Other Offices Moved to Other Director

Office of Project Implementation
(non-traditional bike/ped/trail type projects)

John Coscia, Jr.
Ryan Gallagher
Joe Banks
Dan Snyder
Joe Natale
Maria Meraz

Office of Transportation Operations Management (TSMO)

Chris King
Justin Neff
Kathrine Nash
ADA Ramps - Bucks, MontCo, and Philadelphia
Various Counties in PA | Remove Funding (Delete Project Record)

- **TIP Amendment**
- **Action:** Remove CON phases in amount of $15,382,000 STU/Toll Credit from the TIP for 2 ADA projects (delete projects)
- **Reason:** Projects were Let for construction, fully funded, and regularly authorized under previous FY2019 TIP. The funding programmed in the FY2021 TIP is no longer needed and will return to the region

- **Background:**
  - ADA Ramps 2020 Bucks and Montgomery Counties - reduce from $7,956,000 STU/Toll Credit to $0
  - 2019 Philadelphia ADA Ramps - reduce from $7,426,000 STU/Toll Credit to $0
TIP ACTION | Proposed - PA

Request Board Approval of TIP Amendment

• Delete ADA Ramps Projects
Remove CON phases in amount of $15,382,000 STU/Toll Credit from the TIP for 2 ADA projects:
  • ADA Ramps 2020 Bucks and Montgomery Counties - reduce from $7,956,000 STU/Toll Credit to $0
  • 2019 Philadelphia ADA Ramps - reduce from $7,426,000 STU/Toll Credit to $0
PA 309 Connector: Allentown Road to Souderton Pike (HT2)
Montgomery County | Increase/Advance CON Funding in 1st Four Years

- **TIP Amendment**
- **Actions:**
  - Increase cost of CON phase overall by $6,250,000 for items
  - Advance $9,357,000 STU/STP/State into 1st Four Years of TIP
  - Remove NHPP funds (ineligible) and replace with STU/STP/State

- **Reasons:** Cost increase, ready to be let, not NHPP eligible
- **Background:** Total project construction cost increase from $34,959,000 to $41,209,000 for improved connection between PA 63 and Route 309
- Project is ready to be let for construction this summer and and costs increased for various elements; swap NHPP for STU/STP/State match
CON phase includes increased costs for:

- Sound barriers
- Increased length of multi-use path
- Stormwater & soil management
- Retaining wall and culvert costs
- Add’l ITS facilities
- Temporary signals along detour route
TIP ACTION | Proposed - PA

Request Board approval of TIP Amendment
PA 309 Connector: Allentown Road to Souderton Pike (HT2)

1) Increase overall CON phase by $6,250,000 from $34,959,000 to $41,209,000
2) Advance $9,357,000 into the first 4 years and adjust the first 4 year programming from:
   STU - $2,551,000
   NHPP - $9,428,000
   State 581 - $2,994,000
   to:
   STU - $14,686,000
   STP - $4,779,000
   State 581 - $4,865,000
3) Remove all NHPP funding
Montgomery Avenue Bridge over Amtrak at 30th Street (CB)
City of Philadelphia | Increase CON Funding in 1st Four Years

• TIP Amendment
• Action:
  • *Increase CON phase in 1st Four Years of TIP by advancing CON funding in FY21 and FY22 by $4,900,000, and reducing CON phase by $4,900,000 in LFY25*
  • *add a previously obligated UTL phase back into TIP in amount of $980,000.*
• Reason: The project is scheduled to Let for construction in July 2021
• Background:
  • *Overall cost increase is $980,000 for a $19 million structure*
PA21-44: Montgomery Avenue Bridge over Amtrak at 30th Street (CB)

For complete reconstruction of five-span bridge over Amtrak’s Northeast Corridor to a single-span bridge
TIP ACTION | Proposed - PA

Request Board approval of TIP Amendment

- Montgomery Avenue Bridge over Amtrak at 30th Street (County Bridge in Philadelphia)

Increase CON phase by $4,900,000 in 1st 4 years:
FY21: Add $1,098,000 STU/$862,000 BOF/$368,000 State 183/$122,000 Local;
FY22: Add $1,075,000 STU/$885,000 BOF/$368,000 State 183/$122,000 LOC;

Add previously obligated UTL phase back into TIP in the amount of $980,000 ($784,000 BOF/$147,000 State 183/$49,000 LOC) in FY21; and

Reduce CON phase by $4,900,000 ($3,887,000 STU/ $33,000 BOF/$735,000 State 183/$245,000 LOC) in LFY25.

Note - overall cost increase to TIP is only $980,000 for utility phase
Mattson Road over West Branch of Chester Creek (Bridge)  
Delaware County | Accept New Project into TIP  

• **TIP Amendment**  
  
• **Action:** Accept new $2,000,000 sSTP discretionary funded bridge project into TIP: PE ($350,000 sSTP) in FY21; FD ($300,000 sSTP) in FY22; ROW ($20,000 sSTP) in FY22; UTL ($15,000 sSTP) in FY22; and CON ($1,112,000 sSTP) in FY22 and ($203,000 sSTP) in FY23.  

• **Reason:** Replace Mattson Road over the West Branch of the Chester Creek bridge using discretionary sSTP funds from $5 registration fee revenues  

• **Background:**  
  
  • *These are add’l funds to region made available by PennDOT to PA Counties that implemented $5 registration fee that was a component of the PA Act 89 funding structure - for local infrastructure*  
  
  • *This funding opportunity is no longer available due to funds now being spent out on this program*
PA21-45: Mattson Road over the West Branch of the Chester Creek

Bridge rehabilitation or replacement of Mattson Road bridge over West Branch of the Chester Creek in Chester Heights Borough, Delaware County
Request Board approval of TIP Amendment

- Mattson Road over the West Branch of the Chester Creek (Bridge) in Delaware County

Accept new $2,000,000 sSTP project into TIP:

- PE ($350,000 sSTP) in FY21;
- FD ($300,000 sSTP) in FY22;
- ROW ($20,000 sSTP) in FY22;
- UTL ($15,000 sSTP) in FY22; and
- CON ($1,112,000 sSTP) in FY22 and ($203,000 sSTP) in FY23.

Note: These are additional funds to the region
Moredon Road Bridge (County Bridge #44) (Act 13)
Montgomery County | Add New Project to TIP

• **TIP Amendment**

• **Action:** Add new $3,870,000 Act 13 project to TIP, using county’s remaining Act 13 balance from previous years’ allocations and using county’s $5 vehicle registration fee revenue to fully fund project, and by programming the following phases:

  - PE ($200,000 Act 13) in FY21;
  - FD ($200,000 Act 13) in FY22;
  - ROW ($20,000 Act 13) in FY23;
  - UTL ($50,000 Act 13) in FY24; and
  - CON ($1,030,000 Act 13) in FY24 and ($2,370,000 LOC ($5 Fee)) in FY23.

• **Reason:** Use remaining Act 13 balance from previous years’ allocations and using $5 vehicle registration fee to fully fund project

• **Background:**
  - *These are additional funds to the region*
PS21-46: Moredon Road Bridge (CB #44) (Act 13)

- Moredon Road Bridge in Abington Township, Montgomery County
- Built in 1932
- “Structurally Deficient”
- Superstructure, substructure, and deck given “4 - Poor” condition rating
TIP Amendment

Action: Add new project to TIP in amount of $5,000,000 ($3,335,000 CARSI/$1,611,000 State 1514/$54,000 LOC) for FY21 CON

Reason: Adding new rail safety improvement project/program to TIP

Background:

- CARSI funds - FHWA Commuter Authority Rail Safety Improvement - are additional to the region
- Note that the CARSI funds will show in the highway TIP
- SEPTA match will appear in SEPTA’s transit “Safety and Security” program
Project includes

- Dynamic Envelope Marking at 20 grade crossings
- Four quadrant gates at 3 locations
Map of Project Locations

SEPTA Regional Rail Grade Crossing Safety Enhancements Program

Map Credit: SEPTA
Request Board approval of TIP Amendments

- Moredon Road Bridge (CB #44) (Act 13)
  Add new $3,870,000 Act 13/LOC project
- Regional Rail RRX Safety Enhancements Program
  Add new $5,000,000 CARSI/State 1514/LOC project
Vehicle Overhaul Program
SEPTA | Reduce Funding

- **TIP Amendment**
- **Action:** Reduce funding by $21,777,000 from $104,453,000 to $82,676,000
- **Reason:** Due to COVID-19 pandemic, SEPTA realized decreased Vehicle Overhaul program costs in FY20 and FY21; therefore, less FY21 funding is needed to support program
- **Background:**
  - *The VOH program allows SEPTA to continue overhaul of rolling stock*
  - *Program includes $6,000,000 (FY21-FY22) to support APCs*
TIP ACTION | Proposed - PA

Request Board approval of TIP Amendment

- SEPTA Vehicle Overhaul Program
  Reduce funding by $21,777,000 from $104,453,000 to $82,676,000
THANK YOU!
Open Public Comment Period for

- **Draft DVRPC Connections 2050 Long-Range Plan**
- **Draft DVRPC FY2022 TIP for NJ and the Draft STIP for NJDOT & NJ TRANSIT**
- **Draft DVRPC Conformity Determination for the Draft Connections 2050 Long-Range Plan, Draft FY2022 NJ TIP, and FY2021 PA TIP**
**Anticipated Public Comment Periods**

- **Draft DVRPC Connections 2050 Long-Range Plan**
  July 28 - August 30

- **Draft DVRPC FY2020 NJ TIP and the Draft Statewide TIP (STIP) for NJDOT & NJ TRANSIT**
  July 21 - August 23

- **Draft DVRPC Conformity Determination**
  August 6 - September 8
Two (2) Virtual Public Meetings

- Wed. August 11 at 2 pm
- Wed. August 18 at 7 pm
Action Proposed

That the Board approve staff request to open a public comment period for the purpose of gathering public and agency comments on the

• Draft DVRPC Connections 2050 Long-Range Plan
• Draft DVRPC FY2022 TIP for NJ and the Draft STIP for NJDOT and NJ TRANSIT
• Draft DVRPC Conformity Determination for the
  – Draft Connections 2050 Long-Range Plan;
  – Draft FY2022 TIP for NJ; and
  – FY2021 TIP for PA

with proper public notification, as well as to

• publish the draft documents;
• post them on the internet;
• make copies available at certain public libraries (as appropriate); and
• hold public meetings, which will likely be held online
Thank you!

Questions?
2050 Population & Employment Forecasts

Ben Gruswitz, AICP
Manager, Socioeconomic & Land Use Analytics

June 24, 2021
2050 Population & Employment Forecasts

- Updated every four years with long-range plan (LRP)
- Required for two items due for Board review in September
  - Connections 2050
  - 2022 NJ TIP air quality conformity analysis
Presentation Overview

- Improvements to forecasting process & methods
- Forecast assumptions & results
- Proposed action
Improvements to Process & Methods
Socioeconomic & Land Use Analytics Committee (SLUAC)

- New group formed for collective tasks requiring local expertise & data review
- Comprised of county planning staff doing demographic, economic, and/or development analysis
- First project: 2050 forecasting collaboration
- More collaborations to come
● Land use model
  ○ Simulates each year allocating from regional growth assumptions for households & employment
  ○ Allocates to the census block level
  ○ Informed by
    ■ development capacity
    ■ attractiveness
    ■ pipeline projects
    ■ partner feedback
UrbanSim - Platform for Data Sharing & Partner Feedback
UrbanSim - Platform for Data Sharing & Partner Feedback
UrbanSim - Widely Used
UrbanSim - Benefits

- **Data integration**
  - Makes use of a wealth of sources as inputs
  - Drove us to create a regional real estate development pipeline

- **Travel Model Integration**
  - UrbanSim provides detailed socioeconomic inputs for travel model at small geographies
  - Travel model provides accessibility gains from new infrastructure that induces pop/emp growth

- **Baseline 2050 forecast scenario will be used for ongoing agency studies**
  - Rerun with updates to new pipeline development
  - As the benchmark scenario to compare transportation impacts of alternate development outcomes
Pre-Pandemic Trends - Population

- Aging population
- Declining birth-rates
- Slowing immigration
- Negative, but improving, net domestic migration
- Slowing population growth overall

Components of Annual Population Change in Greater Philadelphia

- Births
- Deaths
- International Migration
- Domestic Migration
Pre-Pandemic Trends - Employment

- Despite sluggish population, declining unemployment rate created explosion of employed population
- Record employment increase before pandemic decline
Pandemic Assumptions – Much Is Still Unknown

Population
● Increased deaths largely reflected in group quarters: primarily nursing homes & correctional facilities
● Difficult to reduce household population while also filling increased units in development pipeline
● Potential for immigration & domestic migration rebound

Employment
● Regionally, almost all 2015-2019 gains wiped out in 2020
● Total employment rebound expected by 2024
  ○ vaccine distribution
  ○ stimulus measures
  ○ high levels of household savings
Pipeline vs. Total Growth

- Household\ns Added
- Occupying\nPipeline\nDevelopment

- Employment\nAdded
- Occupying Pipeline\nDevelopment

55%
38%
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2015-2050 Absolute Population Change
2015-2050 Percentage Population Change

Percent Change
- Stable (-5% to +5%)
- Moderate Growth (+6% to +25%)
- Significant Growth (+26% to +50%)
- Exceptional Growth (Above +50%)

*Image: DVRPC*
### Employment Forecast by County, 2015–2050

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<td>241,044</td>
<td>259,622</td>
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<td>265,316</td>
<td>267,490</td>
<td>269,911</td>
<td>272,016</td>
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<td>Camden</td>
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<td>231,475</td>
<td>251,236</td>
<td>254,730</td>
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<td>643,790</td>
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2050 Municipal Employment Forecast
2015-2050 Absolute Employment Change
2015-2050 Percentage Employment Change
Action Proposed
Action Proposed

That the Board adopts the 2050 Population and Employment Forecasts.