



TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2018-2021)

Pennsylvania TIP (FY2019-2022)

January 2019



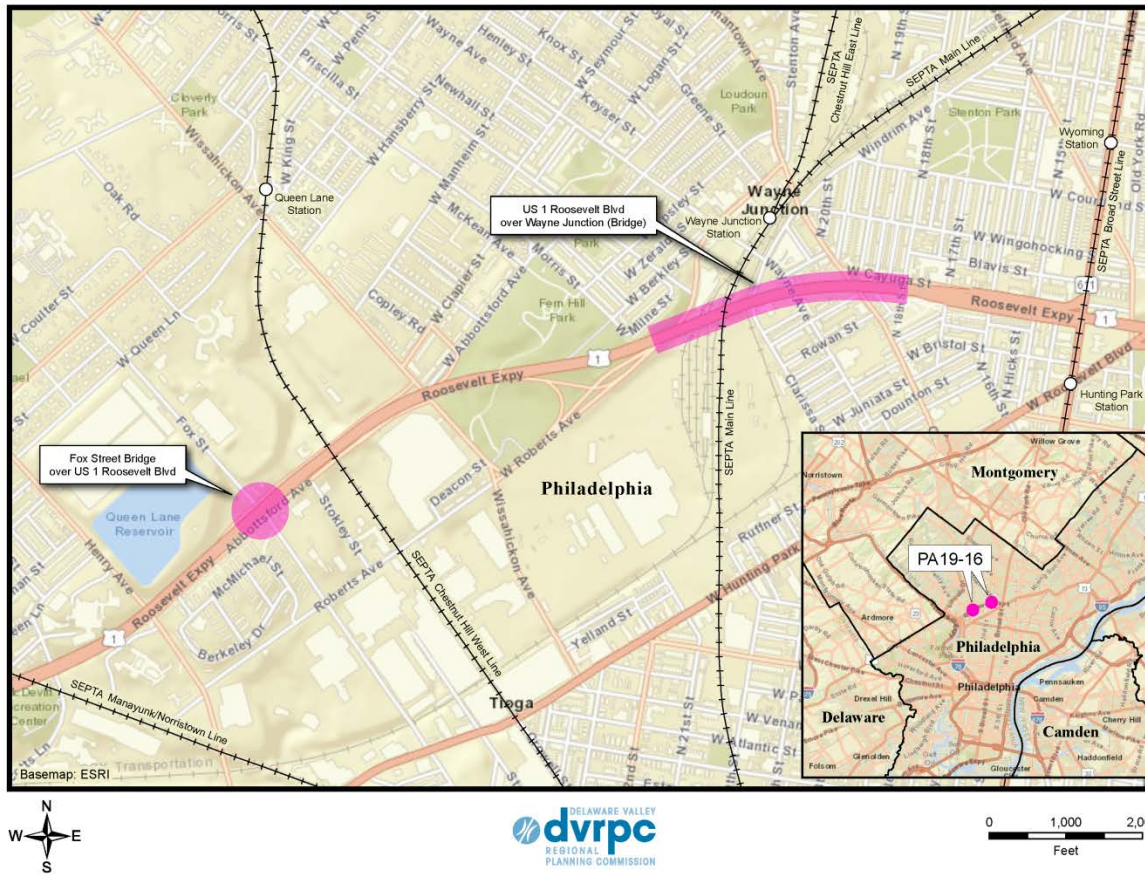
Roosevelt Blvd over Wayne Junction (WAV) (Bridge)

City of Philadelphia | Low-Bid Cost Increase

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Increase funding by \$23,386,000 (FY23: \$7,734,000 STU/\$1,934,000 State 581, FY24:\$3,240,000 STU/\$810,000 State 581, FY25: \$7,734,000 STU/\$1,934,000 State 581) and update project description to include the rehab of Fox Street Bridge over US 1.
- ▶ **Background:** Low-bids were higher than anticipated. Difference between estimate and low-bid are attributed to:
 - Multi-staged CON along US 1 Expressway
 - SEPTA coordination for RR Outages
 - Sequencing of CON activities
 - Contractor’s anticipated means and methods.



PA19-16: Roosevelt Blvd over Wayne Junction (WAV) (Bridge)



Rehab of US 1 (Roosevelt Blvd) viaduct over SEPTA and local streets.

Scope includes deck replacement, structural steel repairs and other bridge repairs, along with multi-staged traffic control.

Also include rehab of Fox Street Bridge over US 1.

I-76 Bridge Repair Section SRE

City of Philadelphia | Low-Bid Cost Increase

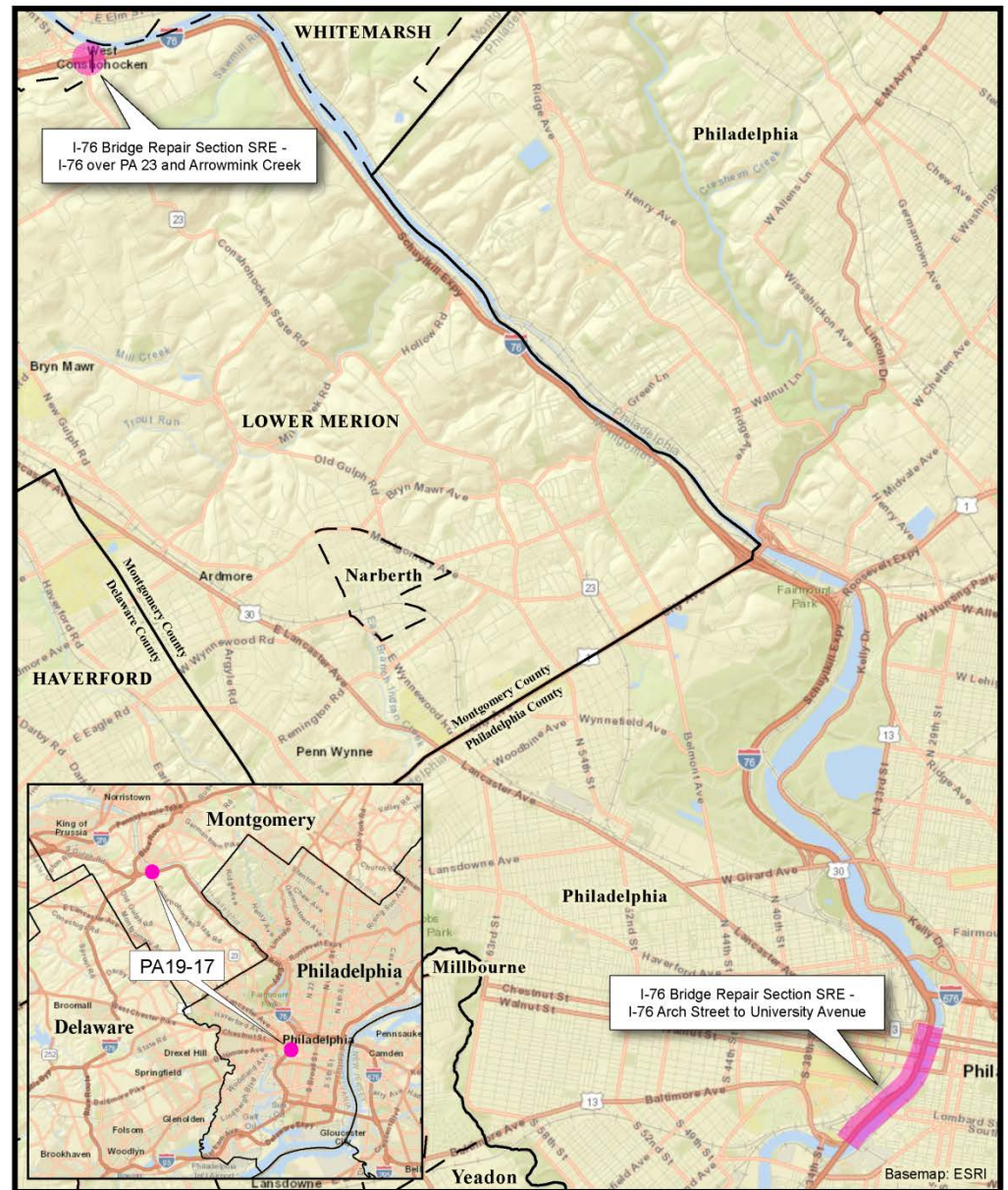
- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Increase funding by \$36,766,000 (FY19: \$6,298,000 NHPP/\$421,000 State STU/Toll Credit, FY20:\$4,000,000 NHPP/\$1,923,000 STP/\$2,785,000 STU/Toll Credit, FY21: \$3,985,000 NHPP/\$1,057 STP/\$2,168,000 STU, FY27: \$14,129,000 STU/Toll Credit), and to update the description to include the rehab of I-76 over PA 23 and Arrowmink Creek.
- ▶ **Background:** Low-bids were higher than anticipated and are attributed to:
 - Sufficient adjustments not being made to account for site conditions and time constraints.
 - Difference between estimate and low-bid is \$14,378,000
 - Additional \$22,388,000 needed for AC conversion.



Repairs to 2 structures on I-76.

Repairs include deck overlay replacement, deck joint repairs, structural steel repairs, bearing repairs, superstructure and substructure concrete repairs, pile repairs, placement of scour protection, removal of trees and debris.

PA19-17: I-76 Bridge Repair Section SRE



TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to:

- ▶ Increase funding for the Roosevelt Boulevard over Wayne Junction (WAV) (Bridge) project by \$23,386,000 and update the project description to include the rehab of Fox Street Bridge over US 1;
- ▶ Increase funding for the I-76 Bridge Repair Section SRE by \$36,766,000 and to update the description to include the rehab of I-76 over PA 23 and Arrowmink Creek.

RTMC General, Plumbing, Electrical , & HVAC Contracts

Montgomery County | Cost Increase & Consolidate into Single MPMS

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Increase funding for RTMC General Contract by \$17,600,000, consolidate all phases of General Contract to CON phase and delete RTMC Plumbing, RTMC Electrical, and RTMC HVAC Contracts projects and shift their funding to the RTMC General Contract (\$12,000,000 of the \$17,600,000 increase) CON phase. \$5,600,000 overall increase.
- ▶ **Background:** Project involves construction of a new RTMC and parking structure on existing PennDOT 6-0 office property in King of Prussia.
 - Single design-build contract issued by DGS which will cover general construction and the separate trades (plumbing, electrical, and HVAC)
 - PennDOT will lead technical requirements of project





Design and construction of new free-standing building for RTMC, and a three-level precast parking structure. RTMC building footprint will be over the western portion of the current parking structure and the existing parking structure will be demolished, with a new, separate, parking structure being constructed.

Total cost of new facility is \$47,400,000 (includes \$11,800,000 non-TIP funds for parking structure)

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval of increasing funding for RTMC General Contract by \$17,600,000, consolidate all phases of General Contract to CON phase and delete RTMC Plumbing, RTMC Electrical, and RTMC HVAC Contracts projects and shift their funding to the RTMC General Contract (\$12,000,000 of the \$17,600,000 increase) CON phase. \$5,600,000 overall increase.

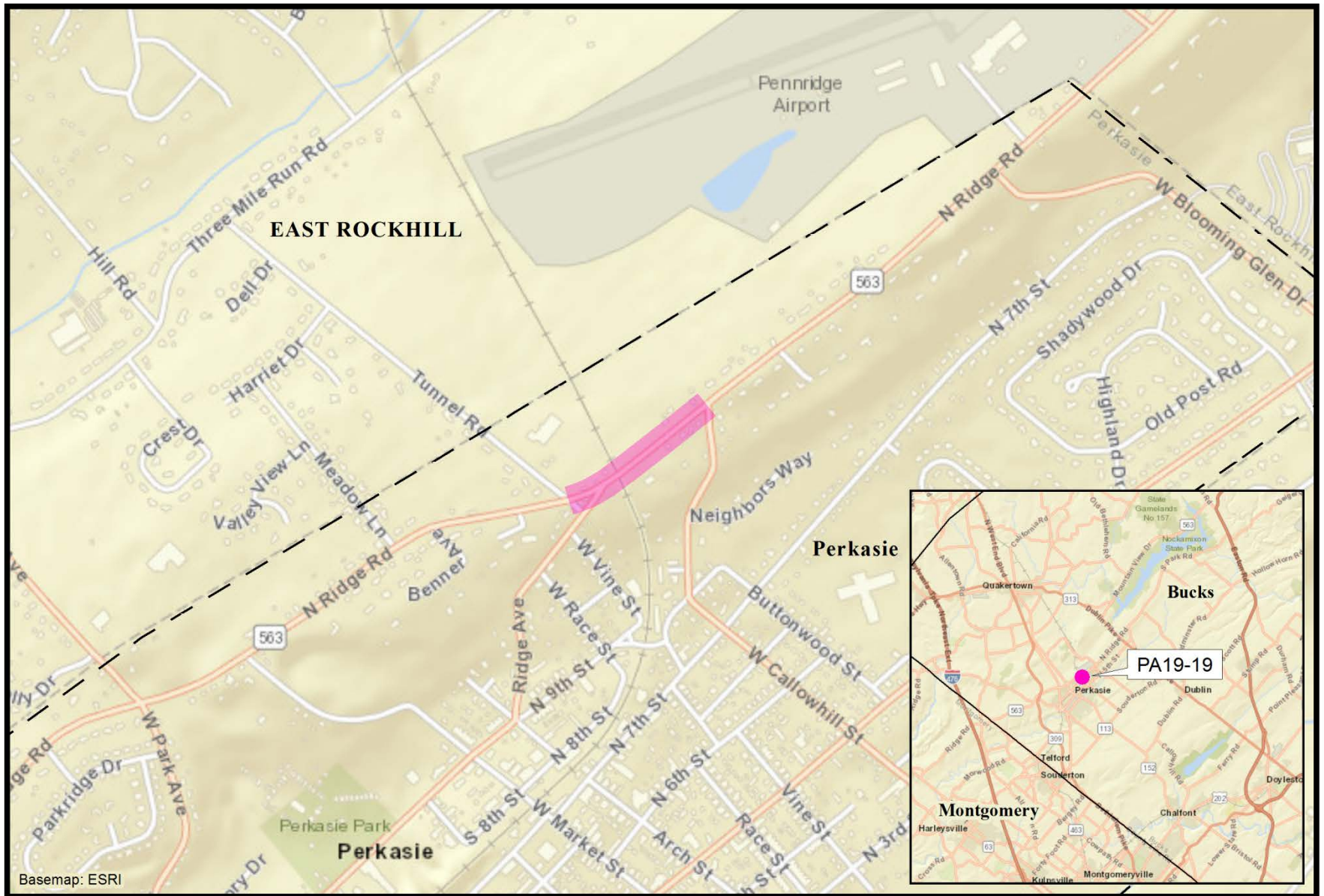
PA 563 at Pennridge Airport Business Park

Bucks County | Add New Project to the TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new Transportation Infrastructure Investment Fund (TIIF) project to the TIP by programming \$5,000 e581 funds in FY19 for the ROW phase.
- ▶ **Background:** Project includes reconstructing, reprofiling, and widening PA 536 to add a left-turn lane at the proposed entrance to the Pennridge Airport Business Park in Perkasié.
- ▶ These funds are additional to the region.



PA19-19: PA 563 at Pennridge Airport Business Park



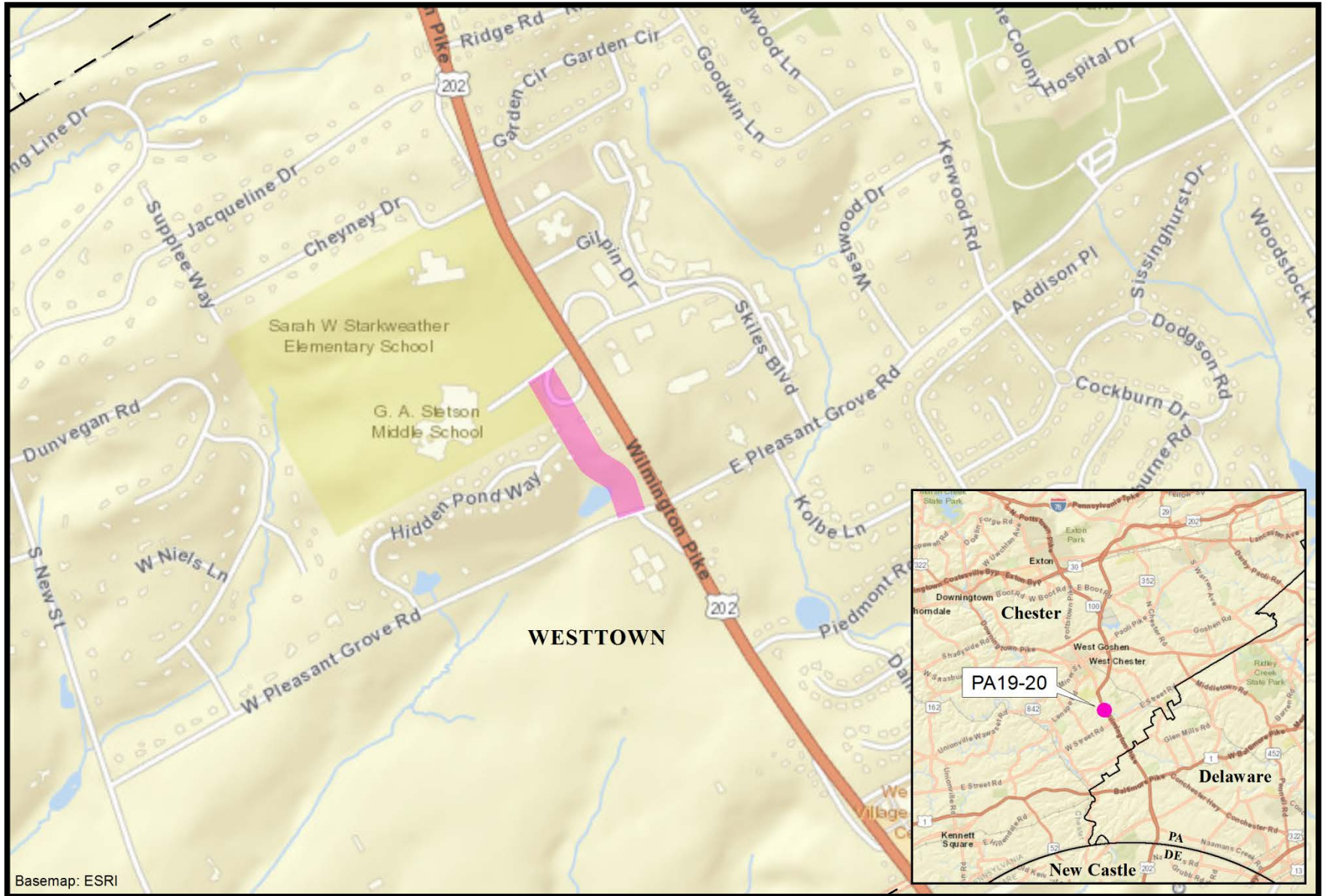
Orvis Road Alignment

Chester County I Add New Project to the TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new project to the TIP in the amount of \$975,000 (\$750,000 State 411 (MTF)/\$225,000 Local) in FY19 for construction.
- ▶ **Background:** Project will construct a connector road that runs parallel to US 202 southbound from Stetson School driveway to West Pleasant Grove Road, in Westtown Township.
- ▶ These funds are additional to the region.



PA19-20: Orvis Road Alignment



Basemap: ESRI



TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to:

- ▶ Add a new statewide Transportation Infrastructure Investment Fund (TIIF) project, PA 563 at Pennridge Airport Business Park by programming \$5,000 e581 funds in FY19 for the Right-of-Way phase;
- ▶ Add the Orvis Road Alignment project to the TIP in the amount of \$975,000 (\$750,000 State 411 (MTF)/\$225,000 Local) in FY19 for construction.

These are additional funds to the region.

I-95, PA Turnpike Interchange (TPK) – Section D20

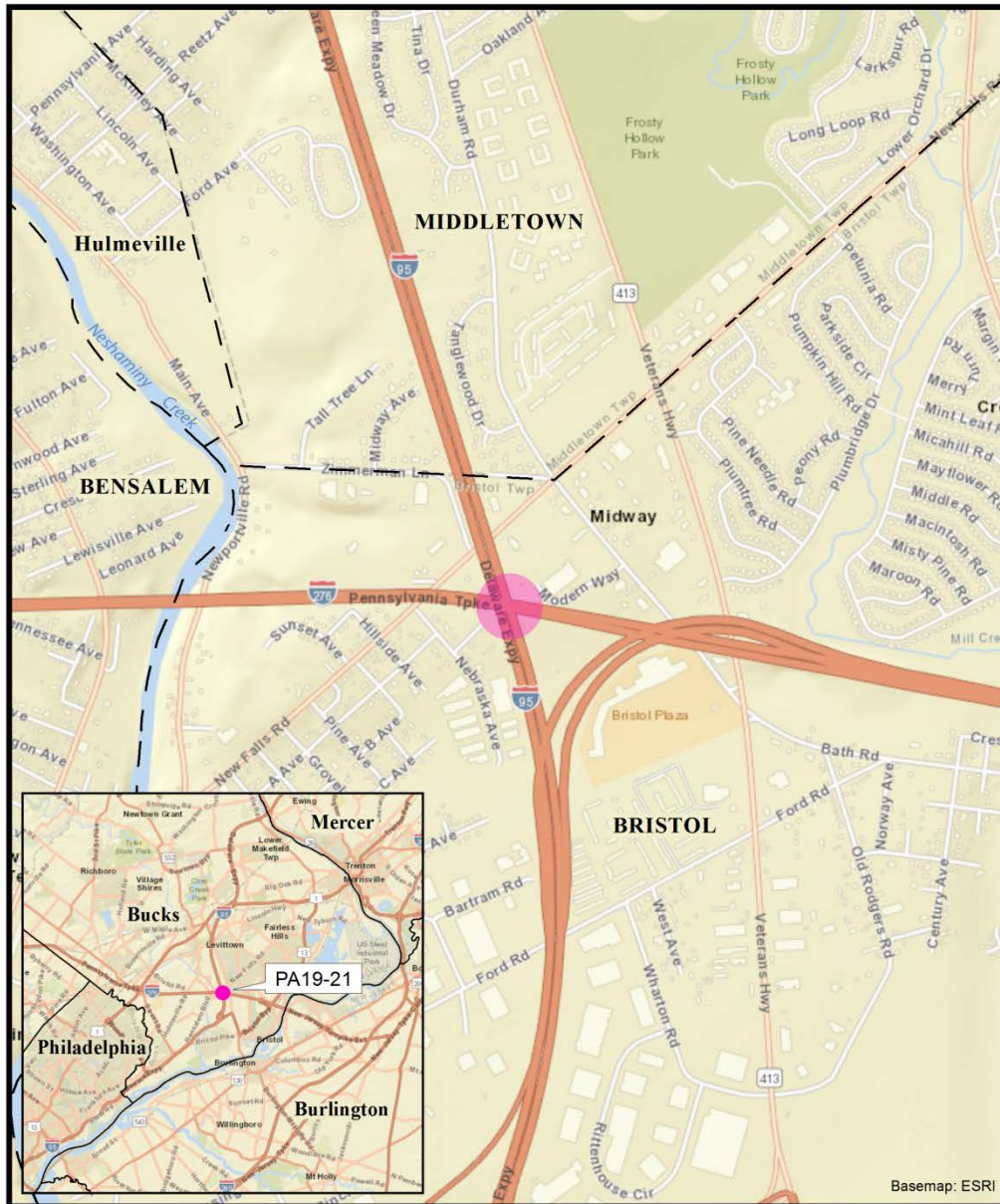
Bucks County | Add Project Back into TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add project back into the TIP in the amount of \$5,000,000 Local Turnpike funds in FY19 for construction
- ▶ **Background:** Increase to the project is due to change order that include field modifications, plan overrun, additional excavation and drainage work, emergency pothole repairs, and relocation of fiber optic cables, along with additional milling and paving.
- ▶ These funds are additional to the region





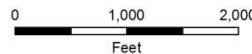
PA19-21: I-95, PA Turnpike Interchange (TPK) - Section D20



Component of new I-95/I-276 Interchange and re-designation of I-95 in PA and NJ.

Included widening and reconstruction of I-95, Section D20 from approx. 2,000 feet south of Neshaminy Creek to the PA Turnpike in Bristol and Bensalem Townships.

Total cost of this section is now \$123,773,000



TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval of adding the I-95, PA Turnpike Interchange (TPK) – Section D20 project back into the TIP in the amount of \$5,000,000 Local Turnpike funds in FY19 for construction.

These funds are additional to the region

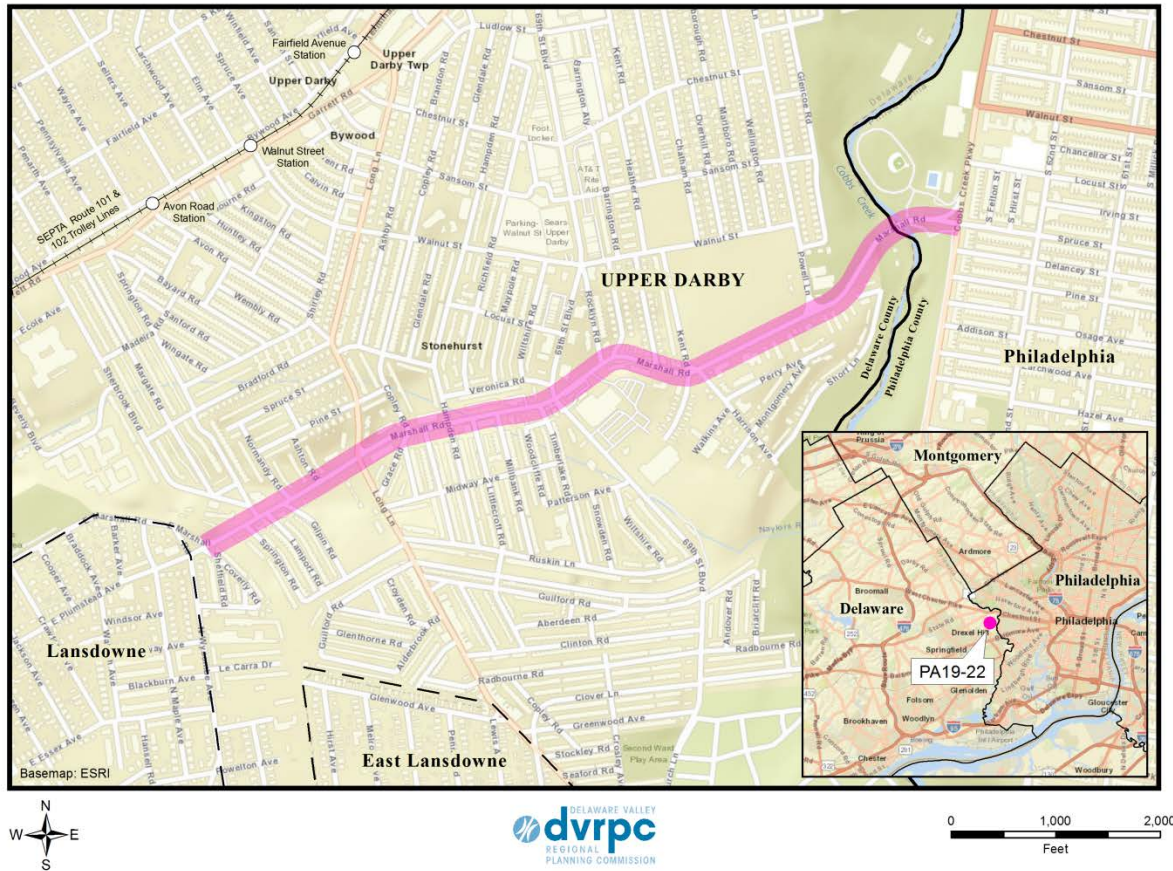
Marshall Road Corridor Safety Improvements

Delaware County I Add PE Phase

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add PE phase in the amount of \$435,000 sHSIP in FY19.
- ▶ **Background:** PE phase was inadvertently omitted during update of FY2019 TIP for PA.
- ▶ These funds are additional to the region



PA19-22: Marshall Road Corridor Safety Improvements



Road diet from Sherbrook Blvd to Long Ln and Hampden Rd to Lowell Ln

Left-turn lane at 5 intersections, right-turn lane at 3 intersection, modification of left turn at 6 intersections, increase to pavement friction within road diet limits, and modernize signals along corridor, including fiber optic interconnection.

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval of adding a PE phase in the amount of \$435,000 sHSIP in FY19 to the Marshall Road Corridor Safety Improvements project.

I-95: Allegheny Interchange Advance Contract (AF1)

City of Philadelphia | Reduce Funding

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Reduce CON funding in the amount of \$6,901,000 NHPP (FY19: \$3,186,000 NHPP, FY20: \$2,000,000 NHPP, FY21: \$1,715,000 NHPP) and edit project description to indicate the project is funded under the regional program, not the Interstate Program.
- ▶ **Background:** More funding had been obligated under the previous FY2017 TIP than was anticipated.
- ▶ Reduction of funds does not mean a reduction in the project's scope, but that those funds are no longer needed for the project.



Includes local road improvements in support of I-95 main line project.

Richmond St will be reconstructed and widened

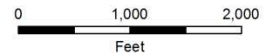
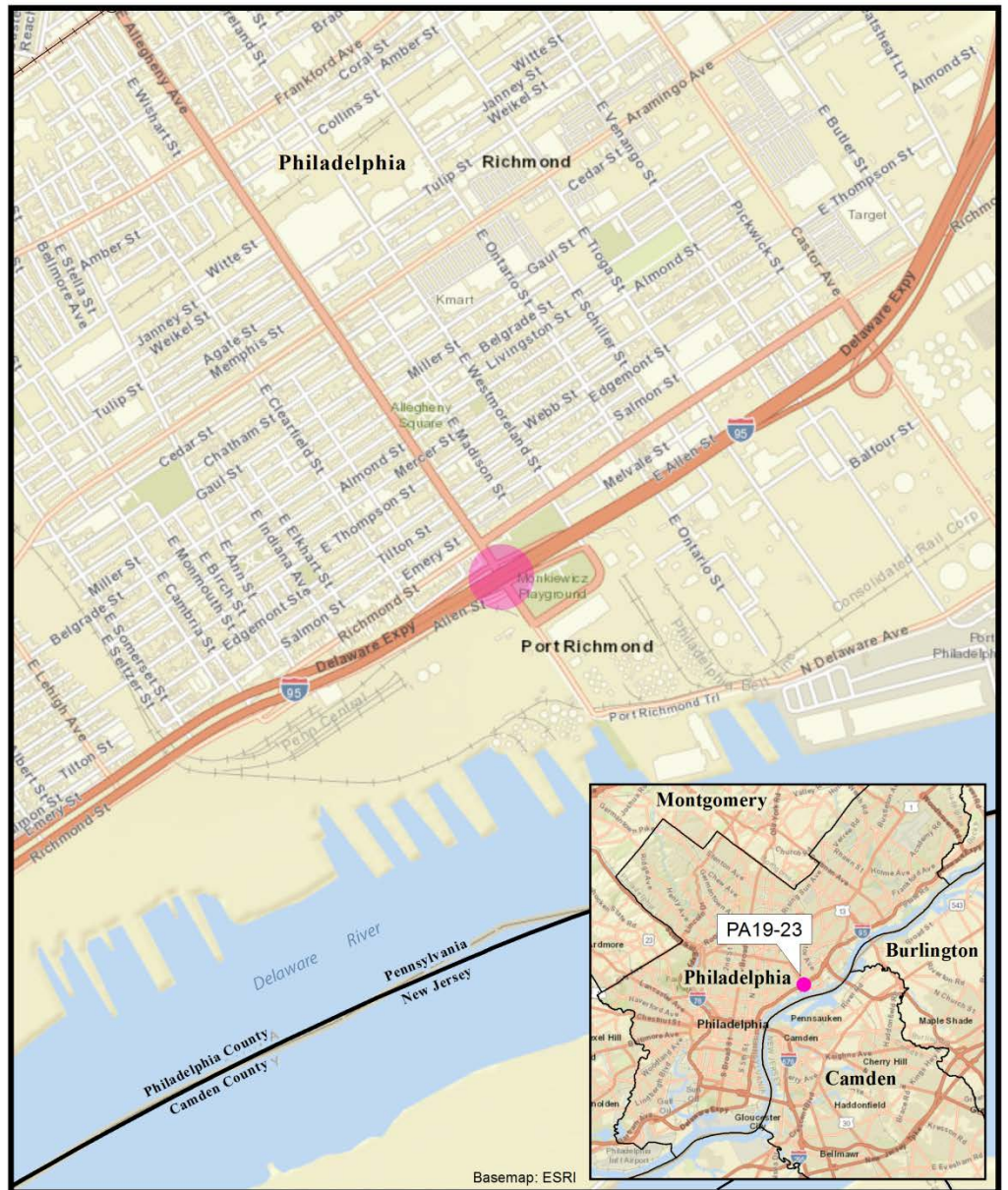
Street trees, street lighting, new sidewalks and curbing installed

SEPTA trolley tracks and electric traction system will be reconstructed

Reconstruction of SEPTA Westmoreland Loop

Utilities under Richmond St will be relocated outside of trolley tracks.

PA19-23: I-95: Allegheny Ave Interchange Advance Contract (AF1)



TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval of reducing CON funding for the I-95: Allegheny Interchange Advance Contract (AF1) project in the amount of \$6,901,000 NHPP (FY19: \$3,186,000 NHPP, FY20: \$2,000,000 NHPP, FY21: \$1,715,000 NHPP) and edit project description to indicate the project is funded under the regional program, not the Interstate Program.

Morton Ave/Swarthmore Ave Intersection Improvements & Morton Ave Sidewalk

Delaware County | Remove Project from TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Remove project from TIP, including deobligating the ROW phase (FY19: \$870,000 CMAQ), and removal of CON phase (\$3,444,000 CMAQ/\$836,000 Local) in FY20 for a total of \$5,150,000
- ▶ **Background:** Dues to local public opposition, the project is proposed to be removed from the TIP.

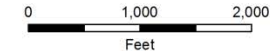
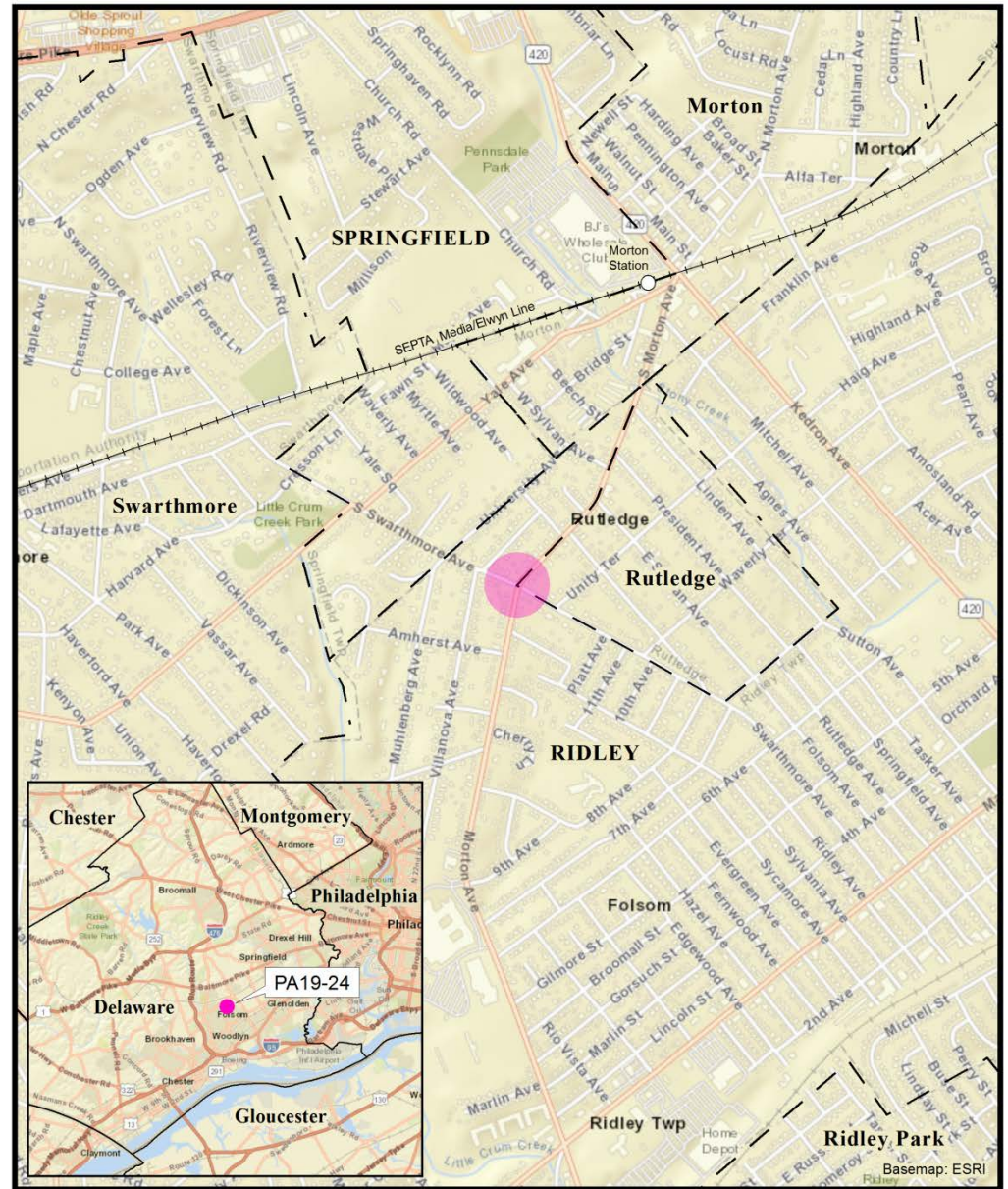


Proposed widening at intersection of Morton Ave and Swarthmore Ave

Construct sidewalks from Swarthmore Ave to Ridley H.S.

Replace 4 existing traffic signals at the intersection with new signals, including traffic responsive loop detectors.

PA19-24: Morton Avenue/Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk



TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval of removing the Morton Avenue / Swarthmore Avenue Intersection Improvement and Morton Avenue Sidewalk project from TIP, including deobligating the ROW phase (FY19: \$870,000 CMAQ), and removal of CON phase (\$3,444,000 CMAQ/\$836,000 Local) in FY20 for a total of \$5,150,000.

Bus Acquisition Program & Other Rail Station terminal Improvements

NJ TRANSIT | Federalize

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Adding \$2,636,000 (\$1,636,000 Section 5339/\$1,000,000 Section 5307) federal unobligated prior year balances to the FY19 ERC phase of two program line items and program as follows:
 - by increasing the Bus Acquisition Program by \$1,636,000 (FY16: \$363,000/FY17: \$1,273,000) unobligated prior year Section 5339 funds from \$26,364,000 STATE to \$28,000,000 (\$26,364,000 STATE/\$1,636,000 Section 5339) in FY19, and
 - by increasing the Other Rail Station/Terminal Improvements by \$1,000,000 unobligated prior year Section 5307 funds from FY17 from \$165,000 STATE to \$1,165,000 (\$165,000 STATE/\$1,000,000 Section 5307) in FY19.
- ▶ **Background:** Per FTA's request, funds must be shown in the TIP's fiscal year that NJ TRANSIT would submit a grant application for FTA approval in order to obligate the funds.



Bus Acquisition Program & Other Rail Station terminal Improvements

NJ TRANSIT | Federalize

Bus Acquisition Program

- Provides for the replacement of transit, commuter, access link, and suburban buses as they reach the end of their useful life, as well as the purchase of additional buses to meet service demands.

Other Rail Station/Terminal Improvements

- Provides for the design, land acquisition, and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the transit system including related track and rail infrastructure work.



TIP Action | Proposed – NJ

That the Regional Technical Committee recommends Board approval of adding \$2,636,000 (\$1,636,000 Section 5339/\$1,000,000 Section 5307) federal unobligated prior year balances to the FY19 ERC phase of two program line items and program as follows:

- by increasing the Bus Acquisition Program by \$1,636,000 (FY16: \$363,000/FY17: \$1,273,000) unobligated prior year Section 5339 funds from \$26,364,000 STATE to \$28,000,000 (\$26,364,000 STATE/ \$1,636,000 Section 5339) in FY19, and
- by increasing the Other Rail Station/Terminal Improvements by \$1,000,000 unobligated prior year Section 5307 funds from FY17 from \$165,000 STATE to \$1,165,000 (\$165,000 STATE/\$1,000,000 Section 5307) in FY19.

Local Safety/High Risk Rural Roads Program

Various Counties I Add New Project

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new systemic roundabout project, CR 705 (Sicklerville Rd) and CR 706 (Erial Rd) in the amount of \$1,686,000 HSIP for PE (\$236,000), FD (\$101,000) and CON (\$1,349,000) to the line item. The project will be broken out at the appropriate time.
- ▶ **Background:** Location was selected from DVRPC's 2009 Regional Roundabout Analysis, Phase II.





Fix skewed Alignment of intersection

Clear visual throughout entire intersection

Yield entering roundabout instead of stopping at stop sign



TIP Action | Proposed – NJ

That the Regional Technical Committee recommends Board approval of adding a new systemic roundabout project, CR 705 (Sicklerville Rd) and CR 706 (Erial Rd) in the amount of \$1,686,000 HSIP for PE (\$236,000), FD (\$101,000) and CON (\$1,349,000) to the Local Safety/High Risk Rural Roads Program.

The project will be broken out at the appropriate time.



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP



FY 2019

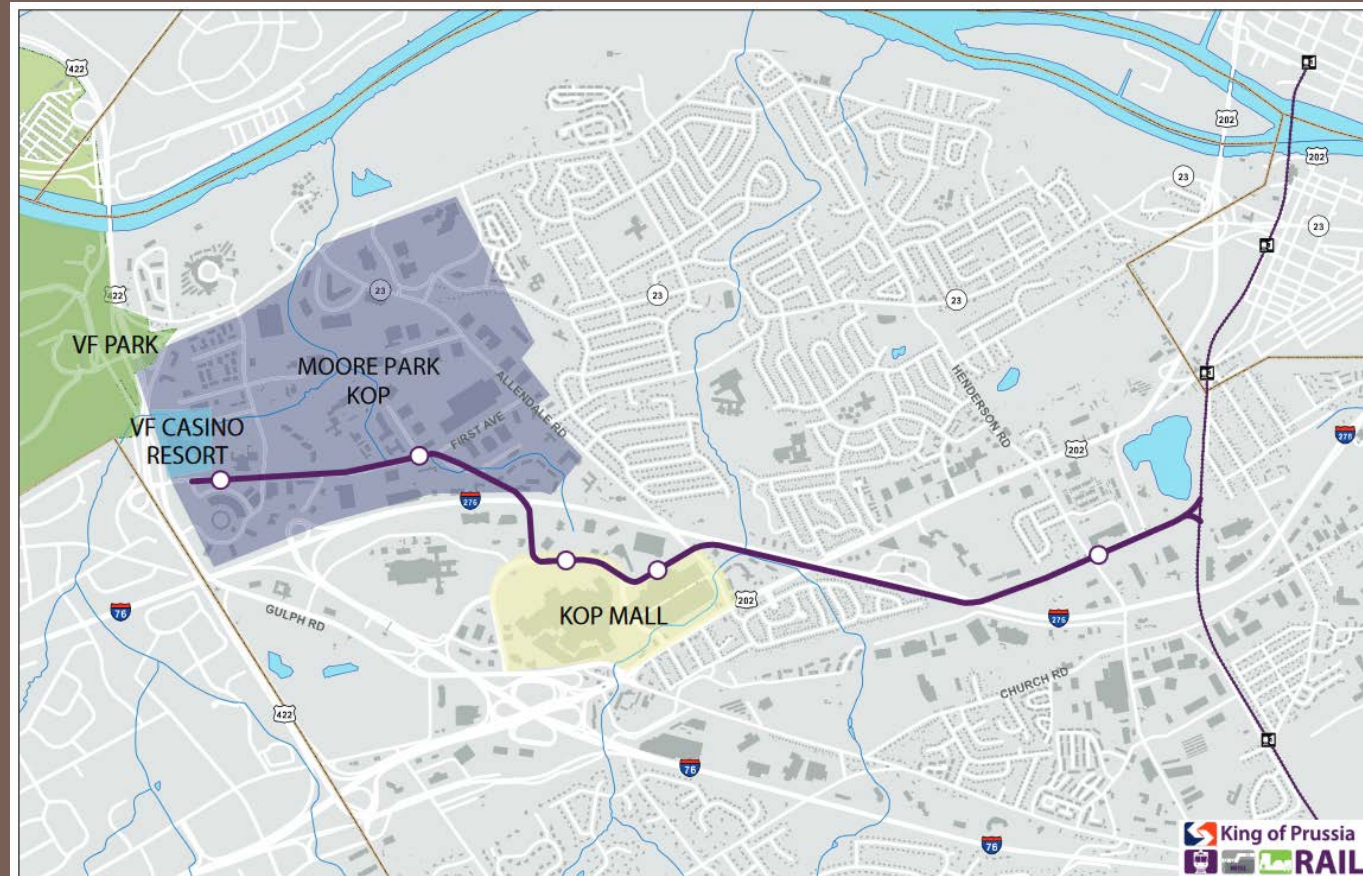
WORK PROGRAM AMENDMENT

KOP Rail FEIS Ridership Forecasts

January 8, 2019
RTC Meeting

Matt Gates

King of Prussia Rail Project



KOP Rail: LPA

-  NHSL Station
-  PECO/TP-1st Ave
-  NHSL

Source: PASDA 2013; N-HSL Data AECOM



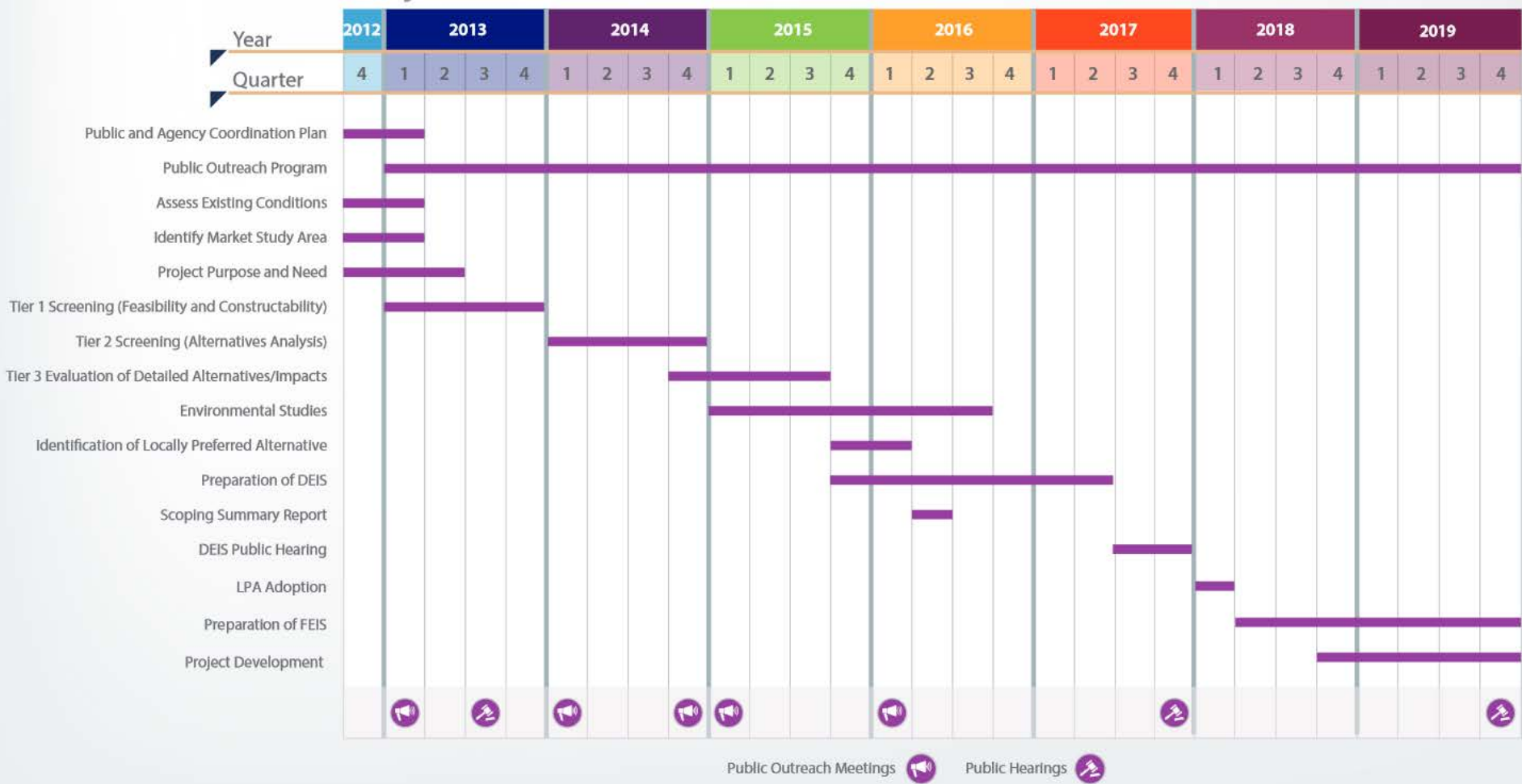
Conceptual rendering of what the recommended LPA could look like at the King of Prussia Mall.
Source: Bergmann Associates, PC, 2016.



Note: Photo of existing SEPTA N5 vehicle.
Source: SEPTA, 2015.

Project Schedule

Project Schedule





KOP FEIS Ridership Forecasts

- 2040 Ridership Forecasts
- Locally Preferred Alternative
- Starts in FY 2019; ends in FY 2020
- \$68,900
- Funded by SEPTA

Action Requested

- That the RTC recommend the Board amend DVRPC's FY 2019 Planning Work Program to include the KOP Rail FEIS Ridership Forecasts and acknowledge that this work will be funded by SEPTA.



FY 2019

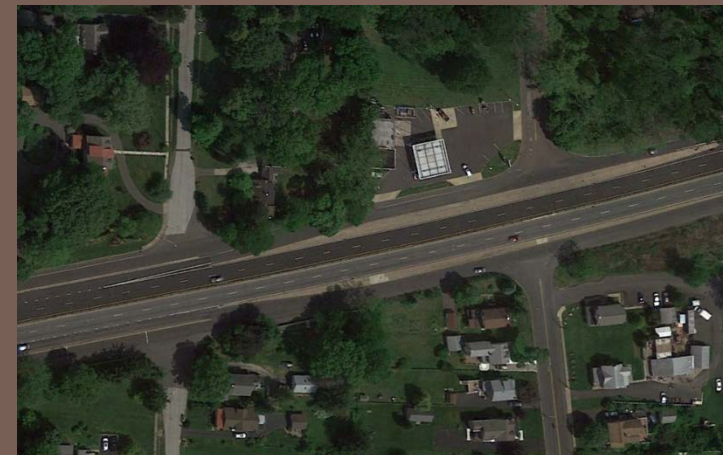
WORK PROGRAM AMENDMENT

US 1 Sections RC2 & RC3 Traffic Forecasts

January 8, 2019
RTC Meeting

Matt Gates

US 1 Improvements Project



US 1 Traffic Forecasts

- 2030 and 2050 Traffic Forecasts
- No-Build and Build Alternatives
- Starts in FY 2019; ends in FY 2020
- \$138,900
- MPMS 13549

Funding		Status					
Phase	Fund	FY19 TIP Program Years (\$000)				FY23-26	FY27-30
		FY19	FY20	FY21	FY22		
FD	NHPP	0	5855	2012	0	0	0
FD	STU	0	191	5000	0	0	0
FD	STP	2867	0	0	0	0	0
FD	185	716	1966	1250	0	0	0
Program Year Totals (\$000):		\$3,583	\$8,012	\$8,262	\$0		
Total FY19-22 Cost:			\$19,857		Total FY219-30 Cost:		\$19,857

Action Requested

- That the RTC recommend the Board amend DVRPC's FY 2019 Planning Work Program to include the US 1 Sections RC2 and RC3 Traffic Forecasts and acknowledge that this work will be funded from MPMS number 13549.

TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT: HIGHWAY SAFETY AND TRANSIT ASSETS TARGETS

RTC
1.8.2019

MAP-21/FAST ACT PERFORMANCE MEASURES

FHWA

- Highway Safety (PM1)
- Infrastructure (PM2)
 - Pavement Condition
 - Bridge Condition
- System Performance (PM3)
 - NHS Reliability
 - Freight Reliability
 - CMAQ
 - Congestion
 - Emissions

FTA

- Transit Assets
- Transit Safety

MAP-21/FAST ACT PERFORMANCE MEASURES

FHWA

- **Highway Safety (PM1)**
- Infrastructure (PM2)
 - Pavement Condition
 - Bridge Condition
- System Performance (PM3)
 - NHS Reliability
 - Freight Reliability
 - CMAQ
 - Congestion
 - Emissions

FTA

- **Transit Assets**
- Transit Safety

MEASURES & METRICS

HIGHWAY SAFETY *(5-Year Rolling Averages)*

- **Fatalities Numbers & Rate** *(per 100M VMT)*
- **Serious Injuries Numbers & Rate** *(per 100M VMT)*
- **Non-Motorized Fatalities and Serious Injuries Numbers**

TRANSIT ASSETS

- **Average Fleet Age** *(% of Revenue/Non-Revenue Vehicles that Have Met or Exceeded Useful Life Benchmark)*
- **Average Condition of Infrastructure** *(% of Track Segments with Performance Restrictions)*
- **Average Condition of Facilities** *(% of Assets with Condition Rating Below 3.0 on TERM)*

WHAT WE NEED TO DO

TPM Requirements for States/Transit Operators & MPOs

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

IMPLEMENTATION TIMELINE

Performance Measure	Effective Date	State DOTs/ Transit Operators Set Targets	MPOs Set Targets*	Inclusion in MPO and State DOT LRTP & TIP/STIP	Agreements
Highway Safety	Apr. 14, 2016	Annually, Aug. 31, 2017	No later than 180 days after the State DOT(s) sets targets	Updates or amendments on or after May 27, 2018	May 27, 2018
Transit Assets	Jan. 1, 2016	Annually, within 4 months of end of the Transit Operator(s) FY	No later than 180 days after the Transit Operator(s) sets targets	Updates or amendments on or after Oct. 1, 2018	Oct. 1, 2018

* An MPO can choose to either support the State DOTs'/Transit Operators' targets or adopt their own regional targets

HIGHWAY SAFETY TARGETS

Measure	PA BASELINE (2013-2017)	PA TARGET (2015-2019)	NJ BASELINE (2013-2017)	NJ TARGET (2015-2019)
Number of Fatalities	1,185.6	1,146.3 ↓	577.6	605.0 ↑
Rate of Fatalities	1.179	1.121 ↓	0.761	0.780 ↑
Number of Serious Injuries	3,588.4	3,971.2 ↑	1,092.5	1,101.4 ↑
Rate of Serious Injuries	3.569	3.883 ↑	1.439	1.422 ↓
Number of Non-Motorized Fatalities & Serious Injuries	629.8	698.4 ↑	379.1	393.9 ↑

PROGRESS TOWARD TARGETS

HIGHWAY SAFETY

- 4 out of 5 targets must be met, or have better performance than the baseline
- State penalty for not meeting targets or making significant progress:
 - Submit HSIP Implementation Plan
 - Use obligation authority equal to the HSIP apportionment for the prior year, only for highway safety projects
- Assessment of Significant Progress starts in December 2019

TRANSIT ASSETS TARGETS

MEASURE 1: PERCENTAGE OF REVENUE VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK	
NTD Category	Proposed 2019 Target
<u>SEPTA</u>	
Articulated Bus	0 %
Bus	10 %
Heavy Rail Passenger Vehicle	0 %
Streetcar Rail	100 %
Commuter Rail Locomotive	50 %
Commuter Rail Passenger Coach	0 %
Commuter Rail Self-Propelled Passenger Car	66 %
Cutaway Car	0 %
Trolley Bus	0 %
Vintage Trolley/Streetcar	100 %
<u>DRPA/PATCO</u>	0 %
<u>NJ TRANSIT</u>	
Articulated Bus	100 %
Automobile	28.89 %
Over-the-Road Bus	26.80 %
Bus	44.83 %
Cutaway	13.19 %
Light Rail Vehicle	0 %
Minivan	4.35 %
Commuter Rail Locomotive	11.7 %
Commuter Rail Passenger Coach	16.97 %
Commuter Rail Self-Propelled Passenger Car	100 %
Van	1.53 %

TRANSIT ASSETS TARGETS

MEASURE 2: PERCENTAGE OF SUPPORT VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK	
NTD Category	Proposed 2019 Target
<u>SEPTA</u>	
Automobiles	75 %
Trucks and Other Rubber Tire Vehicles	40 %
Steel Wheel Vehicles	60 %
<u>DRPA/PATCO</u>	24 %
<u>NJ TRANSIT</u>	
Automobiles	39 %
Trucks and Other Rubber Tire Vehicles	47 %
Steel Wheel Vehicles	25 %

TRANSIT ASSETS TARGETS

MEASURE 3: PERCENTAGE OF TRACK SEGMENTS WITH PERFORMANCE RESTRICTIONS (BY MODE)	
NTD Mode	Proposed 2019 Target
<u>SEPTA</u>	
Commuter Rail	10 %
Heavy Rail	10 %
Streetcar Rail	5 %
<u>DRPA/PATCO</u>	
	1.44 %
<u>NJ TRANSIT</u>	
Commuter Rail	0.75 %
Light Rail	4.1 %
Hybrid Rail	0.43 %

TRANSIT ASSETS TARGETS

MEASURE 4: AVERAGE CONDITION OF FACILITIES	
NTD Category	Proposed 2019 Target
<u>SEPTA</u>	
Passenger Facilities	5 % < 3 on the TERM Scale
Administrative /Maintenance Facilities	5 % < 3 on the TERM Scale
<u>DRPA/PATCO</u>	
Passenger Facilities	0 % < 3 on the TERM Scale
Administrative/Maintenance Facilities	0 % < 3 on the TERM Scale
<u>NJ TRANSIT</u>	
Passenger/Parking Facilities	0 % < 3 on the TERM Scale
Administrative/Maintenance Facilities	0 % < 3 on the TERM Scale

PROGRESS TOWARD TARGETS

TRANSIT ASSETS

- Transit operators are responsible for developing a TAM Plan that monitors system condition, sets performance targets, and prioritizes investments to achieve state-of-good-repair targets
- Transit operators annually submit system condition data and performance targets for the following year to the NTD
- Operators also submit an annual narrative that provides a description of any change in condition of the system from the previous year and describes progress made toward meeting the performance targets

PROPOSED ACTION

- Recommend to the DVRPC Board that DVRPC agrees to be consistent with the PennDOT and NJDOT statewide Highway Safety targets, and the respective SEPTA, NJ TRANSIT, and DRPA/PATCO Transit Assets targets, and will support the state DOTs' and transit operators' efforts at achieving those targets



Transportation Conformity Reaffirmation: *Connections 2045* LRP, FY 2018 NJ TIP and FY 2019 PA TIP



DVRPC Regional Technical Committee
January 8, 2019

Background

- ❖ DVRPC Region designated as nonattainment for 2015 Ozone NAAQS – effective September 3, 2018
- ❖ Must demonstrate conformity by September 3, 2019
- ❖ Clean Air Act allows for reaffirmation of previous results
 - No changes to regionally significant, non-exempt projects
 - Required analysis dates included in previous analysis
 - Conformity demonstrated to most recent SIP Budget

Previous Analysis

- ❖ Conformity for New Jersey (*Connections 2045 Plan and FY 2018 TIP*) approved October 2017
- ❖ Conformity for Pennsylvania (*Connections 2045 Plan and FY 2019 TIP*) approved June 2018
- ❖ Meet all required conditions for reaffirmation
 - No changes to regionally significant, non-exempt projects
 - Required analysis dates included in previous analysis
 - Conformity demonstrated to most recent SIP Budget

Public Comment

Public Comment Period

- ❖ December 6, 2018 through January 7, 2019

Comments were accepted:

- ❖ Email
- ❖ Via mail and fax

There were no comments submitted by the public.

Requested Action

That the RTC recommend that the DVRPC Board adopt the conformity reaffirmation of *Connections 2045* LRP, FY 2018 TIP for New Jersey and FY 2019 TIP for Pennsylvania for Ozone and PM_{2.5} in the DVRPC planning area.



Questions?



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



Adoption of DVRPC Fiscal Year 2020 Unified Planning Work Program

RTC Meeting | January 8, 2019

John Ward | Deputy Executive Director





DVRPC FY20 UPWP Adoption

- In December, the Board approved the Draft FY20 UPWP for distribution and review with an open Public Comment Period from December 6, 2018 to January 7, 2019
- Addresses federal requirements from the FAST Act
- Reflects the policy direction provided by the DVRPC Board
- Developed jointly with member governments and Federal Agencies

DVRPC FY20 UPWP Adoption

What's in the Document

- Identifies all expected Funding from all sources
- Provides description of every program and project
- Identifies the funding that will be passed through to our member governments to be able to participate in the regional planning process

DVRPC FY20 UPWP Adoption

Funding Sources

- Core Formula Federal Funds
- PA State Funds (Matching Funds)
- Member Government Contributions (Matching Funds)
- Grants
- TIP

DVRPC FY20 UPWP Adoption

Comments Received

- NJDOT Comments
- PennDOT Comments
- Bicycle Coalition of Greater Philadelphia
- Tri-State Transportation Campaign
- NJ Conservation Foundation
- Internal Review

Action Proposed:

- That the RTC recommends that Board adopt the FY20 Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements pending the resolution of any outstanding comments and issues.
- Further, that the RTC recommends that the Board approve the actions to amend or modify the FY2018 TIP for New Jersey and the FY2019 TIP for Pennsylvania to fund select projects as required.

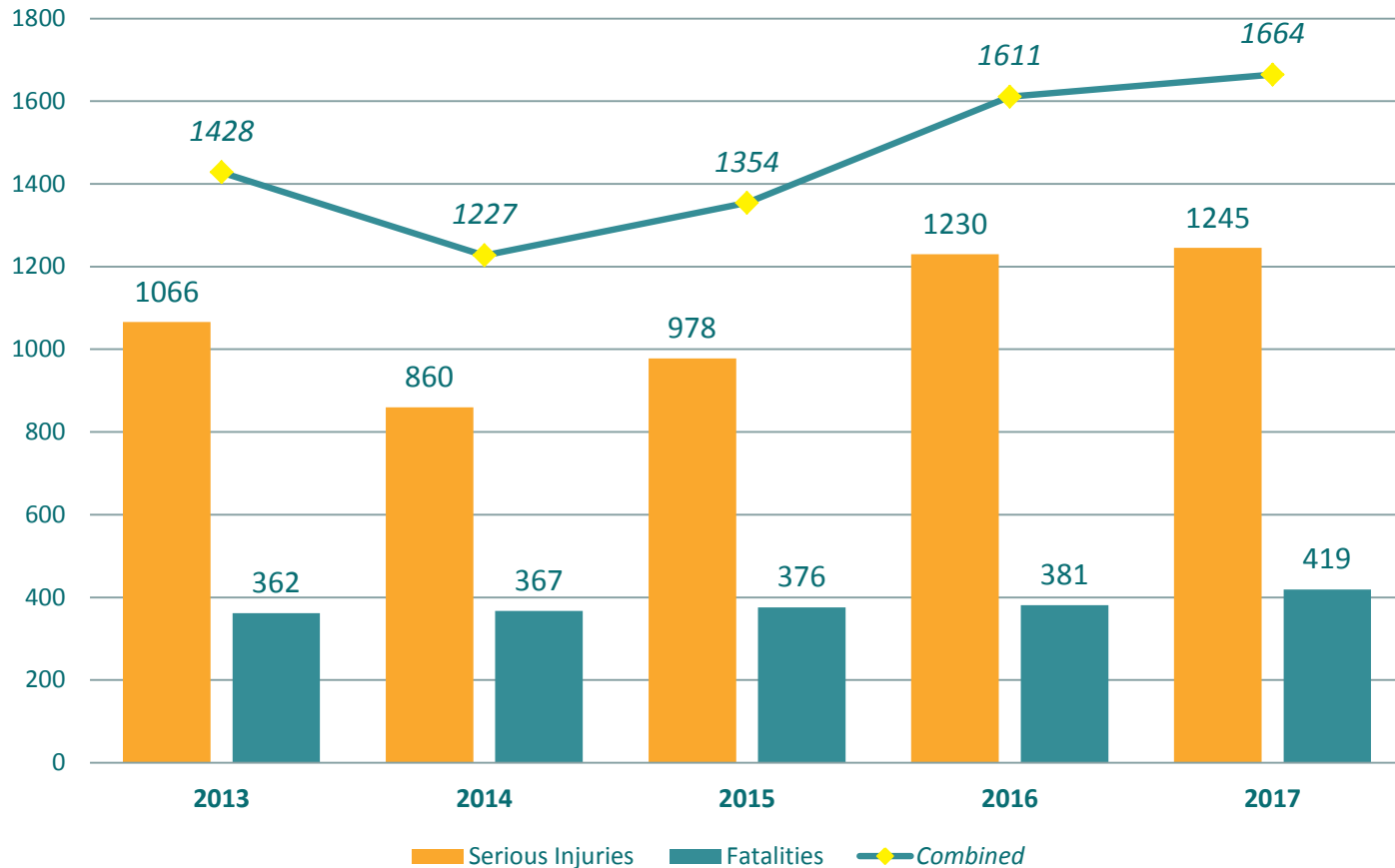


Transportation Safety Analysis and Plan



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Total KSI - Regional Trend (by person), 2013-2017

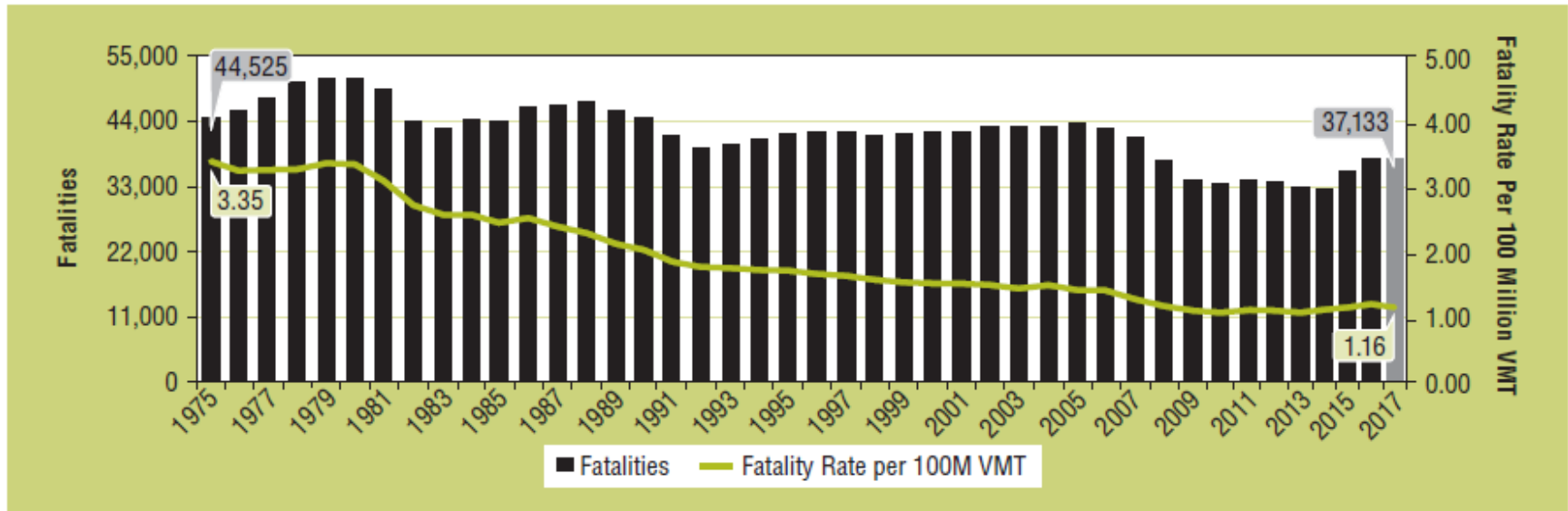


NHTSA: U.S. Fatal Motor Vehicle Crashes, 2017

37,133 people killed in crashes:

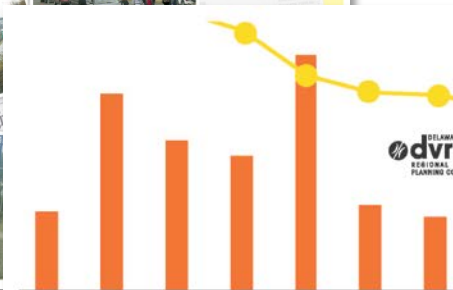
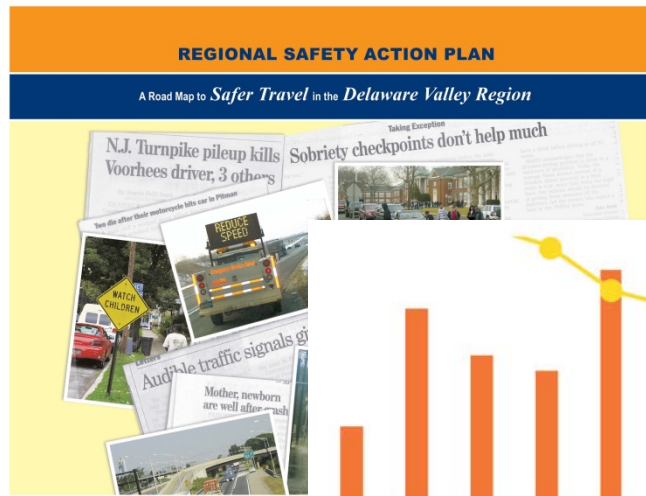
- 1.8-percent **decrease**, from 37,806 in 2016
- vehicle miles traveled (VMT) **increased** by 1.2 percent from 2016 to 2017

Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975–2017



Sources: FARS 1975–2016 Final File, 2017 ARF; Vehicle Miles Traveled (VMT): FHWA.

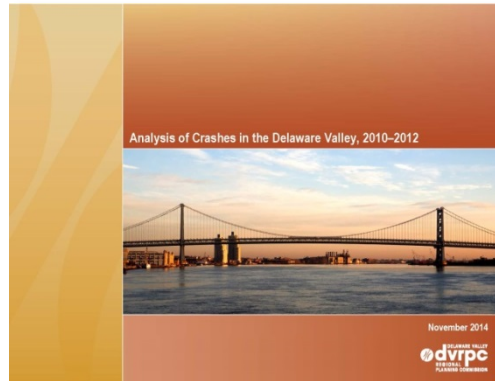
TSAP, 2007-2016



2018 TSAP

April 2017 RSTF endorsed changes to forthcoming fifth edition:

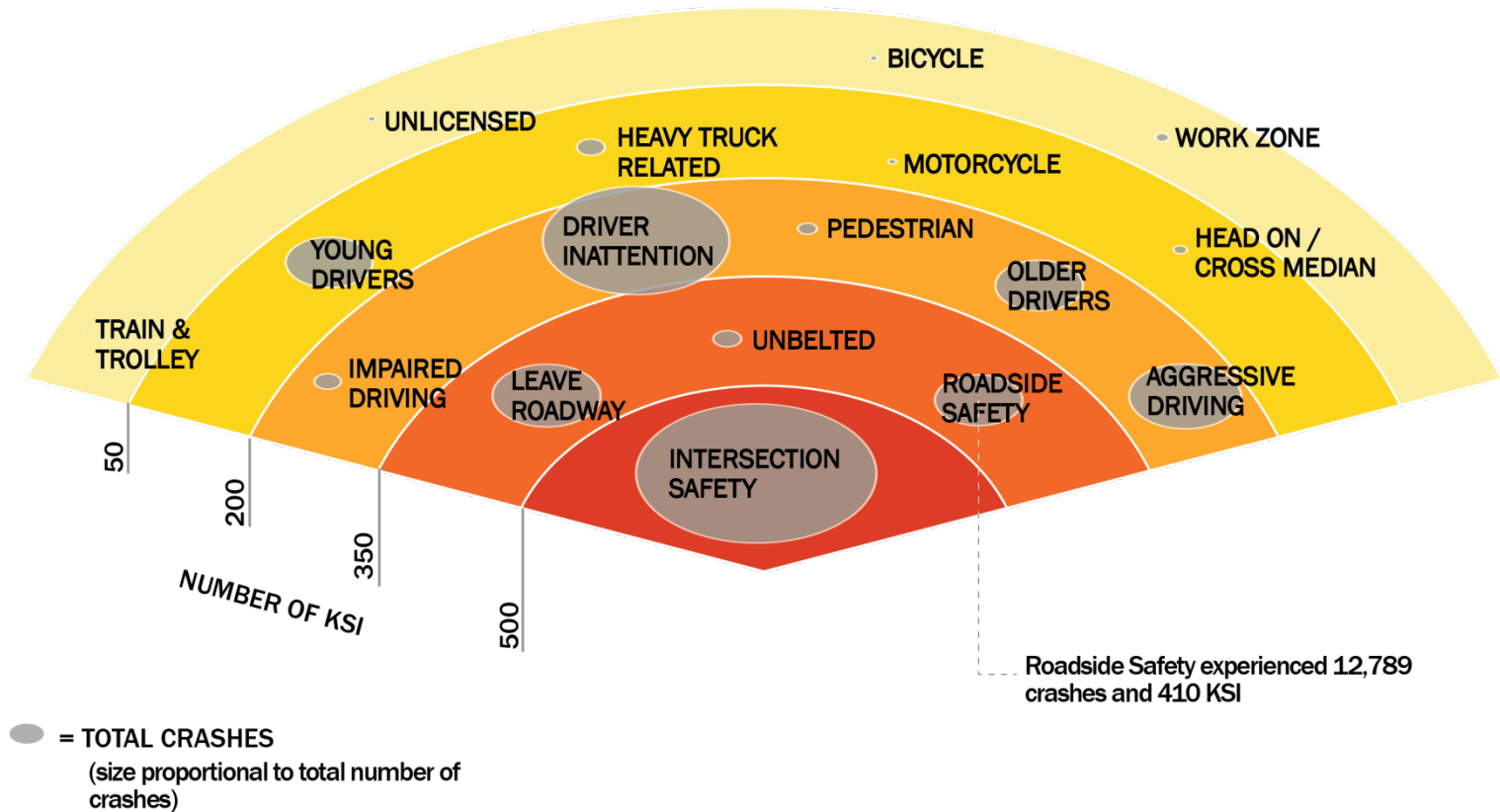
1. Inclusion of all AASHTO Emphasis Areas
2. Emphasis Areas measured by people killed and severely injured (KSI)
3. Combining “Analysis of Crashes” into the TSAP (previously published as a separate report)



**2018
TSAP**

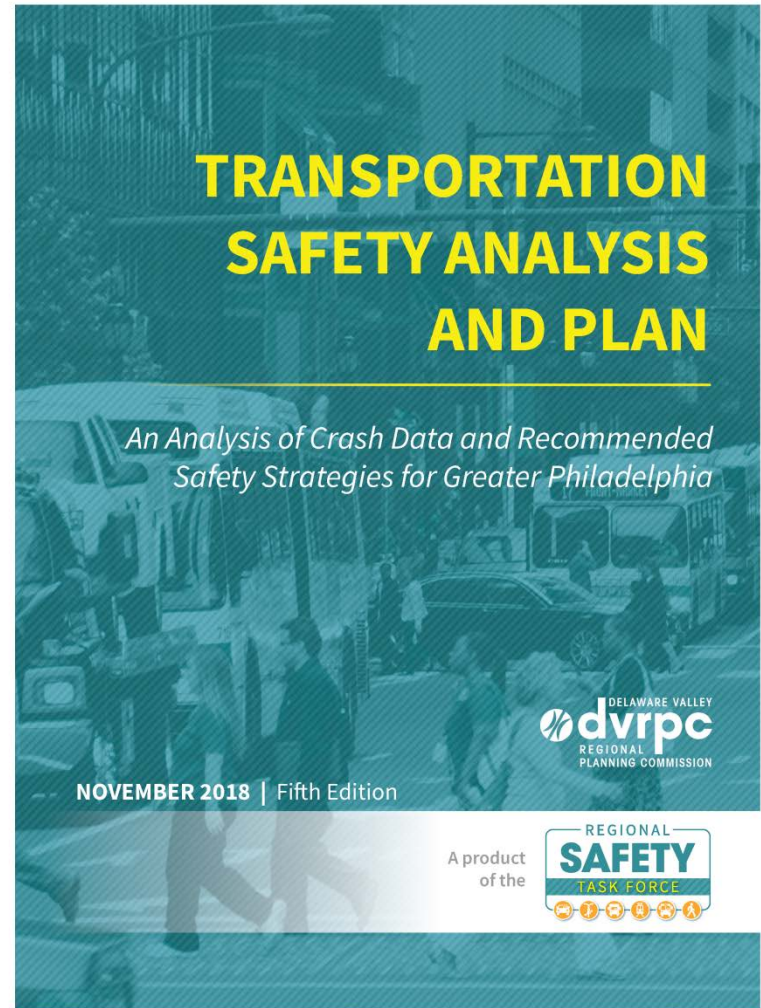
2018 TSAP

AASHTO Emphasis Area KSI Distribution in the Region



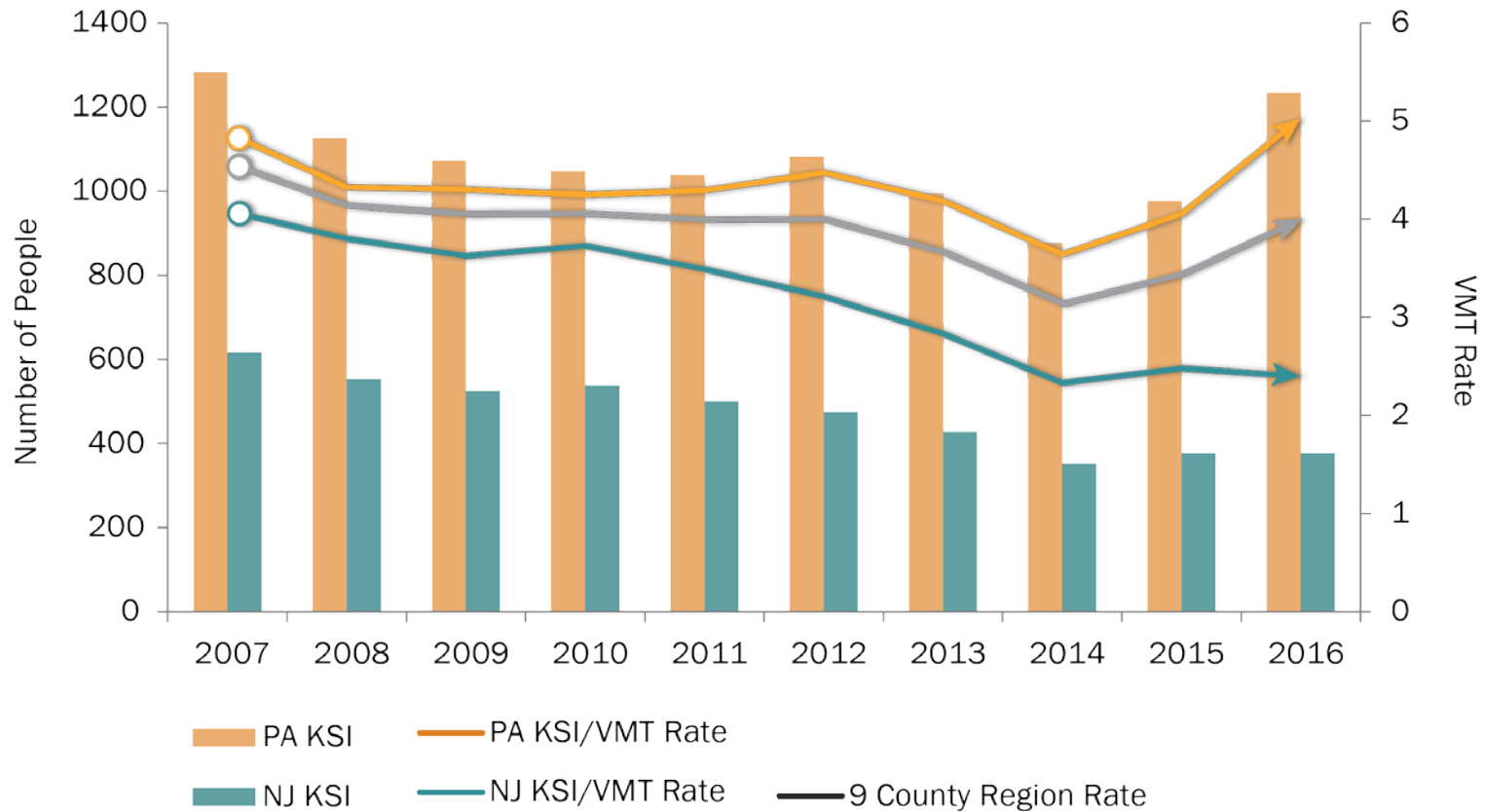
2018 TSAP

- November 2018: Fifth edition published as “Transportation Safety Analysis and Plan” (TSAP)
- Emphasis areas examined account for **98% of KSI** in the region
- Three main parts:
 1. Crash Trends in the Region, 2012-2016
 2. Agency Coordination
 3. Emphasis Areas



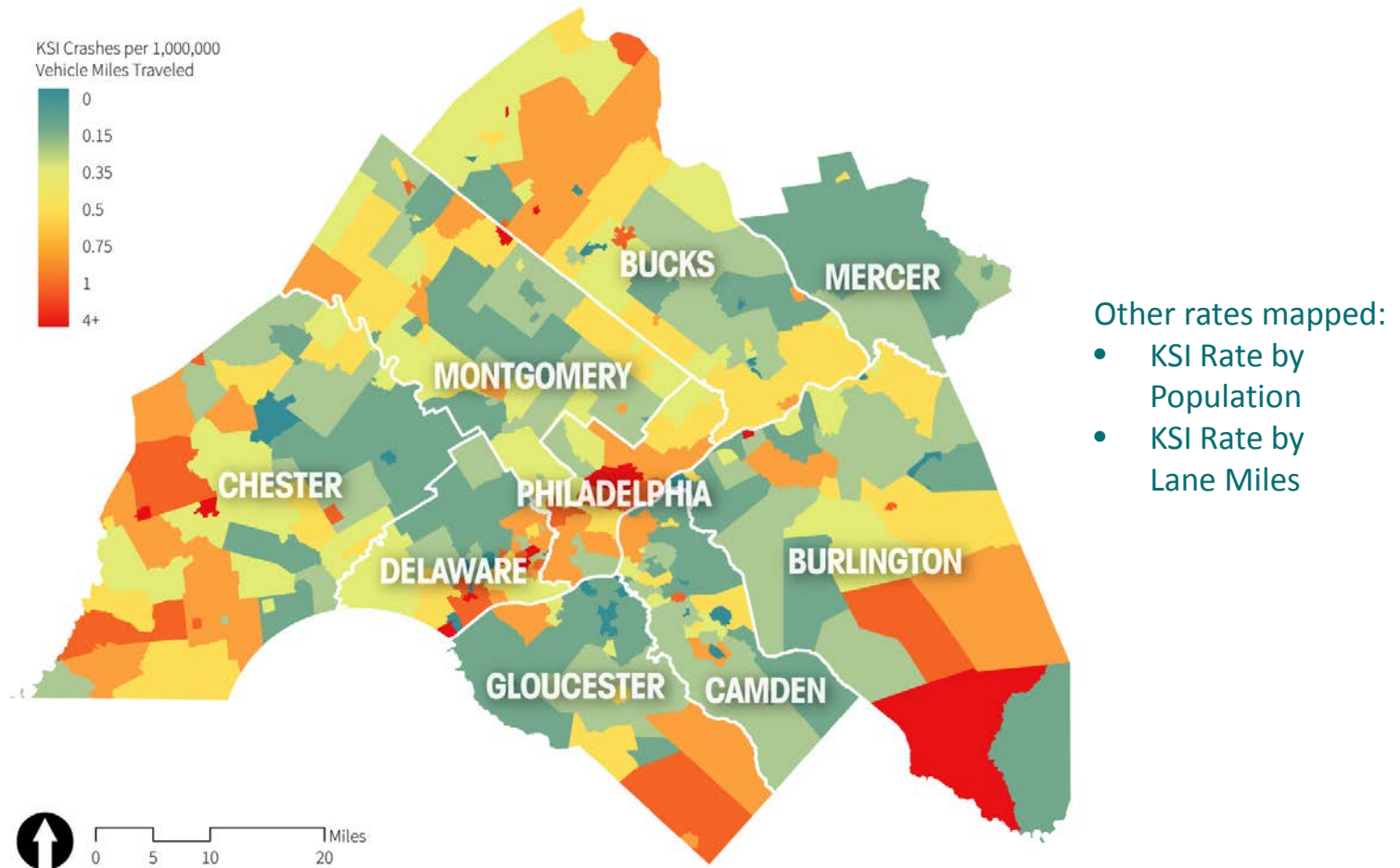
1. Crash Trends in the Region, 2012-2016

Total KSI and KSI Rate per 100 Million Vehicle Miles Traveled (VMT)



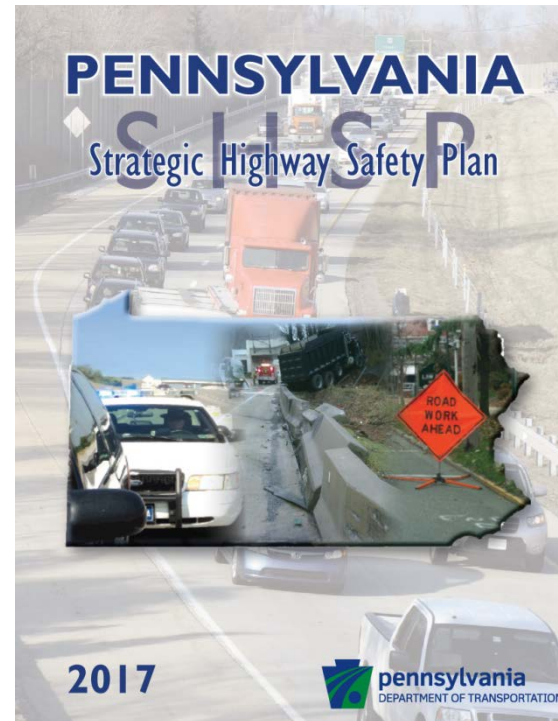
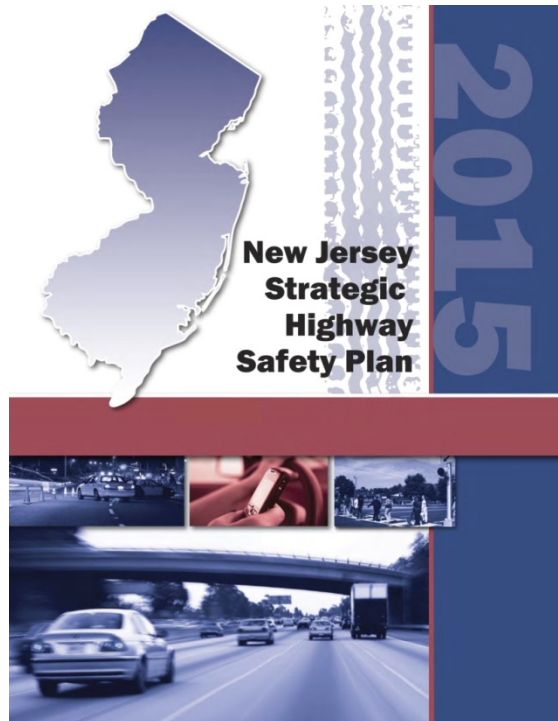
1. Crash Trends in the Region, 2012-2016

KSI Rate by Municipal or Philadelphia Planning District VMT, 5-Year Average



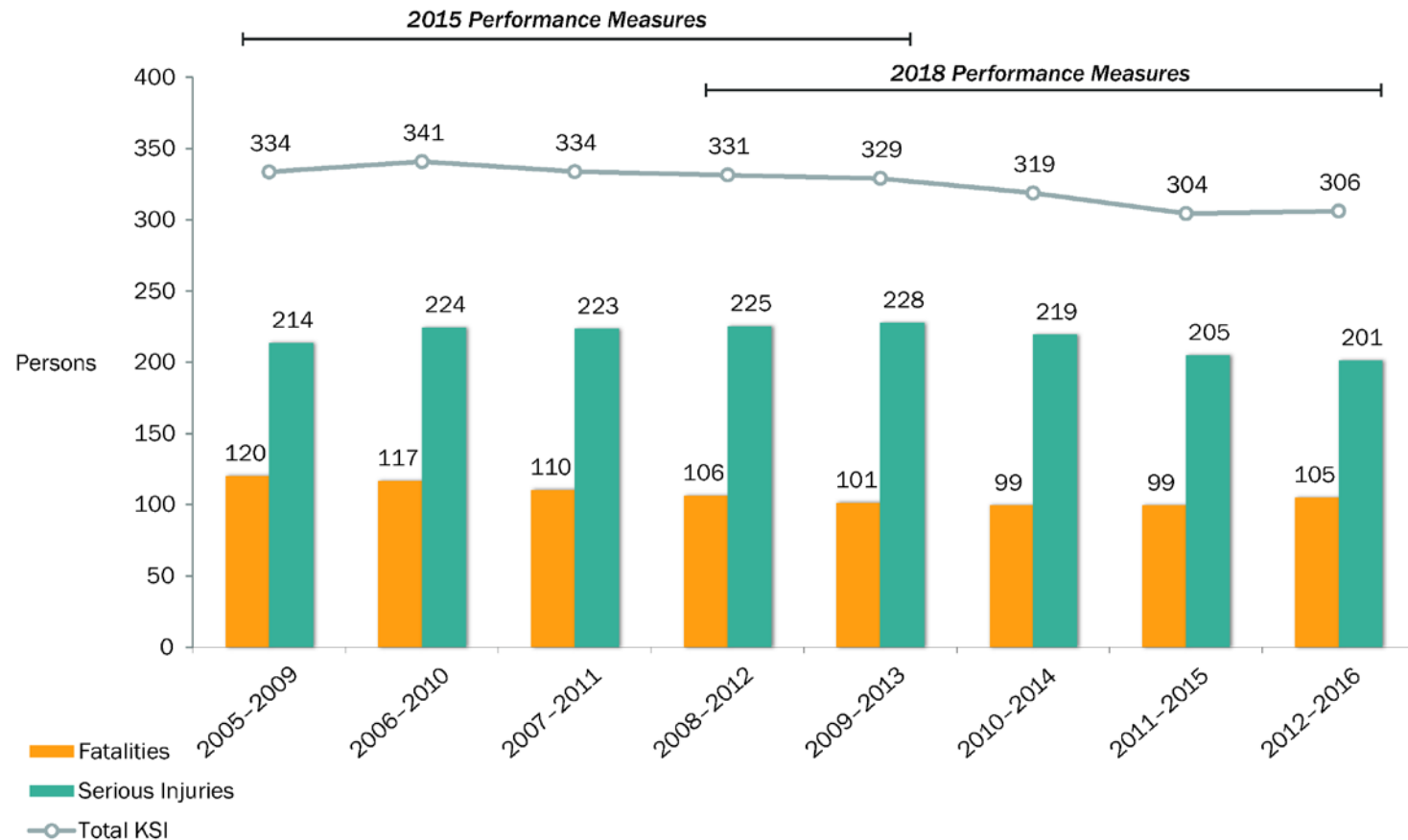
2. Agency Coordination - SHSP

Strategic Highway Safety Plans (New Jersey and Pennsylvania)



2. Agency Coordination - Safety Performance Measures

Non-Motorized Fatalities and Serious Injuries, Greater Philadelphia Region, Five-Year Rolling Averages



3. Emphasis Areas



Older Drivers

- Older drivers are more likely to be seriously injured or killed in a crash than are other drivers.
- By 2030, 73.1 million Americans are expected to be 65 years old or older, compared to 49.2 million in 2016, highlighting the need to address older driver safety in the coming years.

Sustaining Mobility

Older drivers, who are 65 years old or older, are more likely to be seriously injured or killed in a crash than other drivers, as susceptibility to injury and medical complications increases with age. Older drivers may also be more likely to crash due to impaired eyesight and slower reaction times, according to the Transportation Research Board. In fact, according to the Insurance Institute for Highway Safety, only young drivers—between the ages of 16 and 20—have higher rates of fatal crashes than older drivers.

This is why some states require vision tests for older drivers who want to renew their licenses, require in-person renewal, or require renewal more often than is required for younger drivers. However, neither Pennsylvania nor New Jersey place such restrictions on older drivers. In 2015, older adults comprised 18 percent of all traffic fatalities in the United States. **In the Greater Philadelphia region as well, 18 percent of KSI crashes involved older drivers between 2013**

and 2015. As the proportion of older Americans grows and life expectancy increases, this issue will only worsen; by 2030, 73.1 million Americans are expected to be 65 years old or older. In 2016, only 49.2 million Americans were 65 years old or older.

Figure 3.16 shows the average number and

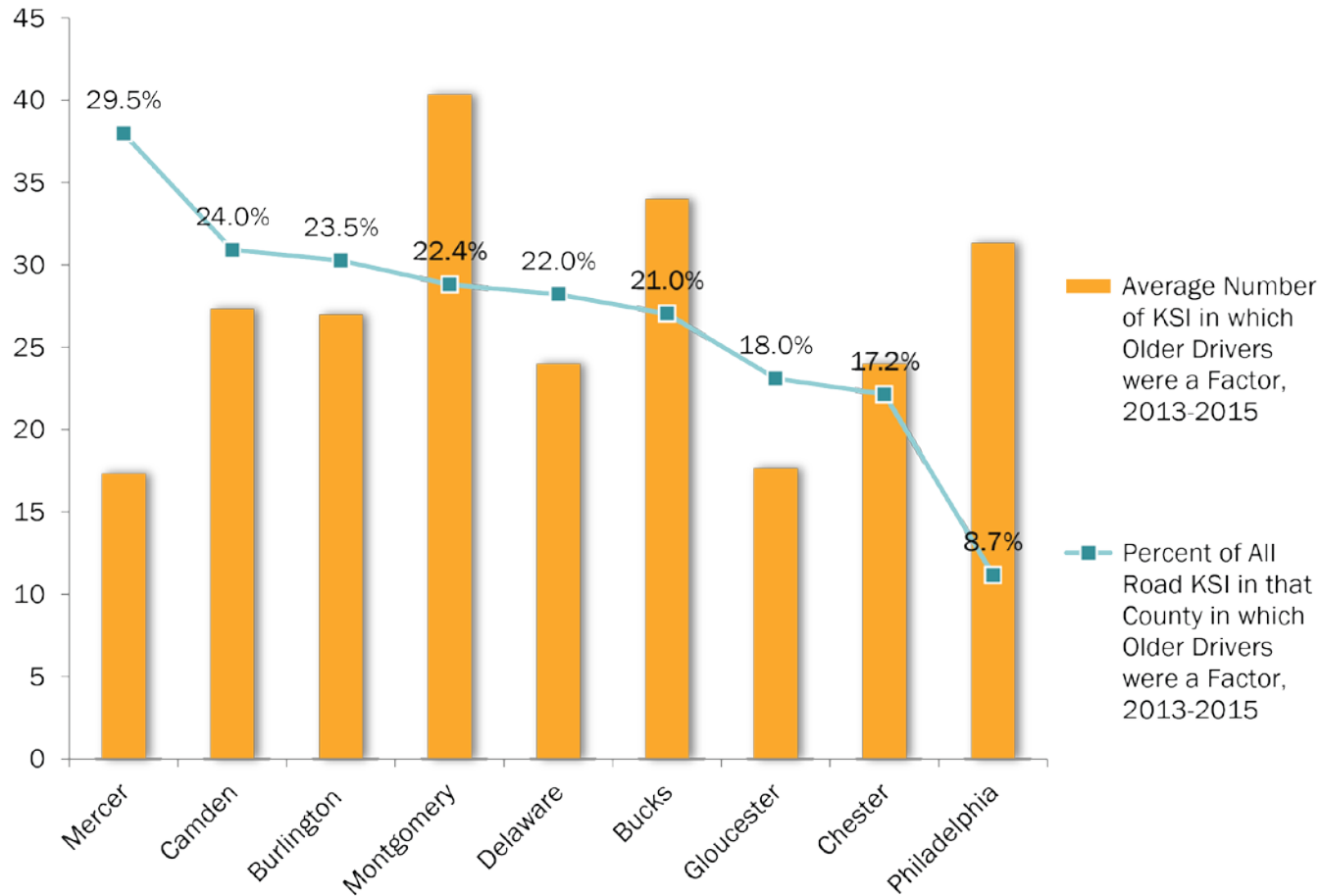
*Older drivers are more likely to be **seriously injured** in a crash than are younger drivers.*



TRANSPORTATION SAFETY ANALYSIS AND PLAN

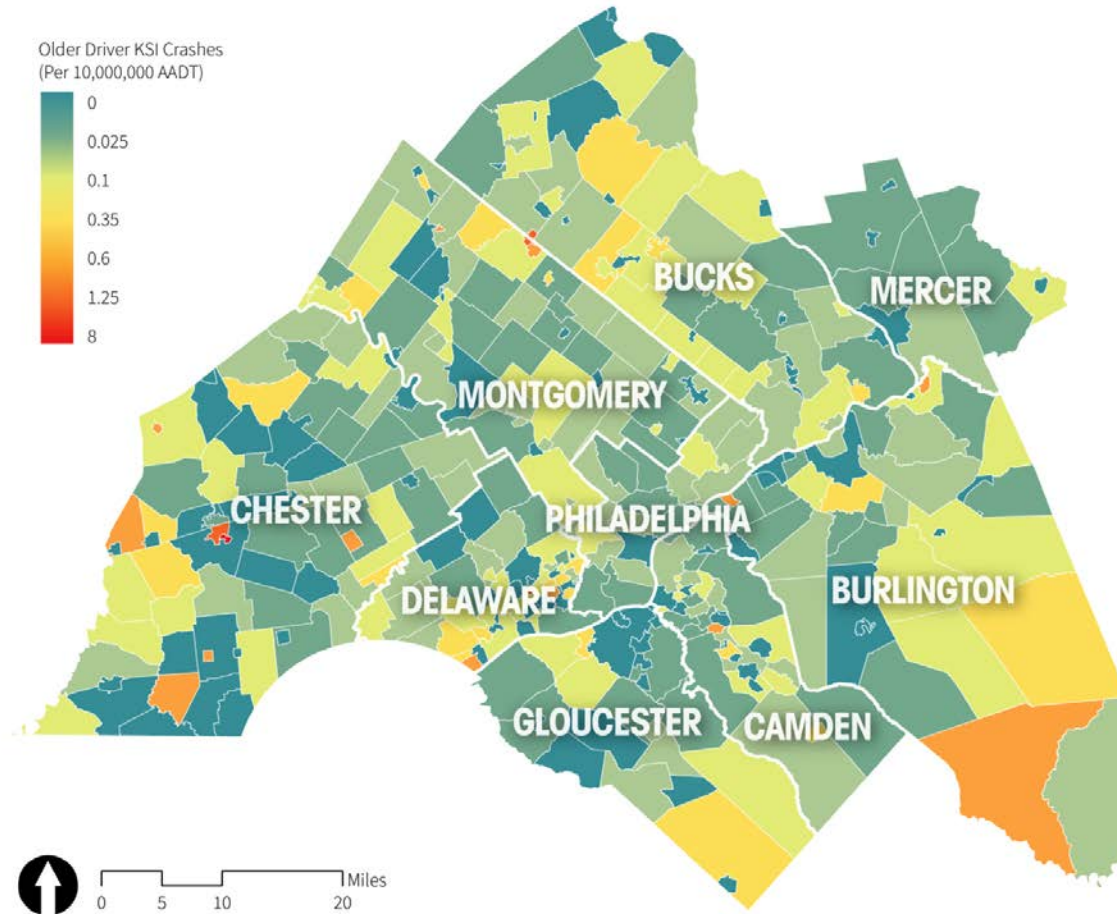
3. Emphasis Areas

Importance of Promoting Older Driver Safety by County



3. Emphasis Areas

Older Driver KSI Crash Rate by Municipal or Philadelphia Planning District VMT, 5-Year Average





3. Emphasis Areas

Existing Programs and Policies, and Improvement Strategies

- Engineering
- Enforcement
- Education
- Policy

Existing Education Programs (Older Drivers):

- Car Fit program (*AAA, AARP, Burlington County Sheriff's Department, Chester County Highway Safety Project, and NJDHTS*)
- Skill testing for seniors to check for alertness, eye sight, etc. (*Virtua Hospital and other local hospitals*)

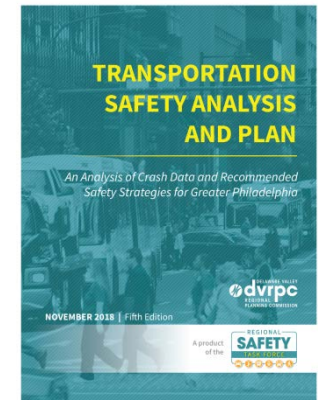
Education Improvement Strategies (Older Drivers):

- Promote use of best practices in senior-safe roadway design, like clear, concise messaging and highly legible design elements.
- Communicate to the public about "transportation retirement" and the need for seniors, adult children, and caretakers to begin planning for a carless future for aging drivers.

Today

Goal: Update the Transportation Safety Action Plan

- Discuss your comments
- Seek a recommendation from the RTC to the DVRPC Board to accept the final plan



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SAFETY
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Thank You!



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