



# RTC

REGIONAL  
TECHNICAL  
COMMITTEE

**Thank you for joining!**

*Next meeting: October 11, 2022*





DVRPC's RTC Meeting  
will start at 10 am.

# Welcome to the **RTC Meeting!**

## **ONLINE RTC MEMBERS**

- Keep audio muted
- Use 'raise hand' function before speaking
- Message online host in the chat for technical support
- Feel free to ask the host to clarify something

## **IN-PERSON RTC MEMBERS & PRESENTERS**

- Speak into microphones to maximize audio for online attendees
- Follow guidelines regarding masks & social distancing

## **EVERYBODY**

- Recording of the meeting will begin at 10:00 am
- DVRPC reserves the right to eject any members of the public from the teleconference/online meeting for making inflammatory or derogatory remarks, or for preventing DVRPC from carrying out regular business

## 1. Call to Order

## 2. Deputy Executive Director's Report

## 3. Public Comments

## ACTION ITEMS

### 4. Highlights of the July 12, 2022 RTC Meeting

### 5. DVRPC Transportation Improvement Program (TIP) Actions

- NJ22-066: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (DB #D1203), Gloucester County – Federalize Project
- NJ22-067: North Olden Avenue (CR 622), Bridge over Amtrak (DB #17412), Mercer County – Study & Development Graduate/Add New Project to TIP
- NJ22-068: Electric Vehicle Infrastructure Program (DB #22350), Statewide – Add New Statewide Line Item to the S/TIP
- NJ22-069: PROTECT (DB #22353), Statewide – Add New Statewide Line Item to the S/TIP
- NJ22-070: Carbon Reduction Program, (DB #22352), Statewide – Add New Statewide Line Item to the S/TIP
- NJ22-071: SJ BRT/Avandale Park & Ride (DB #T630), Various – Add Project Back into the TIP
- NJ22-072: Locomotive Overhaul (DB #T53E), Various – Federalize Project and Add New Phase
- NJ22-073: Preventive Maintenance-Rail (DB #T39), Various – Program Line Item Increase

## 6. DVRPC FY23 UPWP Amendments

## 7. CMAQ Performance Measures – Progress and Targets

## 8. SS4A: Regional Vision Zero 2050 Action Program

## PRESENTATION ITEMS

### 9. Pennsylvania Infrastructure Bank (PIB)

## INFORMATIVE ITEMS

### 10. FY24 UPWP Development Status

### 11. One Minute Reports

### 12. Meeting Adjournment

# Public Comments

DVRPC will provide written responses to comments received during the meeting. Comments limited to 3 minutes per person.

**Webinar attendees:** Raise your hand to make a public comment.

**Call-in attendees:** Press \*9 to raise your hand & \*6 to unmute.

You will be called on by the meeting host/co-host & unmuted.

*DVRPC reserves the right to eject any members of the public from the teleconference/online meeting for making inflammatory or derogatory remarks, or for preventing DVRPC from carrying out regular business.*



# TIP ACTIONS

Transportation Improvement Program  
New Jersey TIP (FY2022-2025)

DVRPC RTC | September 2022



# Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

## Gloucester County | Federalize Project

### TIP Amendment

**Action:** Federalize project by replacing \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC /\$3.304 M 18-STATE DVRPC) with \$3.9 M STBGP-PHILA for FY23 Construction phase (CON)

**Reason:** New Gloucester County/ DVRPC LCD project graduating into TIP, but ineligible for Urbanized funds: Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4) (DB #D2216). Needs STATE-DVRPC funds

#### Background:

- STATE-DVRPC funding has less of a time constraint for authorization than STBGP-PHILA funds
- DB #2216 ineligible for STBGP-PHILA Urbanized Area funds in DVRPC region because location is currently within Urbanized Area of SJTPO





# TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail**  
Federalize project by replacing \$3.9 M STATE-DVRPC (\$596,000 17-STATE-DVRPC /\$3.304 M 18-STATE DVRPC) with \$3.9 M STBGP-PHILA for FY23 CON

# North Olden Avenue (CR 622), Bridge over Amtrak

Mercer County | Study & Development Graduate/Add Project to TIP

## TIP Amendment

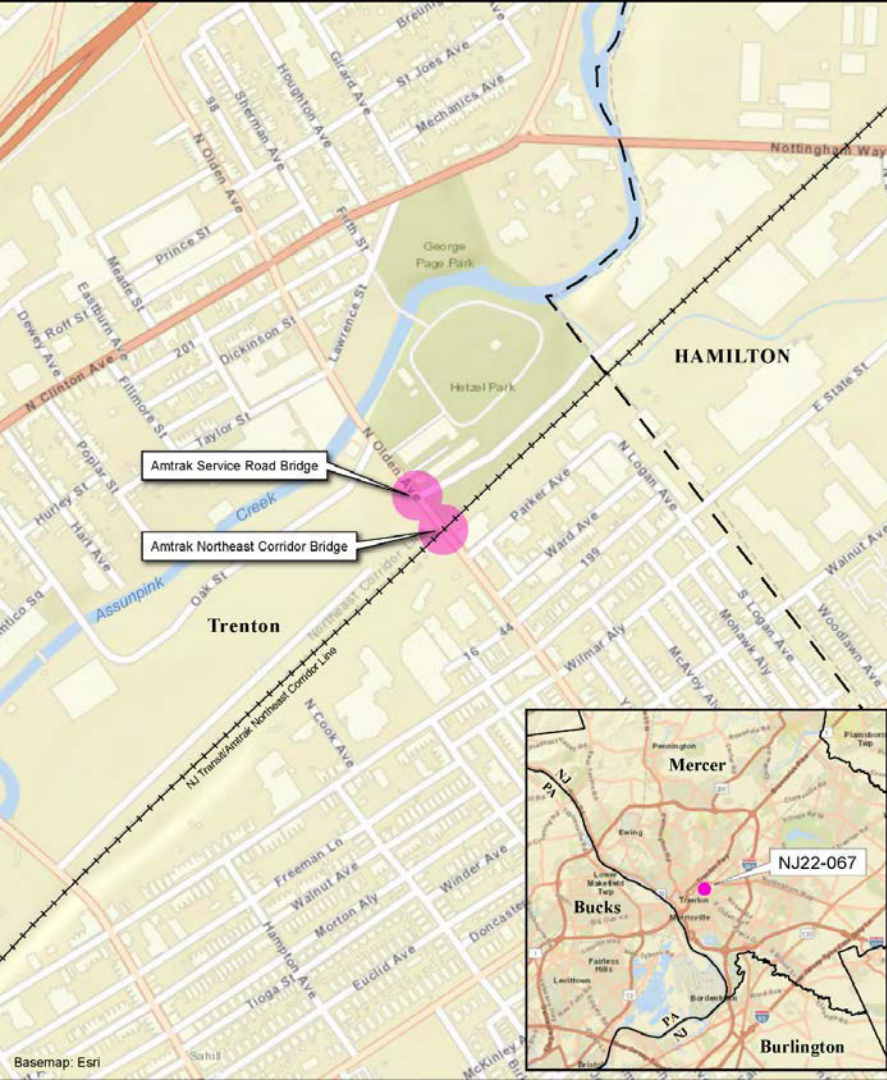
**Action:** Add \$21.1 M Bridge Formula Program-funded (BFP) Study & Development graduate project to the TIP for as follows:

- FY23 PE: \$1.5 M
- FY24 DES: \$1.6 M
- FY25 ROW: \$1M
- FY25 UTI: \$2 M
- FY26 CON: \$15 M

**Reason:** Ready for PE in FY23

### Background:

- NJDOT is improving safety by replacing North Olden Ave bridge over Amtrak Northeast Corridor and bridge over Amtrak Service Road (Dirt Path) approximately two feet higher than the existing bridges to increase the vertical clearance over the Amtrak Northeast Corridor



- Replacing 2 bridges
- Replacing roadway pavement, storm drainage system, and guide rails will be replaced within the project limits
- Sidewalk and Curb ramp reconstruction for ADA compliance
- Widening travel lanes to 18' on the bridges to match lane widths at approach roadways
- Additional ROW parcels to be acquired
- Relocation and maintained service of public utilities

# TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **North Olden Avenue (CR 622), Bridge over Amtrak**  
Add \$21.1 M Bridge Formula Program-funded (BFP), Study & Development graduate project into the S/TIP for ERC as follows:
  - \$1.5 M BFP for FY23 PE
  - \$1.6 M BFP for FY24 DES
  - \$1 M BFP for FY25 ROW
  - \$2 M BFP for FY25 UTL
  - \$15 M BFP for FY26 CON

# Electric Vehicle Infrastructure Program

Statewide | Add New Statewide Line Item to the S/TIP

## TIP Amendment

**Action:** Add a new \$68.227 M National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program into the S/TIP for ERC as follows:

- FY23: \$16.067 M
- FY24: \$16.709 M
- FY25: \$17.378 M
- FY26: \$18.073 M

**Reason:** New Formula funds from IIJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Line item will fund the establishment of an electric vehicle infrastructure program to fund strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability

### Background:

- *NEVFP-funded projects have not been identified yet*
- *National Electric Vehicle Infrastructure (NEVI) funds will not be made available to a State for obligation until the State has State Electric Vehicle Infrastructure Deployment Plan submitted to the Federal Joint Office of Energy and Transportation, and FHWA has approved it*

# Eligible Uses for Vehicle Infrastructure Program

- Acquisition and installation of network-connected **electric vehicle charging infrastructure**
- **Development phase activities** relating to the acquisition or installation of electric vehicle charging infrastructure
- **Operating and maintenance cost assistance** for EV charging infrastructure acquired or installed under the program (**for up to 5 years**)
- Acquisition or installation of **traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure** acquired, installed, or operated under the NEVI Formula program, and **on-premises signs**
- **Mapping and analysis activities** to evaluate demand for EV charging infrastructure
- **Data sharing** about EV charging infrastructure

# PROTECT

Statewide | Add New Statewide Line Item to the S/TIP

## TIP Amendment

**Action:** Add a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) PROTECT Formula Program (PFP) funded Statewide Program line item, PROTECT into the S/TIP for FY23-FY31 ERC

**Reason:** New Formula funds from IIJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Provides funds to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure

### Background:

- *PROTECT-funded projects have not been identified yet*

# Eligible uses for PROTECT

- Adapting existing infrastructure or new construction to withstand extreme weather events and other physical hazards that are becoming more common and intense
- Natural or green infrastructure to buffer future storm surges and provide flood protection
- Aquatic ecosystem restoration
- Improve resilience of transportation networks that serve traditionally underserved and underrepresented communities, particularly during natural disasters and evacuations



# Carbon Reduction Program

Statewide | Add New Statewide Line Item to the S/TIP

## TIP Amendment

**Action:** Add a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K/ \$4.381 M CR-B5K50K/ \$103.377 M CR-FLEX/ \$10.732 M CR-L5K) funded, Carbon Reduction Program, into the S/TIP for ERC FY23-FY31

**Reason:** New Formula funds from IIJA/BIL. Aligns S/TIP with State FY2023 Capital Program. Line item provides for projects that will reduce transportation emissions and the development of carbon reduction strategies

### Background:

- *Carbon Reduction Strategy is required before identification of projects*
- *CR-funded projects have not been identified yet*

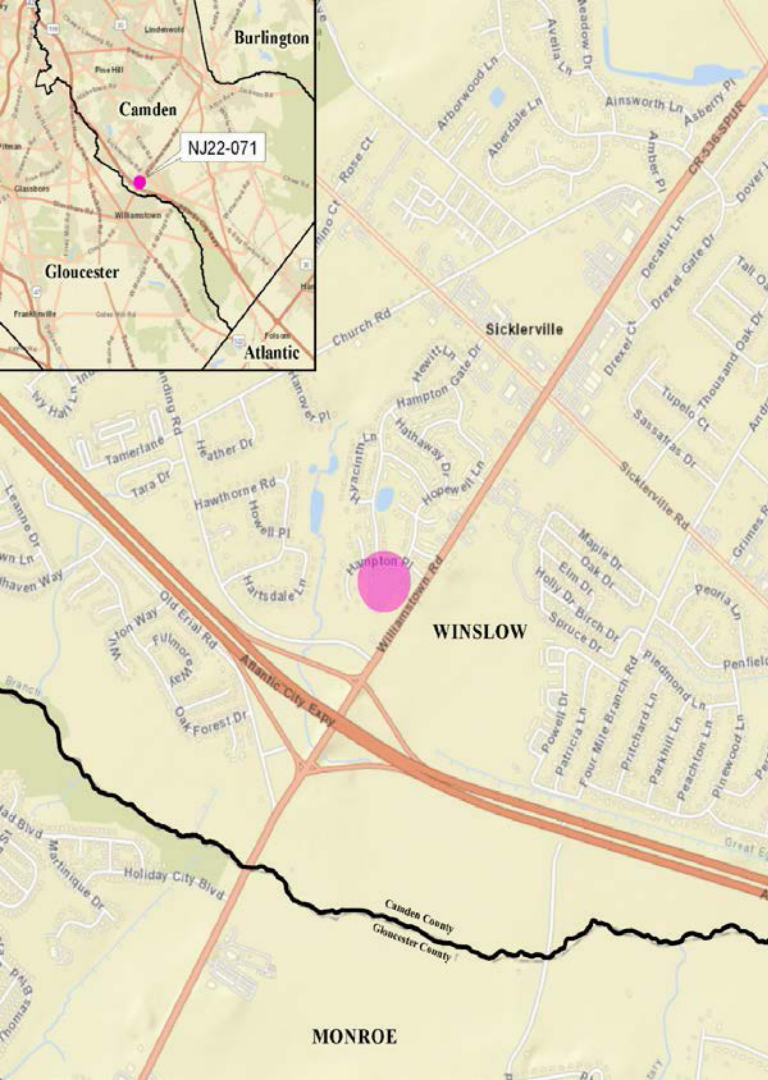
# Eligible Uses for Carbon Reduction Program

- Traffic monitoring and management
- Truck stop and port electrification
- Constructing, planning, and design of on-road and off-road trail facilities
- Efforts to reduce community impacts of freight movement
- Deployment of alternative fuel vehicles including purchase or lease of zero-emission construction equipment and vehicles
- Diesel engine retrofits
- Electric vehicle charging infrastructure

# TIP ACTION | Proposed - NJ



- **Request RTC Recommend Board Approval of TIP Amendments**
- **Electric Vehicle Infrastructure Program**  
Add a new \$68.227 M National Electric Vehicle Formula Program (NEVFP) funded Statewide Program line item, Electric Vehicle Infrastructure Program into the S/TIP for FY23-FY26 ERC
- **PROTECT**  
Add a new \$335.847 M Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) PROTECT Formula Program (PFP) funded Statewide Program line item, PROTECT into the S/TIP for FY23-FY31 ERC
- **Carbon Reduction Program**  
Add a new \$122.871 M Carbon Reduction (CR) (\$4.381 M CR-B50K200K/ \$4.381 M CR-B5K50K/ \$103.377 M CR-FLEX/ \$10.732 M CR-L5K) funded, Statewide Program line item, Carbon Reduction Program, into the S/TIP for FY23-FY31 ERC



# SJ BRT/Avandale Park & Ride

## NJ TRANSIT | Add Project Back into the TIP

### TIP Amendment

**Action:** Add a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY22 ERC

**Reason:** FY21 unobligated funds must be shown in FY22 of the TIP for FTA to reimburse NJ TRANSIT for work completed

### Background:

- *Project included resurfacing the lot, expansion of parking by 120 spaces, a new bus canopy shelter, dynamic signage, lighting and upgraded security cameras*
- *This initial work addressed many of the needs for South Jersey Bus Rapid Transit (SJBRT) at Avandale Park and Ride, while NEPA work for the SJBRT is underway*

# TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **SJ BRT/Avandale Park & Ride**  
Add a previous TIP project, the SJ BRT/Avandale Park & Ride (DB #T630), back into the TIP with prior year FY21 unobligated funds in the amount of \$2 M SECT 5339/5307 for FY22 ERC

# Locomotive Overhaul

NJ TRANSIT | Federalize Project and Add New Phase

## TIP Amendment

**Action:** Federalize the line item by adding \$13.115 M (4.085 SECT 5307/ 9.030 M SECT 5337) of federal funds to the formerly STATE-only funded program line item for a new Engineering / Right-of-Way / Construction (ERC) phase in FY22

**Reason:** FY21 unobligated funds must be shown in FY22 of the TIP to be used by NJ TRANSIT; rebalancing of Transit Program

## Background:

- *Provides for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life*

# TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **Locomotive Overhaul**  
Federalize the line item by adding \$13.115 M (4.085 SECT 5307/ 9.030 M SECT 5337) of federal funds to the formerly STATE-only funded program line item for a new ERC phase in FY22

# Preventative Maintenance- Rail

NJ TRANSIT | Program Line Item Increase

## TIP Amendment

**Action:** Increase program line item by \$34.889 M (31.789 SECT 5337/\$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP) from \$15.348 M to \$50.237 M

**Reason:** FY21 unobligated funds must be shown in FY22 of the TIP to be used by NJ TRANSIT; rebalancing of Transit Program

## Background:

- *Provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law*
- *Service in DVRPC region: Trenton Station, Hamilton Station, Princeton Station, and Princeton Junction*



# TIP ACTION | Proposed - PA








- **Request RTC Recommend Board Approval of TIP Amendment**
- **Preventative Maintenance- Rail**  
Increase program line item by \$34.889 M (31.789 SECT 5337/\$3.1 M SECT 5307) for FY22 Capital Acquisition (CAP) from \$15.348 M to \$50.237 M

Connect With Us!



# Thank you!

Connect With Us!  |  |  |  | 

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



Regional Technical Committee  
September 6, 2022



---

# FY23 Work Program Amendments

# Background

- ▶ With the passage of the IJA, DVRPC staff are deeply engaged in leveraging competitive funding programs for improvements to our region
- ▶ IJA Planning (PL) funds are allocated to state DOTs to be distributed to MPOs
- ▶ NJDOT has a funding distribution formula for its three MPOs
- ▶ PennDOT is working on a distribution formula, TBD

# Background

- ▶ Five work program amendments are proposed to incorporate a portion of expected funds this FY:
  - Technical Assistance to Member Governments
  - Transportation Improvement Program
  - Competitive Program and Project Management
  - NJ Travel Monitoring Equipment and Supplies
  - Travel Monitoring Supplies
- ▶ The Land Use File update was approved at the June Board to use PL \$ when allocated

# Technical Assistance to Member Governments

- ▶ Add \$150,000 from NJDOT allocated PL funds
  - To conduct internal and external coordination
  - To maintain an up to date IJA webpage and communications
  - To conduct customized IJA consultations
  - To focus on disadvantaged communities

# Action Proposed:

That the RTC recommend that the Board amend the FY23 UPWP to add \$150,000 to Technical Assistance to Member Governments 23-23-080 to support DVRPC's proactive IJA work which includes consistent internal coordination and coordination with the RTC, maintenance of an up-to-date IJA webpage and communications with partners, IJA consultations and customized assistance to municipalities, and an emphasis on outreach/ assistance to disadvantaged communities.

# Transportation Improvement Program

- ▶ Add \$100,000 from NJDOT allocated PL funds
  - To coordinate IJA applicants on match feasibility, provide letters of support for applications, and amend the TIP as per IJA grant awards



# Action Proposed:

That the RTC recommend that the Board amend the FY23 UPWP to add \$100,000 to Transportation Improvement Program (TIP) 23-34-080 to keep the TIP subcommittee informed of IIJA opportunities, to coordinate with IIJA applicants on appropriate competitive funding programs and match feasibility, to provide letters of support for submitted applications, and to amend the TIP as per IIJA awarded funding.

# Competitive Program and Project Management

- ▶ Add \$80,000 from NJDOT allocated PL funds
  - To support project sponsors with guidance on federal rules and regulations to facilitate traditional and nontraditional construction projects

# Action Proposed:

That the RTC recommend that the Board amend the FY23 UPWP to add \$80,000 to Competitive Program and Project Management 23-52-060 to support project sponsors with guidance on federal rules and regulations to facilitate local concept development projects, as well as traditional and nontraditional design projects and facilitate program management, to leverage opportunities in the IIJA.

# NJ Travel Monitoring Equipment and Supplies

- ▶ Add \$60,000 from NJDOT allocated PL funds to a newly created project
  - To support the purchase of bicycle, pedestrian and vehicular counting equipment and supplies necessary to maintain the count program and keep them in good working order to support travel monitoring activities in the NJ counties

# Action Proposed:

That the RTC recommend that the Board amend the FY23 UPWP to add \$60,000 to create **Project 23-53-015: NJ Travel Monitoring Equipment and Supplies.**

# Travel Monitoring

- ▶ Add \$62,500 (\$50,000 from new PL funds from the IJA contingent on allocation of these funds from PennDOT, and \$12,500 DVRPC Local Match)
  - To support the purchase of bicycle, pedestrian and vehicular counting supplies to keep the PA equipment in good working order

# Action Proposed:

That the RTC recommend that the Board amend the FY23 UPWP Project 23-53-010: Travel Monitoring to add \$62,500 (\$50,000 from new PL funds from the IIJA, contingent on allocation of these funds from PennDOT, and \$12,500 DVRPC Local Match).

Sean Greene  
Regional Technical Committee  
September 6, 2022

# CMAQ Performance Plan and Performance Targets





# Background

## What is CMAQ?

- Federal program to fund projects that reduce congestion and improve air quality

MAP 21 and FAST ACT require US DOT to establish Transportation Performance Measures for the CMAQ program

- Known as PM-3 regulation
  - Subpart G – Congestion Measures
  - Subpart H – On-Road Mobile Source Emissions

# Today's Presentation

- PM-3 Requirements
- Performance Measures
- First Period Performance Plan (2018-2021)
- Second Period Performance Targets (2022-2025)
- Requested Action

# FHWA PM-3 Rule Requires...

1. Establishment of 2-and 4-year Targets (Regions >1M people and in NAA)
  - Congestion Measures for UZA
    - UZAs >1M and 200K people
  - CMAQ Emissions Reductions Measures for MPO region and state
2. Final Performance Plan & Baseline Plan
3. Plans due to FHWA by October 1, 2022

# What are the Congestions Measures?

Unified targets for entire UZAs

## 1. Peak Hour Excessive Delay (PHED)

- Annual per capita delay on the NHS system
- Data extracted from RITIS Probe Data Analytics Suite

## 2. Percent Non-SOV travel

- U.S. Census 5-Year Estimates

# How Were the Targets Established?

## Discussion and Collaboration

- MPOs and DOTs in affected UZAs held a series of meetings during each step (2018, 2020, and 2022)
  - Philadelphia, New York, Allentown, Trenton UZAs
- Targets established by consensus and approved by DVRPC Board (2018 and 2022)

# Congestion Targets and 4-Year Performance – PHED (2018-2021)

<b>Baseline</b> <i>(annual hours per capita)</i>	<b>Two-Year Target Optional</b> <i>(annual hours per capita)</i>	<b>Two-Year Performance Measurement</b> <i>(annual hours per capita)</i>	<b>Four-Year Target</b> <i>(annual hours per capita)</i>	<b>Four-Year Performance</b> <i>(annual hours per capita)</i>
<b>Philadelphia UZA</b>				
16.8	17.0	14.6	17.2	13.1
<b>New York-Newark UZA</b>				
20.0	N/A	22.2	22.0	20.9

# Congestion Targets and 4-Year Performance – Percent Non-SOV Travel (2018-2021)

Baseline	Two-Year Target	Two-Year Performance Measurement	Four-Year Target	Four-Year Performance
<b>Philadelphia UZA</b>				
27.9%	28.0%	28.2%	28.1%	30.0%
<b>New York-Newark UZA</b>				
51.6%	51.6%	51.7%	51.7%	62.1%

# Performance Results

Four-year Performance surpassed or is meeting two- and four-year targets for Philadelphia and New York-Newark UZAs.



# Performance Targets

- For the Second Performance Period (2022-2025) Targets required for UZA>200K people
  - Philadelphia
  - New York-Newark
  - Trenton
  - Allentown
- DVRPC Adopted Targets at July 2022 Board Meeting.

# Congestion Targets – PHED (2022-2025)

<b>Baseline</b> <i>(annual hours per capita)</i>	<b>Two-Year Target</b> <i>(annual hours per capita)</i>	<b>Four-Year Target</b> <i>(annual hours per capita)</i>
<b>Philadelphia UZA</b>		
13.1	15.2	15.1
<b>New York-Newark UZA</b>		
20.9	22.0	21.0
<b>Trenton UZA</b>		
3.4	5.7	5.7
<b>Allentown UZA</b>		
7.1	8.4	8.4

# Congestion Targets – Percent Non-SOV Travel (2022-2025)

Baseline	Two-Year Target	Four-Year Target
<b>Philadelphia UZA</b>		
30.6%	30.0%	30.0%
<b>New York-Newark UZA</b>		
52.4%	52.4%	52.5%
<b>Trenton UZA</b>		
26.4%	26.5%	26.8%
<b>Allentown UZA</b>		
19.7%	18.6%	18.6%

# Emissions Performance Measure

## CMAQ Program Eligibility

- Projects must show emissions reductions
- DOTs report emissions benefits for authorized projects in annual report to FHWA
- Data is stored in FHWA CMAQ Public Access System (PAS)

# Emissions Reductions Requirements

## Targets

- DOTs must set statewide 2- and 4-Year Targets for emissions reductions from CMAQ funded projects
- MPOs must either develop targets or adopt state targets for MPO area
- DVRPC is adopting state developed targets

# How Were the Targets Established?

- **Discussion and Collaboration**
  - MPOs and DOTs collaborated on Emissions Measure for regional and statewide emissions targets and performance
  - Statewide targets incorporate MPO targets

# Emissions Results-Pennsylvania (2018-2022)

Pollutant	Emissions Reduction (Kg/day)			
	2-year Target	2-year Performance	4-year Target	4-year Performance
VOC Emissions	37.61	142.8	69.31	217.10
NO <sub>x</sub> Emissions	23.42	652.4	42.50	928.70
PM <sub>2.5</sub> Emissions	1.08	24.21	2.06	33.02

# Emissions Results-New Jersey (2018-2022)

Pollutant	Emissions Reduction (Kg/day)			
	2-year Target	2-year Performance	4-year Target	4-year Performance
VOC Emissions	1.45	47.54	2.86	73.82
NO <sub>x</sub> Emissions	7.453	454.32	14.86	684.94
PM <sub>2.5</sub> Emissions	2.627	94.73	5.25	111.99



# Performance Results

- Four-year Performance surpassed the targets for PA and NJ
  - Transit flex emissions benefits included in PAS for first time in 2018
  - TDM projects that expected to be listed as “recurring” were counted in 2018
  - In NJ, Statewide projects contributed to regional goals

# Emissions Targets- Pennsylvania (2022-2025)

Pollutant	Emissions Reduction (Kg/day)	
	2-year Target	4-year Target
VOC Emissions	9.66	19.32
NO <sub>x</sub> Emissions	51.28	102.56
PM <sub>2.5</sub> Emissions	4.07	8.14

# Emissions Targets- New Jersey (2022-2025)

Pollutant	Emissions Reduction (Kg/day)	
	2-year Target	4-year Target
VOC Emissions	2.84	5.41
NO <sub>x</sub> Emissions	9.51	17.49
PM <sub>2.5</sub> Emissions	24.25	45.96

# Performance Plan

## Applicability and Requirements

### – All measures

- Four-year performance (2018-2022)
  - Congestion measures for UZA (Philadelphia and NYC-Newark)
  - Mobile Source Emissions for MPO area separated by state
- Baseline and Targets (2022-2025)
  - Additional UZAs (Trenton and Allentown)

### – Emissions measures

- List projects contributing to performance
- Identify projects that have changed, been added or deleted
- Identify projects that support 4-year targets
- Narrative description of programmed projects and benefits

# Action Proposed

That the Regional Technical Committee (RTC) recommends that the Board adopt the CMAQ mobile-source emissions performance targets established by PennDOT and NJDOT and approves DVRPC to submit the CMAQ Performance Plan that demonstrates the progress towards meeting the targets for the period 2018-2021 and identifies baseline conditions and targets for the second performance period (2022-2025) to the state DOTs for submission to FHWA.

# Thank You!



Questions?

Sean Greene | [sgreene@dvrpc.org](mailto:sgreene@dvrpc.org)

Kevin S. Murphy  
Regional Technical Committee  
September 6, 2022

# Safe Streets and Roads for All (SS4A): Regional Vision Zero 2050 Action Program

# Safe Streets and Roads For All (SS4A)

## Purpose:

- Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, transit users, motorists, etc.





# Safe Streets and Roads For All (SS4A)

## Our Current Reality

Traffic fatalities are a public health crisis affecting all road users.

**1.25M**

Lives lost globally each year from traffic crashes

Source: World Resources Institute

**42,915**

Estimated lives lost on U.S. roads in 2021

Source: NHTSA

**7,342**

Estimated pedestrians killed in U.S. traffic crashes in 2021

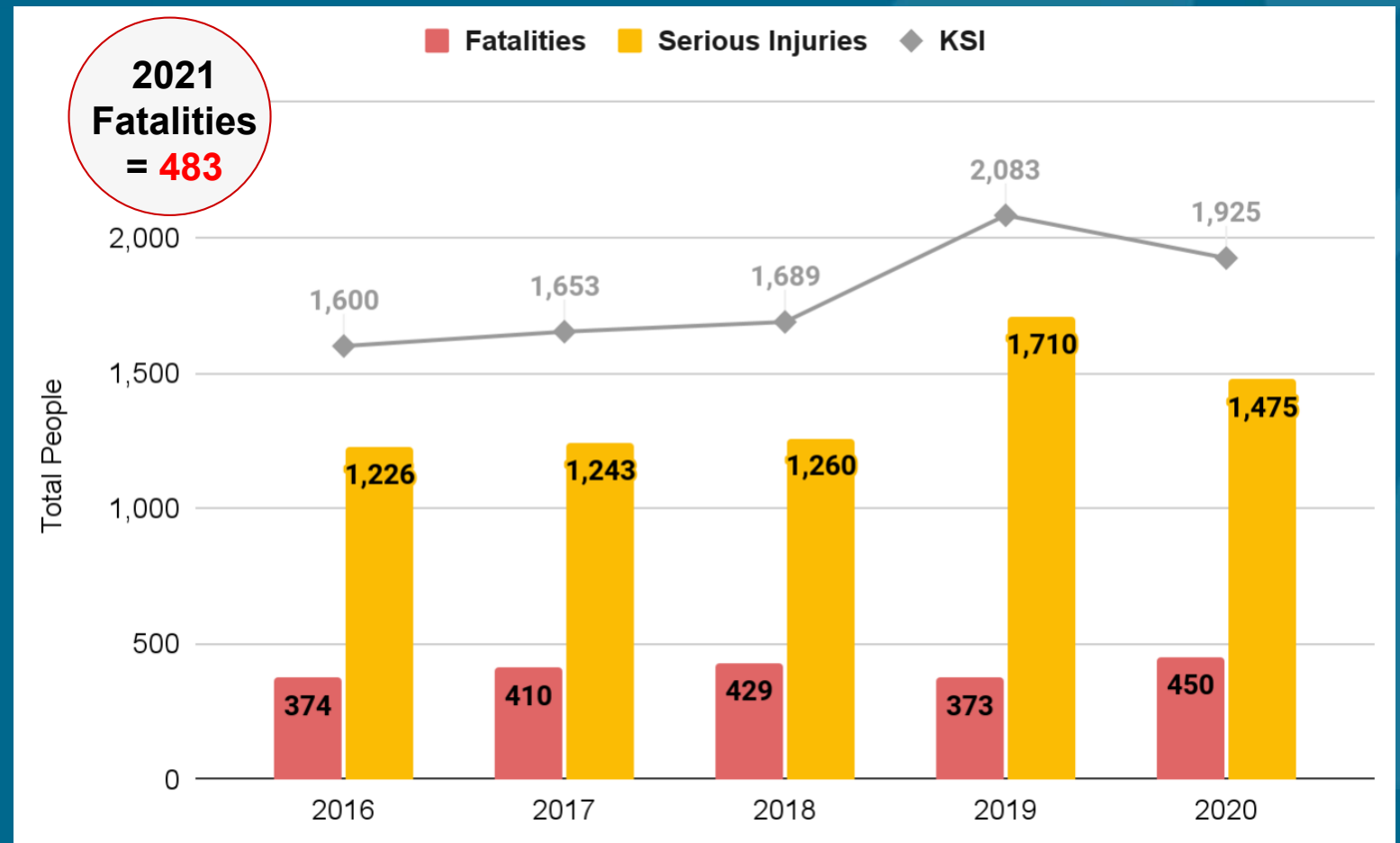
Source: NHTSA

**U.S. Transportation Secretary Pete Buttigieg:** “We face a crisis on America’s roadways that we must address together. With our National Roadway Safety Strategy and the President’s Bipartisan Infrastructure Law, we are taking critical steps to help reverse this devastating trend and save lives on our roadways.”



# Total KSI - Regional Trend (by person), 2016-2020

In 2020, someone was killed or seriously injured in a crash on average every 4.5 hours in the Greater Philadelphia region.

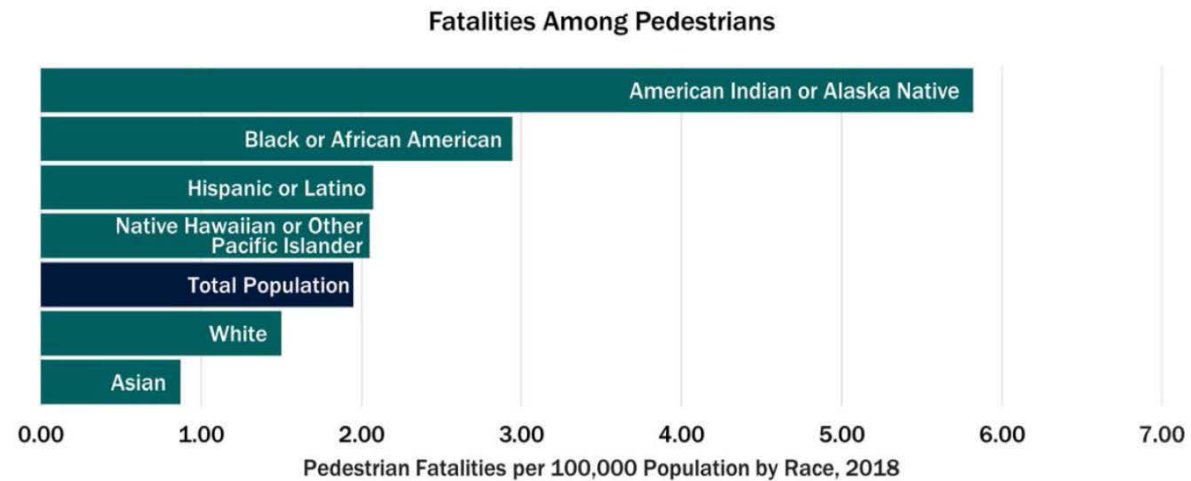


# Safe Streets and Roads For All (SS4A)

Nationally, pedestrian fatalities are overrepresented among minority populations. **42.5%** of regional pedestrian fatalities occurred in DVRPC underserved communities ('16-'20).

## Equity and Roadway Fatalities

Fatalities have **disparate impacts**...



Source: FARS 2018 Final File; Population – Census Bureau



U.S. Department of Transportation

# SS4A Grant Types

- **Action Plan Grants** (e.g. VZ Action Plan):
  - HIN, project ID, equity analysis, local champion, engagement
  - Assess transportation policies/standards to prioritize safety
- **Implementation Grants:**
  - Safety project design & construction
  - infrastructure, behavioral, and operational safety activities

*\* Implementation Grants fund projects and strategies identified in a qualifying safety action plan*

# SS4A Funding and Schedule

**\$5B over FY22-26, \$1B in first round (2022)**

- 80% Federal / 20% Local Match (in-kind services eligible)
- Grant Award Min/Max:
  - **Action Plan - \*Locals 200K/1M, MPOs 200K/5M**
  - Implementation Grant - Locals 5M/30M, MPOs 5M/50M
- Schedule & Period of Performance:
  - **Applications due 9/15/2022, awards - late 2022 / early 2023**
  - **Action Plan - 12 to 24 months**

# SS4A Selection Process

“In FY 2022, DOT expects to award hundreds of Action Plan Grants, and up to one hundred Implementation Grants.” SS4A NOFO

## Funding Restrictions:

- Per state cap of 15% of total SS4A funds (action plans & impl grants)
- Grant distribution: 40% for Action Plans

## Evaluation:

- Screen for **duplicative** Action Plan Grant applications in same location
- Review merit criteria, and budget information
- Rank grants based on merit criteria

# SS4A Selection Process

## Action Plan Grants:

- Developed to be accessible to all communities, lower barrier to entry
- Simplified selection criteria using objective data points (#1 and #2)

# SS4A Selection Criteria

## 1. Safety Impact:

- Total crash fatalities 2016 to 2020
- 5-year annual average fatality rate (population)

## 2. Equity:

- Percentage of population in Underserved Communities (Census tract %)

## 3. Additional Safety Considerations (300 words)



# SS4A Application



# Safe Streets and Roads for All Action Plan Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Lead Applicant: DVRPC UEI: \_\_\_\_\_

Funding request: (choose one)

- New Action Plan**  
Create a new conforming Action Plan
- Complete Action Plan**  
Complete or update components of an existing plan(s) to create a conforming Action Plan
- Supplemental Planning Activities**  
Additional planning activities must have a conforming Action Plan documented by a Self-Certification Eligibility Worksheet

Applicant(s)	Jurisdiction Population (#) <small>U.S. Census Data</small>	NOFO Criterion #1		NOFO Criterion #2	
		<b>1a.</b> Total Count Motor Vehicle-Involved Roadway Fatalities 2016 - 2020 (#) <small>FARS Data</small>	Alternative Fatality Data Optional <small>(indicate source below)</small>	<b>1b.</b> Average Annual Fatality Rate (per 100,000 population)	<b>2.</b> Percent of Population in Underserved Communities Census Tracts (%) <small>U.S. Census Data</small>
<b>Total Value for Application:</b>	5,717,224	2,036		7.120000000	28.59 %

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

<b>Lead Applicant:</b> DVRPC	5,717,224	2,036		7.120000000	28.59 %
<b>Joint Applicant(s):</b>					
1					%
2					%
3					%
4					%

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant

## Selection Criteria:

- 1. a. Fatalities = 2.036
- b. Fatality Rate = 7.129
- 1. Regional Underserved Communities = 28.59 %

# Safe Streets and Roads For All (SS4A)

## 3. Additional Safety Considerations (300 word limit):

- Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
- Engage with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.);
- Seek to adopt innovative technologies or strategies to promote safety and equity; and
- Include evidence-based projects or strategies.

# SS4A Application

## Selection Criteria:

3. Additional Safety Considerations (300 word limit)

## Other Requirements:

3. Map
4. SFF
5. Attachments
  - a. LOS commitment to match/funds & tasks



# Safe Streets and Roads for All Action Plan Application Template

### Lead Applicant's State:

Mark "NA" if a Federally recognized Tribal government

PA

Additional State #1 that this Action Plan grant will serve:

NJ

Additional State #2 that this Action Plan grant will serve:

### Funding Request for Lead Applicant's State (\$):

Provide total cost if a Federally recognized Tribal government

\$ 777,777

Funding request for Additional State #1 (\$):

\$ 622,222

Funding request for Additional State #2 (\$):

\$

NOFO Criterion #3

### 3. Narrative: (300-word limit)

DVRPC and its partners will create a safety action program building on efforts to date: Connections 2050 LRP Regional Vision Zero 2050 goal, regional TSAP AASHTO emphasis area analysis, experience creating VZ HIN's for Trenton and Philadelphia, and ongoing collaboration with regional partners to address crashes region-wide. Our collaborations led to RVZ 2050, and adoption of regional safety targets for FHWA's TPM program. We lost 2,036 people to crashes from 2016-2020, with a fatality spike of 29% between 2019 and 2021; pedestrian fatalities accounted for 26% of the '16-'20 total.

We are proposing a data-driven region-wide HIN and creation of a facility-specific toolbox of hot-spot strategies and low-cost systemic strategies (e.g.: rumble strips, vertical deflection, signal backplates, striping, etc.) including FHWA's Proven Safety Countermeasures, that can be deployed system-wide.

Remember to provide separately:

### 4. Map

### 5. Required Forms

- SF-424 Application for Federal Assistance
- SF-424A Budget Information for Non-Construction Programs
- SF-424B Assurances for Non-Construction Programs
- SF-LLL Disclosure of Lobbying Activities

Apply to Grants.gov package: PKG00274330

### Self-Certification Eligibility Worksheet

Only Required for Supplemental Planning Activities

### Other Documentation

Optional



# SS4A Budget

## Budget Requirements:

- Use SF-424A
- Only eligible costs associated with executing the Action Plan Grant
- **Matching costs or value of in-kind contributions of non-Federal share**
- Cannot include previously incurred expenses
- **Brief budget summary & high-level overview of estimated activity costs, organized by all major cost elements**

# RVZ 2050 Action Program: SS4A Budget

## SS4A

**\$1,400,000**  
DVRPC Action Plan Grant Application Request - 2 years

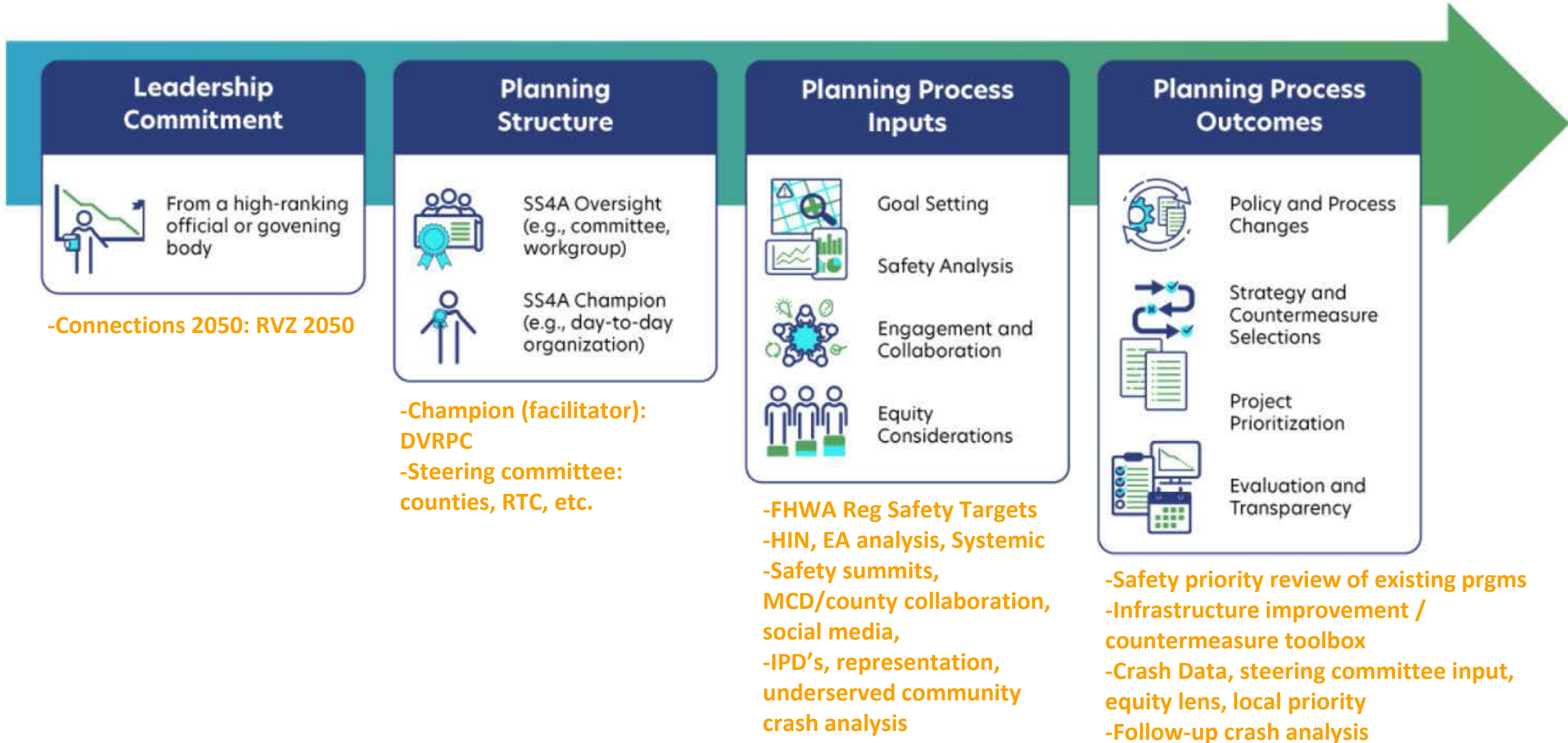
**\$1,120,000**  
80%  
Federal Funds

**\$280,000**  
20%  
Local Match

Technical Tasks, in-house and/or consultant				
<b>\$480,000</b>				
DVRPC				
<b>\$71,111</b> Burlington County	<b>\$71,111</b> Camden County	<b>\$71,111</b> Gloucester County	<b>\$71,111</b> Mercer County	
<b>\$71,111</b> Philadelphia	<b>\$71,111</b> Chester County	<b>\$71,111</b> Bucks County	<b>\$71,111</b> Montgomery County	<b>\$71,111</b> Delaware County

Local Match (cash or in-kind services) for Action Program tasks (e.g.: municipal outreach, education, study intake, meetings)				
<b>\$31,111</b> Burlington County	<b>\$31,111</b> Camden County	<b>\$31,111</b> Gloucester County	<b>\$31,111</b> Mercer County	
<b>\$31,111</b> Philadelphia	<b>\$31,111</b> Chester County	<b>\$31,111</b> Bucks County	<b>\$31,111</b> Montgomery County	<b>\$31,111</b> Delaware County

# The Action Plan Planning Process



# Regional Vision Zero 2050 Action Program

## Components Unique to DVRPC Proposal

### Data Dashboard and Online Platform

#### Data Sharing:

- One stop web resource for crash safety in the region, Action Program tracking
- Regional HIN & supporting safety data map layers will be available to partners
- Open interface for connecting with the public, logging safety concern location (crowdsourcing)
- New integrated regional pipeline for local safety planning and project development

#### Local Plan Vetting:

- Review of recent/forthcoming county and local plans for inclusion in the regional plan—qualifying them for future SS4A implementation, and other funding sources, to advance local safety in pursuit of Regional Vision Zero 2050

# Regional Vision Zero 2050 Action Program

## The Action Plan Planning Process



## County Participation in Program:

- Similar to involvement in an average-sized county-focused UPWP project
- 2-year timeline
- Ongoing collaboration to to create a sustainable safety support system beyond SS4A



# Next Steps

- Apply by Sept. 15 at 5pm EST
- Look for award announcement in December '22 / January '23
  - If YES:
    - Develop detailed scope and schedule
      - Collaborate with county partners
    - USDOT contract administration within 12 months of announcement
      - County/DVRPC contracts to follow
  - If no:
    - Research winning grants for guidance
    - Confer with partners
    - Reapply September 2023

Questions?



## Action:

That the Regional Technical Committee agree to support DVRPC on the Regional Vision Zero 2050 Action Program application, and that certain member governments previously identified express an intent to fulfill the proposed subrecipient agreement and related activities.



# **Pennsylvania Infrastructure Bank (PIB)**

Delaware Valley Regional  
Planning Commission

September 6, 2022

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## **Learning Objectives**

- Understanding the PIB Program
- How to apply for a loan
- Application process & required documentation
- PennDOT loan approval process
- Your responsibilities as an applicant
- PIB success stories
- Where to find more PIB information

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Understanding the PIB Program

- The Pennsylvania Infrastructure Bank (PIB) is a program that provides loans for eligible highway, bridge, public transit, aviation and rail freight projects and highway/bridge related equipment purchases for public agencies.
- Emphasis is on construction projects although other phases such as design will be considered.

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Understanding the PIB Program

- 400+ Loans since 1998
- Totaling Over \$366,000,000
- Leveraged Over \$364,000,000
- PIB Multi-modal Accounts
  - 30 Aviation
  - 16 Rail Freight
  - 5 Transit
  - 20 Equipment purchases

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Understanding the PIB Program

- One half prime fixed interest rate set at the time of receipt of complete loan application. Current rate is 2.75%
- 0% interest rate for disaster related loans such as flood damage and other **unanticipated** natural or manmade events
- Maximum term is 10 years, 5 years for equipment purchases
- Will finance up to 100% of the project cost, or up to 50% for equipment purchases



# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Understanding the PIB Program

- Any publicly owned highway/bridge, transit, aviation or rail freight project that is normally eligible for federal, state and/or local transportation funding.
- Private entities are eligible to apply as long as the project will become integral to the functioning of the transportation system. Roadway/bridges must be publicly owned.
- It's not the applicant; its the project!

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Understanding the PIB Program

### **Common Project Examples**

- Road construction & resurfacing
- Bridge replacements & rehabilitation
- Traffic signals & signal upgrades
- Transportation storm water drainage and management
- Transit facilities & equipment
- Rail track improvements and new sidings
- Public use airport improvements & buildings
- Municipal roadway & bridge maintenance equipment such as graders, dump trucks, snow removal equipment, etc.

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Applying for a Loan

- Part of DCED's Electronic Single Application for assistance
- The PIB application is reviewed, approved and managed by PennDOT
- Partnership with DCED allows for ease of the application process as well as the potential to apply for other grants and loans to develop a total funding package

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## DCED Electronic Single Application(ESA) Since 2015



<https://www.esa.dced.state.pa.us/Home.aspx>

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## DCED Electronic Single Application(ESA)

Home Help Save Print Contact Us Logout

Program Applicant Project Overview Project Site Narrative Budget Addenda Certification

Agency: Pennsylvania Department of Transportation  
Applicant: Web Application #: 8116107  
Program: Pennsylvania Infrastructure Bank (PIB)  
[Program Fact Sheet](#) [Program Guidelines](#)

### Program Addenda

Below are additional application requirements specific to the program you selected. If you are having problems completing the Program Addenda because your organization or project do not meet the requirements listed below, please try [changing your program](#).

#### PROJECT INFORMATION

1. PIB Assistance (How much do you wish to borrow for the project) ◆

2. Project Description ◆

3. Loan Request is for ◆

If other is selected or you need additional selections please use the text area below.

4. Equipment purchase loans can only be made for 50% of the purchase cost. If equipment purchase is selected please indicate source of matching funds in the text area below.

5. Project Location Map, Please use the Upload Section below to attach your location Map.

**Upload Files**  
Click "Browse" to select a file. Each file can be no larger than 30MB.

File 1  No file chosen

6. What loan term do you desire? (if loan is for equipment purchase match term limit is 5 year term) ◆

7. What payment Frequency do you desire? ◆

If other is selected please place details here.

# Addenda



# Pennsylvania Infrastructure Bank(PIB) Program

## DCED Electronic Single Application(ESA)

File 1  No file chosen

11. Safety Benefits. Describe and quantify the proposed project's impact on safety.

**Upload Files**  
Click "Browse" to select a file. Each file can be no larger than 30MB.

File 1  No file chosen

12. Economic Benefits. Describe the proposed project's economic development benefits. Describe and quantify the number of new jobs to be created, municipal and school district and state tax revenues, etc.

**Upload Files**  
Click "Browse" to select a file. Each file can be no larger than 30MB.

File 1  No file chosen

**PROJECT FINANCIAL DOCUMENTS**

13. Please provide most recent 2 years of audited financial records. (Private entities are not required to submit audited records). ♦

**Upload Files**  
Click "Browse" to select a file. Each file can be no larger than 30MB.

File 1  No file chosen

14. Please upload a signed and completed W-9 form. ♦

**Upload Files**  
Click "Browse" to select a file. Each file can be no larger than 30MB.

# Addenda



# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Application Process

### Municipal, County & School Districts

#### **Municipal & County Applicants must provide with the application:**

- Approved MS-329 if Liquid Fuels will be used to repay or secure the loan
- Debt Statement Pursuant to Section 8110 of the Local Government Unit Debt Act (LGUDA)
- Proposed loan collateral such as Liquid Fuels, general tax revenue or other security as approved by PennDOT
- 2 years of the most recent audited financial statements
- If not already, must register as a vendor with the Commonwealth at <http://www.vendorregistration.state.pa.us/CVMU/Paper/Default.aspx>

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Application Process

- The LGUDA is required. Any questions regarding the LGUDA must be directed to DCED. More information may be found at:
  - <http://dced.pa.gov/local-government-unit-debt-act-lguda/>
- Loans will be processed without LGUDA approval but under no circumstances will loans be disbursed without DCED LGUDA approval or a qualified Small Borrowing for Capital Purchases as per Section 8109 of the LGUDA.



# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Application Process

Public authorities, agencies, commissions & other public related entities & private corporations must provide with the application:

- Proposed loan collateral acceptable to PennDOT such as an Irrevocable Standby Letter of Credit, a third party securing the loan with public tax revenue, etc. Real estate, equipment, personal guarantees and other items of value will not be considered for PIB loan security
- 2 years of audited financial statements, cash flow statements or other information requested by PennDOT
- If not already, must register as a vendor with the Commonwealth at <http://www.vendorregistration.state.pa.us/CVMU/Paper/Default.aspx>

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Loan Approval Process

- Complete application
- Financial review
- Acceptance of proposed collateral
- TIP/STIP/TYP programming if required
- PIB Manager's recommendation
- PennDOT Secretary/Deputy Secretary approval
- Applicant must register for ACH in order to receive loan Disbursement and Repayments electronically

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Loan Approval Process

After PennDOT loan approval, the applicant will receive:

- Loan commitment letter stating the amount approved, term and any other loan conditions
- Loan agreement for execution
- Any other documents/exhibits required by PennDOT
- Loan approval is valid for one year unless modified by PennDOT

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Loan Approval Process

The loan proceeds will be disbursed when:

- Applicant is ready to receive the loan
- All documents are executed to the satisfaction of PennDOT
- Collateral is received by PennDOT
- LGUDA is approved by DCED
- Applicant is set up to receive Disbursement and make repayments through the PEPP via ACH
- Loan is Disbursed

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Loan Management Responsibilities

- Segregate loan proceeds from other funds
- Keeping records that are available for audits
- Paying contractors
- Repaying PIB loan as per the loan agreement
- MS 999 reporting if Liquid Fuels are involved

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Project Management Responsibilities

- Obtaining any necessary permits
- Municipal Services/Publication 9 approvals if applicable.

<http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%209.pdf>

- Project bidding per local, state or federal requirements depending on the type of project
- Construction contract approval
- Construction inspections
- Record keeping
- Prevailing wage rules apply

# ▶ Pennsylvania Infrastructure Bank(PIB) Program

## Contact Information

- Hugh McGowan, PIB Manager (717)787-5798  
[hmcgowan@pa.gov](mailto:hmcgowan@pa.gov)