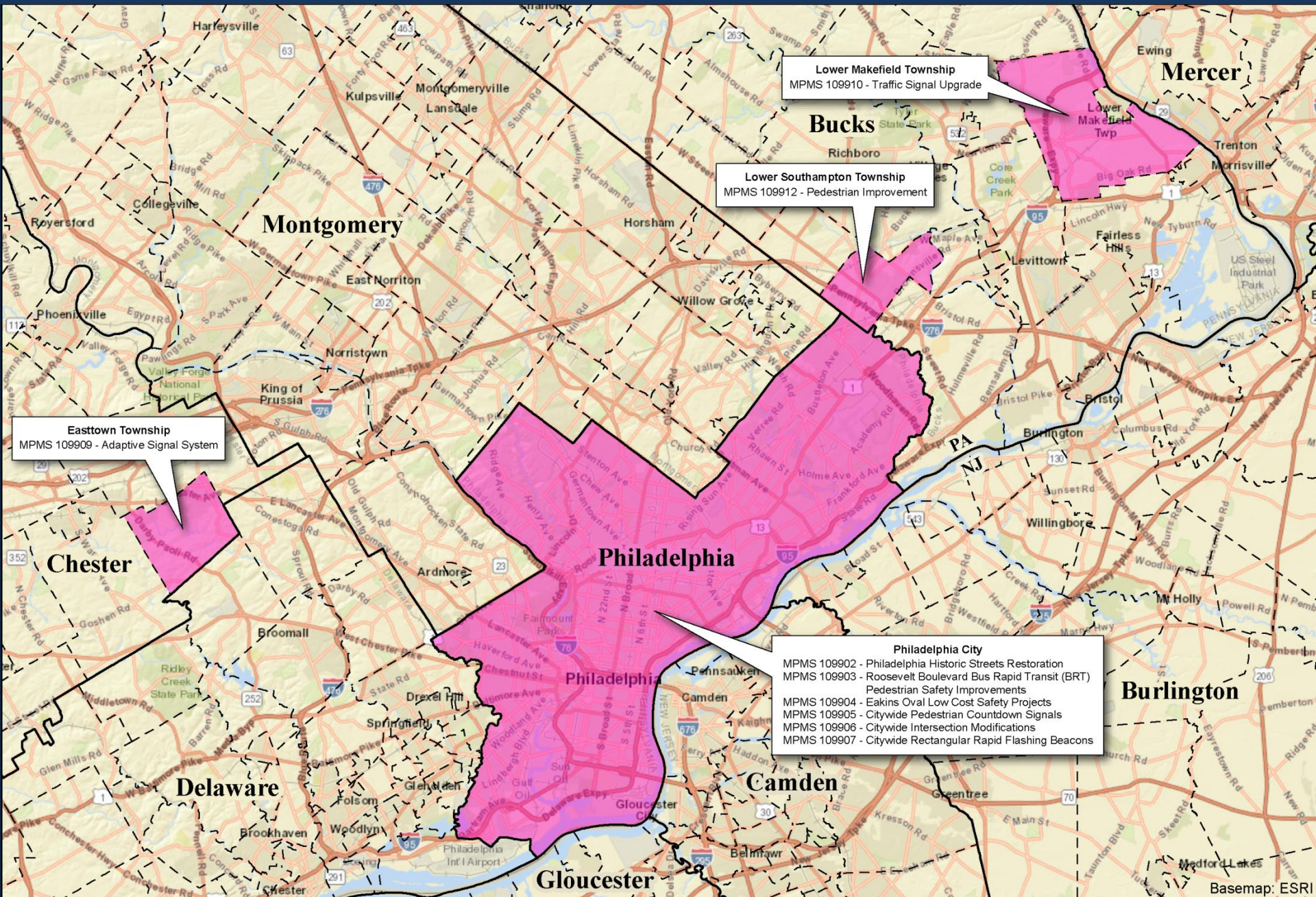
# PennDOT Automated Red Light Enforcement (ARLE)

## Various Projects

*Various Counties | Approve Selections and Add to TIP*

### ► **Background:**

- Round 6 (2016 funding) – *additional awards*
- DVRPC Region initially awarded and approved \$3,641,000 to advance 11 projects.
- This action includes an additional \$3,962,000 to advance 9 projects.



**Lower Makefield Township**  
MPMS 109910 - Traffic Signal Upgrade

**Lower Southampton Township**  
MPMS 109912 - Pedestrian Improvement

**Easttown Township**  
MPMS 109909 - Adaptive Signal System

**Philadelphia City**  
MPMS 109902 - Philadelphia Historic Streets Restoration  
MPMS 109903 - Roosevelt Boulevard Bus Rapid Transit (BRT)  
MPMS 109904 - Eakins Oval Low Cost Safety Projects  
MPMS 109905 - Citywide Pedestrian Countdown Signals  
MPMS 109906 - Citywide Intersection Modifications  
MPMS 109907 - Citywide Rectangular Rapid Flashing Beacons

County	Project Sponsor	Project Title	Award Amount
Bucks	Lower Makefield Twp.	Lower Makefield Traffic Signal Upgrade	\$260,000
	Lower Southampton Twp.	Lower Southampton Pedestrian Improvement	\$149,000
Chester	Easttown Twp.	Easttown Adaptive Signal System	\$553,000
Philadelphia	City of Philadelphia	Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements	\$300,000
		Philadelphia Historic Streets Restoration	\$200,000
		Citywide Rectangular Rapid Flashing Beacons	\$500,000
		Citywide Intersection Modifications	\$1,200,000
		Citywide Pedestrian Countdown Signals	\$500,000
		Eakins Oval Low Cost Safety Projects	\$300,000
Total			\$3,962,000

# TIP Action | Proposed – PA

*Approve Selected ARLE Projects and Add to TIP*

## b. PennDOT Automated Red Light Enforcement (ARLE)

That the RTC Recommend that the Board approve amending the TIP by:

- Approving the 9 selected projects totaling \$3,962,000 of State 244 funds;
- Add the 9 projects to the TIP

Note: Additional funds to the region



# City ADA Ramps Project

## *City of Philadelphia | Low Bid Construction Cost Decrease*

### ▶ **Action Type:** TIP Amendment

### ▶ **Action:**

- Decrease construction funding by total of \$5,419,000:  
\$855,000 STP/ \$214,000 Local in FY18.  
\$3,480,000 STU/ \$870,000 Local in FY19.
- Construction phase will now total \$3,281,000.

### ▶ **Reasons:**

- Low bid cost savings – Funds returned to the region.
- Decrease does not represent change in project's scope.

# TIP Action | Proposed – PA

*City of Philadelphia | Decrease Construction Funding*

## c. City ADA Ramps Project

That the RTC Recommend that the Board approve amending the TIP by:

- Decrease construction funding by \$5,419,000:  
\$855,000 STP/ \$214,000 Local in FY18.  
\$3,480,000 STU/ \$870,000 Local in FY19.



# Frankford Avenue Study

*City of Philadelphia | Add New Study to the TIP*

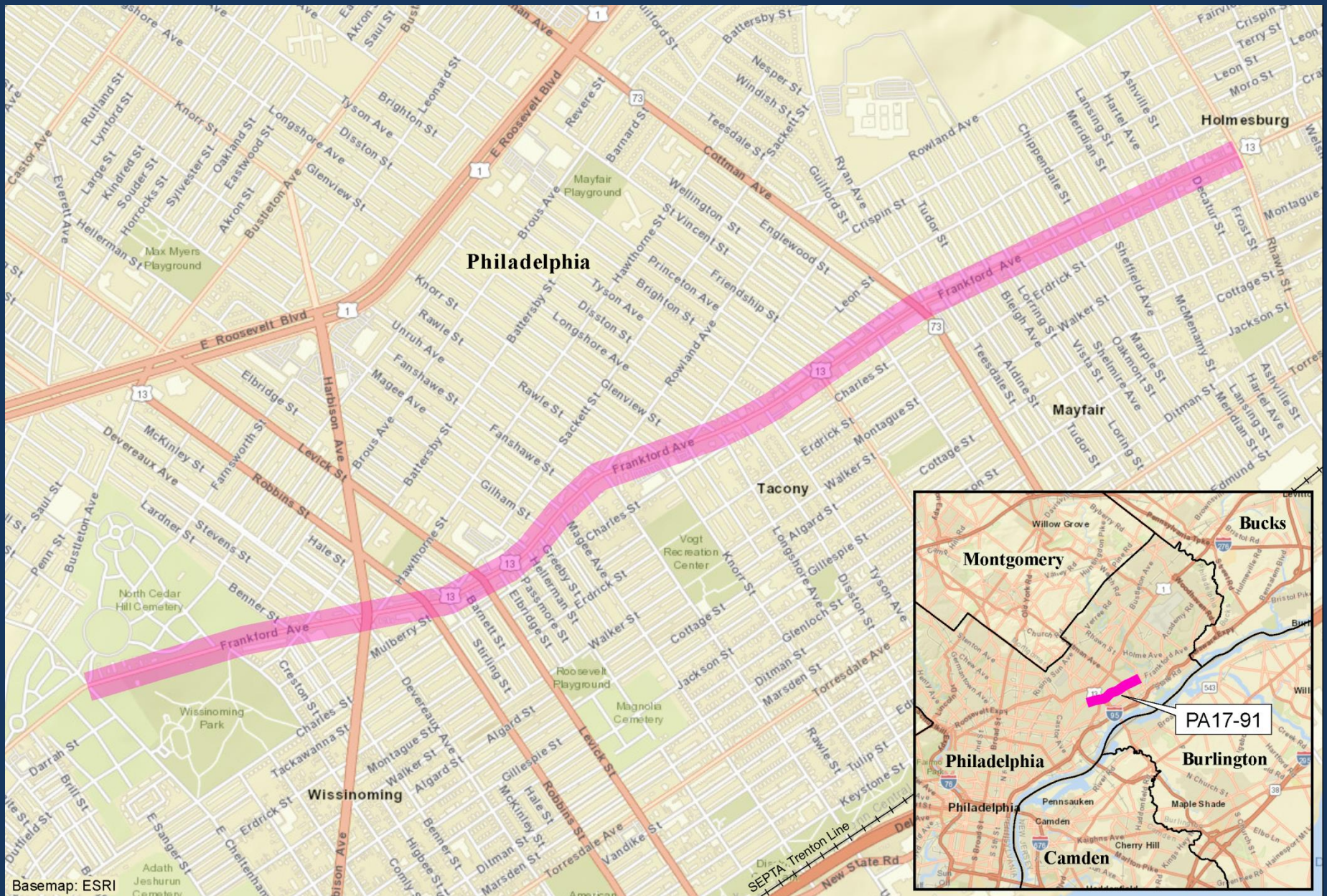
▶ **Action Type:** TIP Amendment

▶ **Action:**

- Add a new project to the TIP for STUDY in FY19.
- Funded by \$300,000 State 581.

▶ **Reasons:**

- Current configuration of Frankford Avenue between Cheltenham Ave. and Rhawn St. allows for high speeds, has few pedestrian crossings, lacks consistently maintained sidewalks, and has little infrastructure for bicyclists.
- Minimal stormwater management.
- Abundance of curb cuts and commercial loading areas in the right-of-way.



# TIP Action | Proposed – PA

## *Add New Study to the TIP*

### **d. Frankford Avenue Study**

That the RTC Recommend that the Board approve amending the TIP by:

- Adding the new Frankford Avenue Study project to the TIP for STUDY in FY19
- Funded by \$300,000 State 581





Transportation  
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Program

TIP

# Thank You!

[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)



# Regional Streetlight Procurement Program

*Liz Compitello*  
*Senior Research Analyst*  
*Office of Smart Growth*  
*05/08/18*

# Regional Streetlight Procurement Program

## 35 municipalities in southeastern PA

- Pooled procurement and finance
- >24,000 streetlights converted
- 15%-30% savings on products and labor
- \$16 million in net savings over 20 years

## Status

- Construction is 95-99% complete
- “Measurement and Verification” launching

Interest in launching a second round of the program

# Seed Funding for RSLPP Round 2

To support round 2 of the RSLPP, DVRPC seeks seed funding (\$120,000) through the Pennsylvania State Energy Plan (PA Department of Environmental Protection). DVRPC hopes to work with at least 15 municipalities in this second round and recoup the majority of this funding through user fees.

## **Seed funding will be used to**

1. Hire a design services professional to prepare preliminary audits (\$75,000)
2. Hire a legal/contracts advisor to assist with contract development (\$45,000)

DVRPC staff time to develop and manage the RSLPP included in the Smart Growth Work Program Area. DVRPC will also develop a lessons learned and best practices guide for PA DEP.

## Requested Action

That the Regional Technical Committee recommend Board approval of the Regional Streetlight Procurement Program Seed Fund, contingent on approval of the funding from PA DEP.

# Thank you

Liz Compitello  
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215.238.2897

# **TRANSPORTATION PERFORMANCE MEASURES: CMAQ CONGESTION TARGETS**

**RTC  
5.8.2018**

# MAP-21/FAST ACT PERFORMANCE MEASURES

- **Safety (PM1)** (Number & Rate of Fatalities; Number & Rate of Serious Injuries; Number of Non-Motorized Fatalities and Serious Injuries)
- **Infrastructure (PM2)**
  - **Pavement Condition** (% of Interstate and Non-Interstate NHS Pavement in Good Condition; in Poor Condition)
  - **Bridge Condition** (% of NHS Bridges Classified as Good; Classified as Poor)
- **System Performance (PM3)**
  - **NHS** (% of Person-Miles Traveled on the Interstate/Non-Interstate System that are Reliable)
  - **Freight** (Truck Travel Time Reliability Index)
  - **CMAQ**
    - **Emissions**
    - **Congestion**
      - Percentage Non-SOV Travel
      - Annual Peak Hour Excessive Delay per Capita
- **Transit**
  - **Assets** (% of Revenue/Non-Revenue Vehicles that Have Met or Exceeded Useful Life Benchmark; % of Assets with Condition Rating Below 3.0 on TERM)
  - **Safety**

# MAP-21/FAST ACT PERFORMANCE MEASURES

## MAP-21/FAST Act Performance Measures

- **Safety (PM1)** (Number & Rate of Fatalities; Number & Rate of Serious Injuries; Number of Non-Motorized Fatalities and Serious Injuries)
- **Infrastructure (PM2)**
  - **Pavement Condition** (% of Interstate and Non-Interstate NHS Pavement in Good Condition; in Poor Condition)
  - **Bridge Condition** (% of NHS Bridges Classified as Good; Classified as Poor)
- **System Performance (PM3)**
  - **NHS** (% of Person-Miles Traveled on the Interstate/Non-Interstate System that are Reliable)
  - **Freight** (Truck Travel Time Reliability Index)
  - **CMAQ**
    - **Emissions**
    - **Congestion**
      - **Percentage Non-SOV Travel**
      - **Annual Peak Hour Excessive Delay per Capita**
- **Transit**
  - **Assets** (% of Revenue/Non-Revenue Vehicles that Have Met or Exceeded Useful Life Benchmark; % of Assets with Condition Rating Below 3.0 on TERM)
  - **Safety** (# and Rate of Reportable Fatalities, Injuries, and Safety Events per Total Veh. Rev. Miles; Mean Distance Between Major Mechanical Failures)

# WHAT WE NEED TO DO

## **PM Requirements for States & MPOs**

- Set Targets & Report on Progress
- Incorporate Measures into the Planning Process
- Develop Agreements

# IMPLEMENTATION TIMELINE

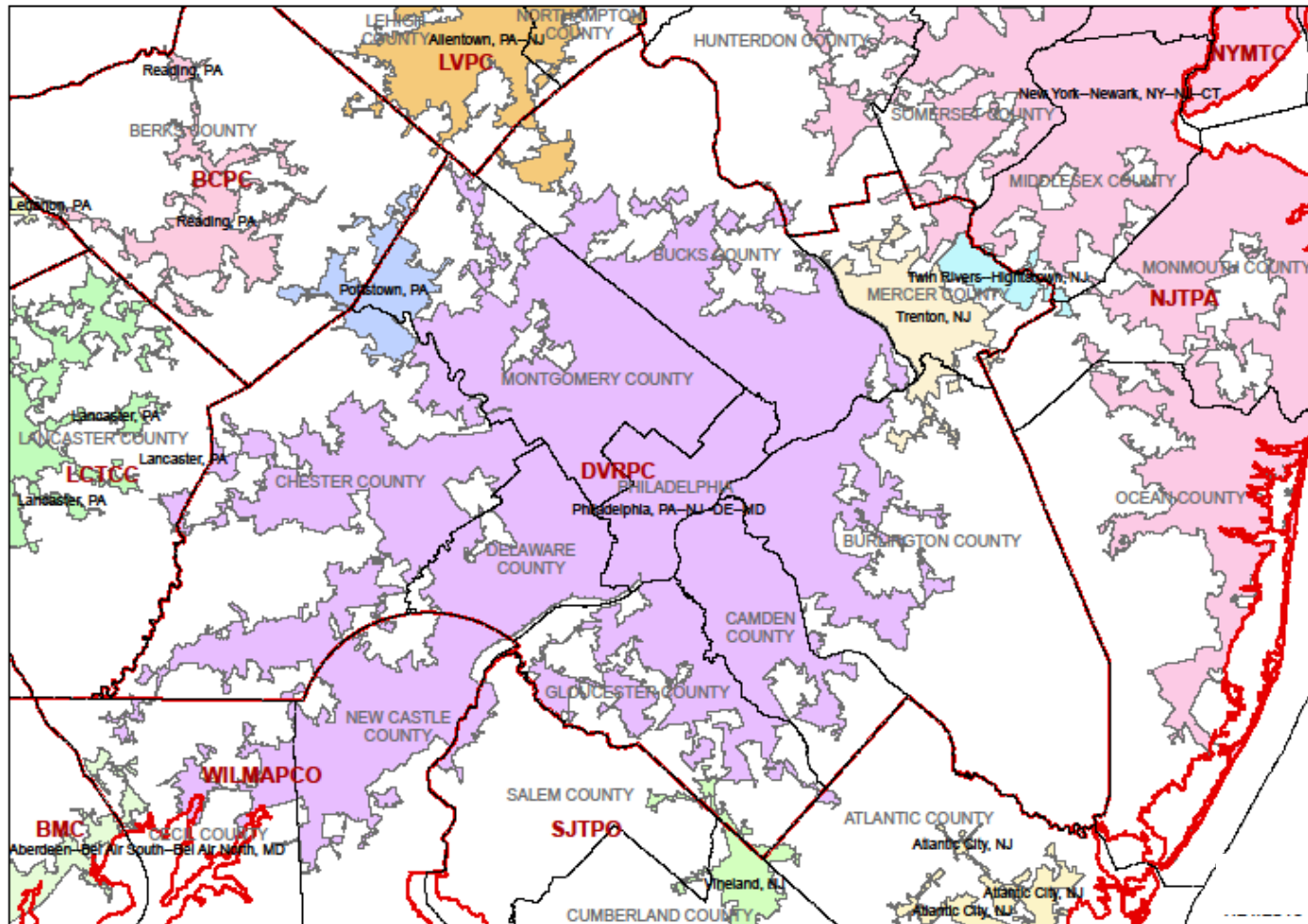
Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	Inclusion in MPO and State DOT LRTP & TIP/STIP	Agreements
Safety Performance Measures	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018	May 27, 2018
Infrastructure Performance Measures	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019	May 20, 2019
System Performance Measures	May 20, 2017	<b>May 20, 2018</b>	<b>No later than 180 days after the State(s) sets targets</b>	Updates or amendments on or after May 20, 2019	May 20, 2019

# CMAQ CONGESTION TARGETS

For the NHS in urbanized areas with a population over 1 million for the first performance period (200,000 thereafter) that are also in nonattainment or maintenance areas for ozone ( $O_3$ ), carbon monoxide (CO), or particulate matter ( $PM_{10}$  and  $PM_{2.5}$ )

- **Percentage Non-SOV Travel**
- **Annual Peak Hour Excessive Delay (PHED) per Capita**

# URBANIZED AREAS AND MPO BOUNDARIES



# MULTI-AGENCY COORDINATION

## **Philadelphia, PA-NJ-DE-MD Urbanized Area**

- 4 States
- 5 MPOs
  - DVRPC
  - Lancaster County TCC
  - NJTPA
  - SJTPO
  - WILMAPCO

## **New York, NY-NJ-CT Urbanized Area**

- 3 States
- 5 MPOs (including DVRPC)

**Starting in 2022, we will have to coordinate for the Allentown and Trenton UAs**

# PERCENTAGE NON-SOV TRAVEL

- Measurement of non-SOV travel, including car/vanpool, public transportation, walking, bicycling, and telecommuting.

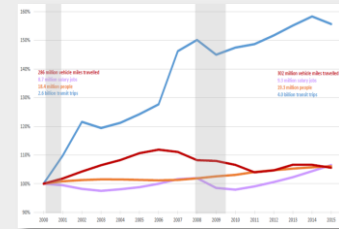
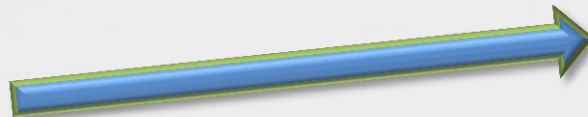
Three options to calculate modal share:

- 1) ACS Journey-to-Work Data
- 2) Localized Surveys
- 3) Volume/Usage Counts for Each Mode

# NON-SOV TRAVEL CONSIDERATIONS TO CHOOSE TARGETS

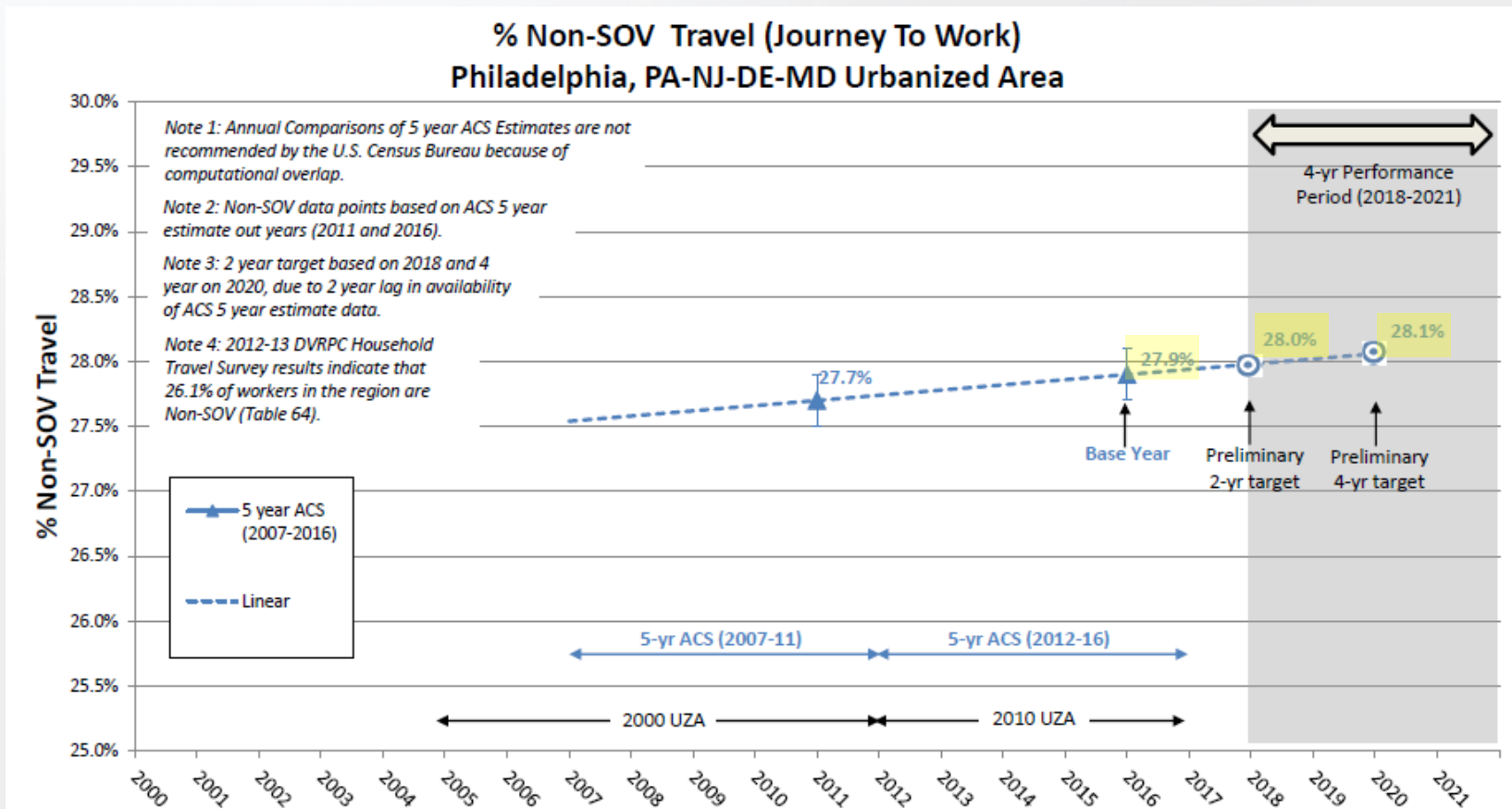
## Partners Are Taking Into Account

- **Goals**
  - For Public Transit, Ridesharing, Walking, Biking
- **Trends**
  - Recent / Long-Term
  - Population, Jobs, Traffic, Ridership, Ridesharing
- **Constraints**
  - Public Transit Capacity
  - Limited Impacts from Current Projects
- **Uncertainty**



# PHILADELPHIA PA-NJ-DE-MD URBANIZED AREA

## Non-SOV Travel Target Setting



# PHILADELPHIA PA-NJ-DE-MD URBANIZED AREA

## Non-SOV TARGETS



### Philadelphia, PA-NJ-DE-MD Urbanized Area *Non-SOV Travel*

2012-2016	27.9%	Baseline
2016-2018	28.0%	2-Year Target
2016-2020	28.1%	4-Year Target



# NEW YORK NY-NJ-CT URBANIZED AREA

## NON-SOV TARGETS



### New York, NY-NJ-CT Urbanized Area *Non-SOV Travel*

2012-2016	51.6%	Baseline
2016-2018	51.6%	2-Year Target
2016-2020	51.7%	4-Year Target



# ANNUAL PHED PER CAPITA

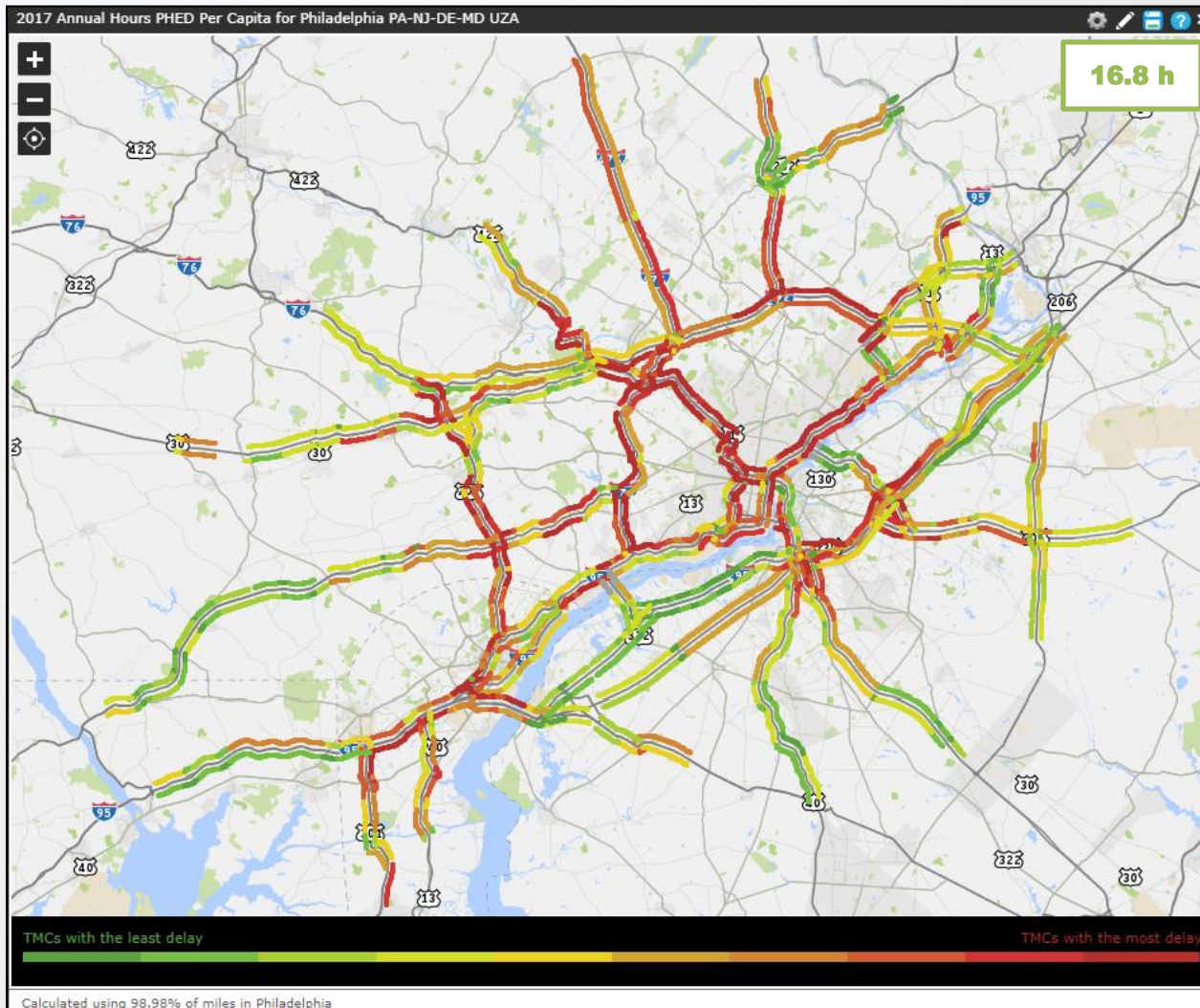
- **Annual**
  - Delay experienced over the entire calendar year
- **Peak Periods**
  - Weekdays: 6-10 am, 3-7 pm
- **Excessive Delay**
  - Extra time spent traveling due to extreme congestion (<60% speed limit/20mph)
- **Per Capita**
  - Divide by entire population, not just auto users
- **Person Delay**
  - Delay experienced by people, not vehicles
- **National Highway System (NHS)**
  - All roads classified as principal arterials and higher



# ANNUAL PHED CONSIDERATIONS TO CHOOSE TARGETS

TRAVEL TREND MEASURES	% CHANGE PER YEAR
PDA Suite PHED Annual Hours (2016-17)	0.65%
PennDOT & NJDOT VMT (2010-16)	0.51%
DVRPC Travel Demand Model VMT (2015-20)	0.70%
DVRPC Employment Forecasts (2010-20)	0.59%
DVRPC Population Forecasts (2010-20)	0.39%
PA Vehicle Registrations (2010-17)	0.18%
NTD Transit Passenger Miles (2010-16)	0.43%

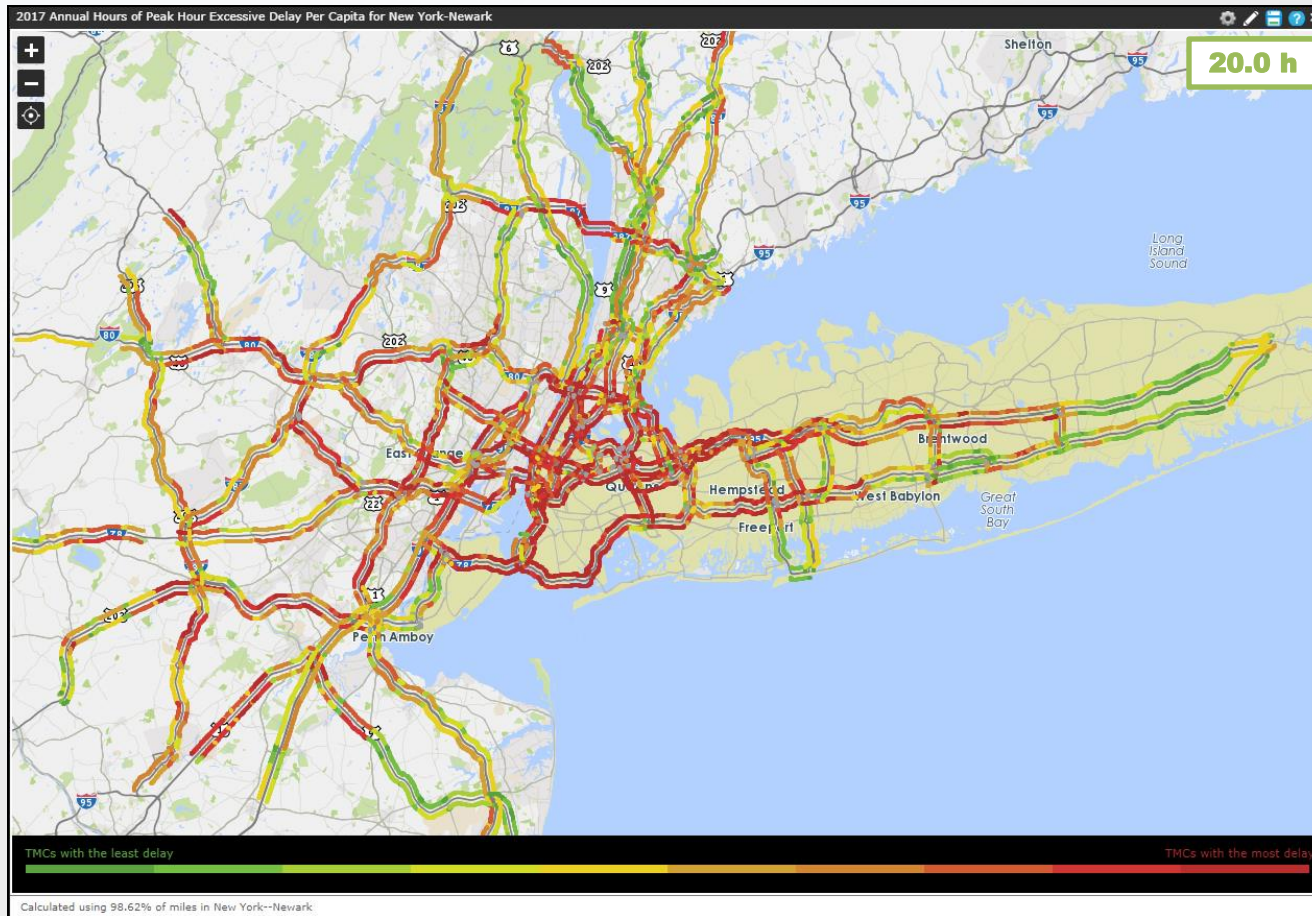
# PHILADELPHIA PA-NJ-DE-MD URBANIZED AREA ANNUAL PHED BASELINE



4-Year Target:  
17.3 Hours/Capita

0.6% annual increase

# NEW YORK NY-NJ-CT URBANIZED AREA ANNUAL PHED BASELINE



4-Year Target:  
22.0 Hours/Capita

2.4 % annual increase

# NEXT STEPS

- States and MPOs submit CMAQ Performance Plan by October 1, 2018.
- MPOs review of state-submitted System Performance (NHS, Freight, and CMAQ) and Infrastructure Targets by November 16, 2018.
- MPOs review of state-submitted 2019 Safety Targets by February 27, 2019.
- Incorporate Safety, Infrastructure, System Performance, and Transit Measures into the FY 20 NJ TIP Update in Spring 2019.
- State DOTs report their 2-year (midpoint) progress and adjusted 4-year targets by October 1, 2020.

## RECOMMENDED ACTION

- Recommend that the DVRPC Board adopt a 2-year target of 28% and a 4-year target of 28.1% for Non-SOV Travel, and a 4-year target of 17.3 Hours/Capita for Annual Peak Hour Excessive Delay for the Philadelphia PA-NJ-DE-MD Urbanized Area; and a 2-year target of 51.6% and a 4-year target of 51.7% for Non-SOV Travel, and a 4-year target of 22 Hours/Capita for Annual Peak Hour Excessive Delay for the New York NY-NJ-CT Urbanized Area.



# Tourism & Transportation: Making Connections

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Karen Cilurso, AICP/PP  
Manager, Office of Community &  
Economic Development  
May 8, 2018

New Hope, PA. Photo by Christopher  
Hager

# TOURISM & TRANSPORTATION: MAKING CONNECTIONS



Enhance Travel and Tourism. . .

Stakeholder Concerns

Tourism Trends

Work Program

# TOURISM & TRANSPORTATION: SURVEY RESULTS



## Transportation

Aesthetics  
Parking Regulations  
Confusing System  
Lack of Technology

## Public Safety

Terrorism  
Natural Disaster  
Violence on Transit  
Unsafe feeling

## International

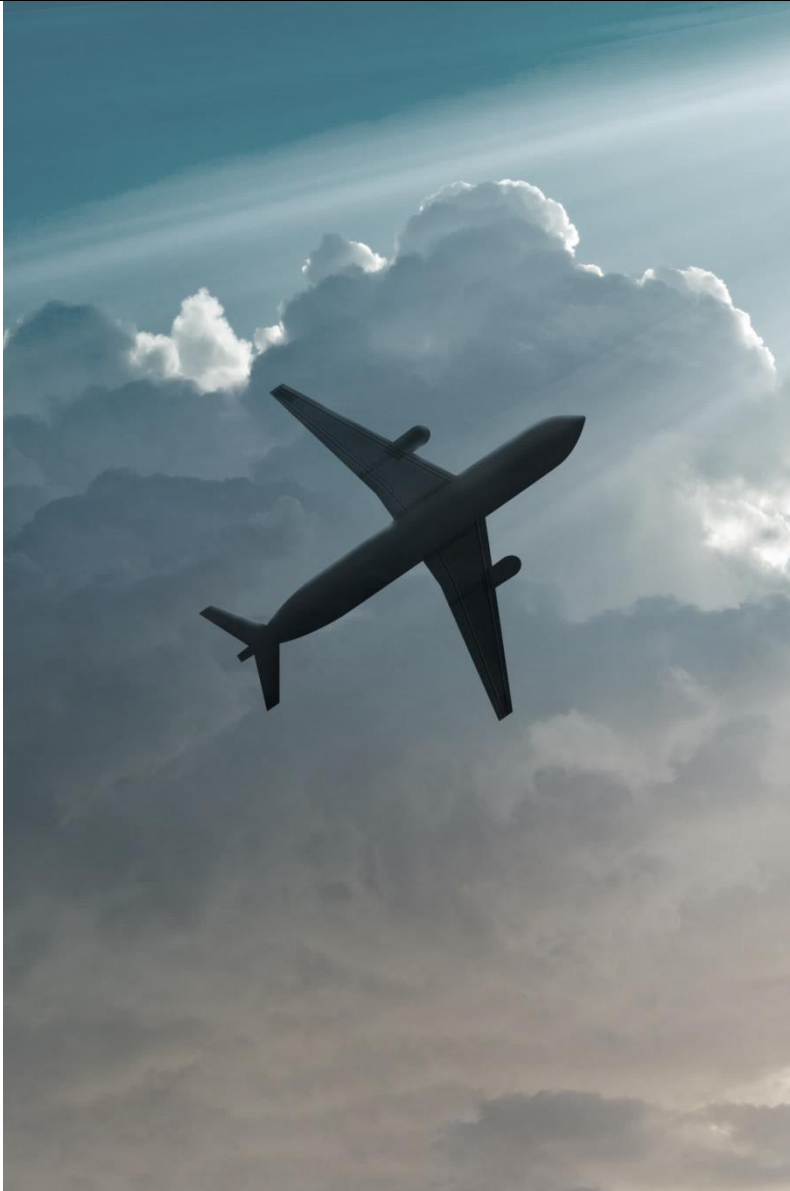
Signage Translation  
Access to sites outside  
of Center City  
Options from PHL

## Purpose over Perks . . .

“Bleisure” (business and leisure)  
Adventure/Outdoors (experiences and accommodations)  
Female Solo Travel  
Food and Drink  
Sustainable and Responsible Tourism



# TOURISM & TRANSPORTATION: WORK PROGRAM AREAS



Tourism is a new planning factor, but  
work already underway. . .

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Classic Towns Marketing Initiative

SOS Roundtable Series for FY 18

Circuit Projects

CEDS Updates



# Tourism & Transportation: Making Connections

Questions/Suggestions:  
[kpcilurso@dvrpc.org](mailto:kpcilurso@dvrpc.org)