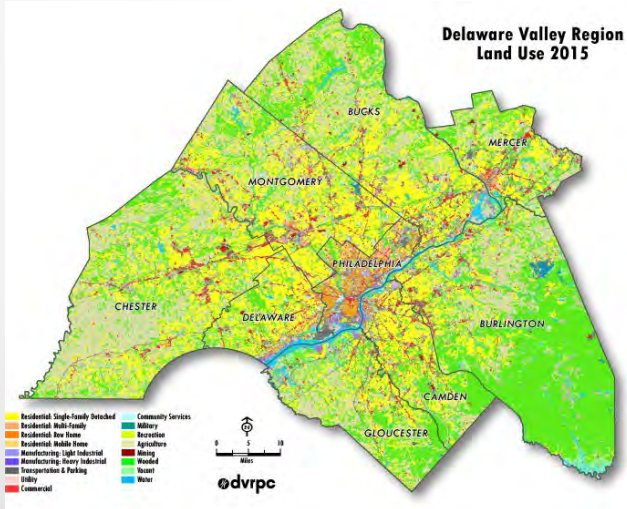


2015 Land Use in the Delaware Valley

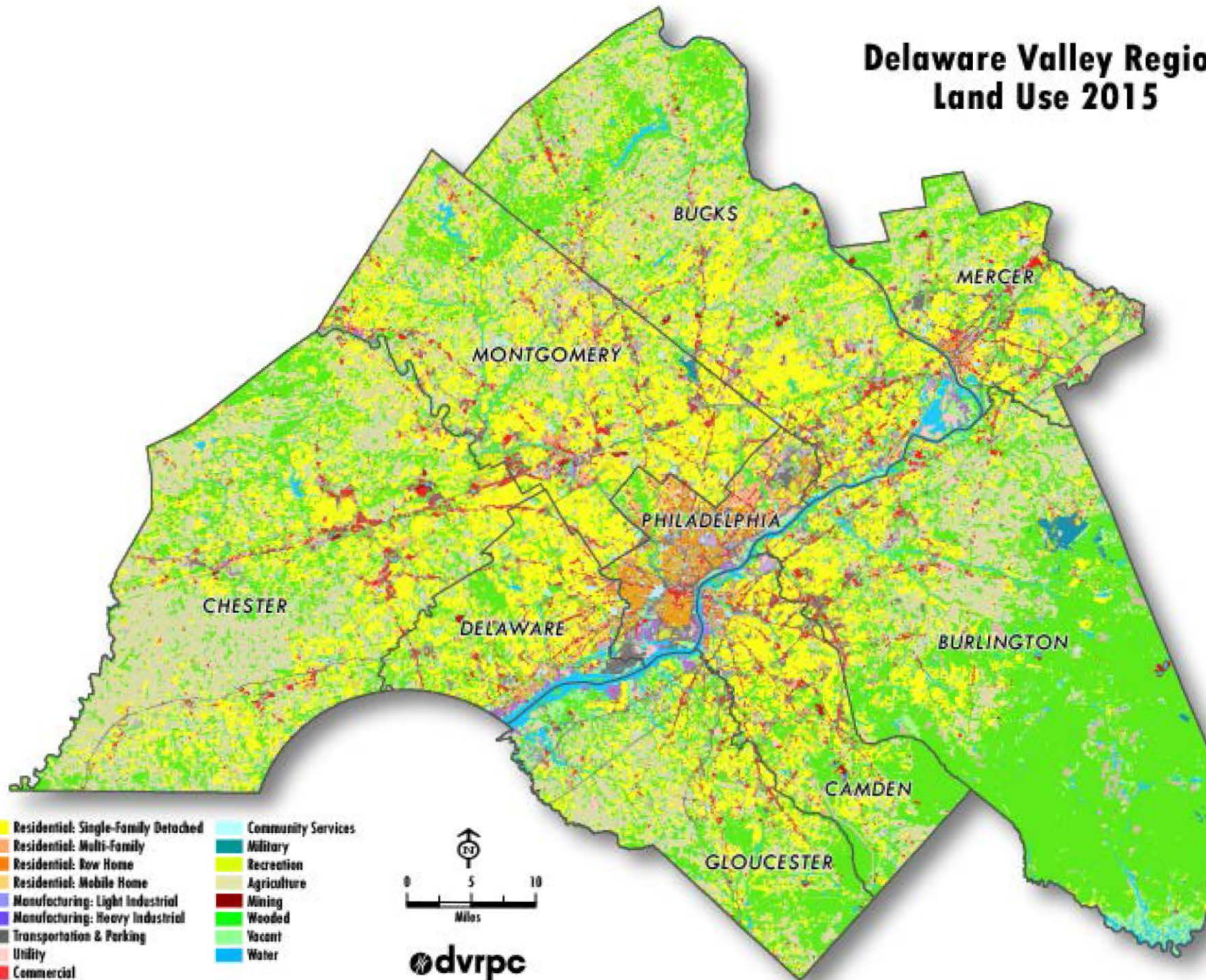


Presented to the DVRPC
Regional Technical Committee
February 14, 2017

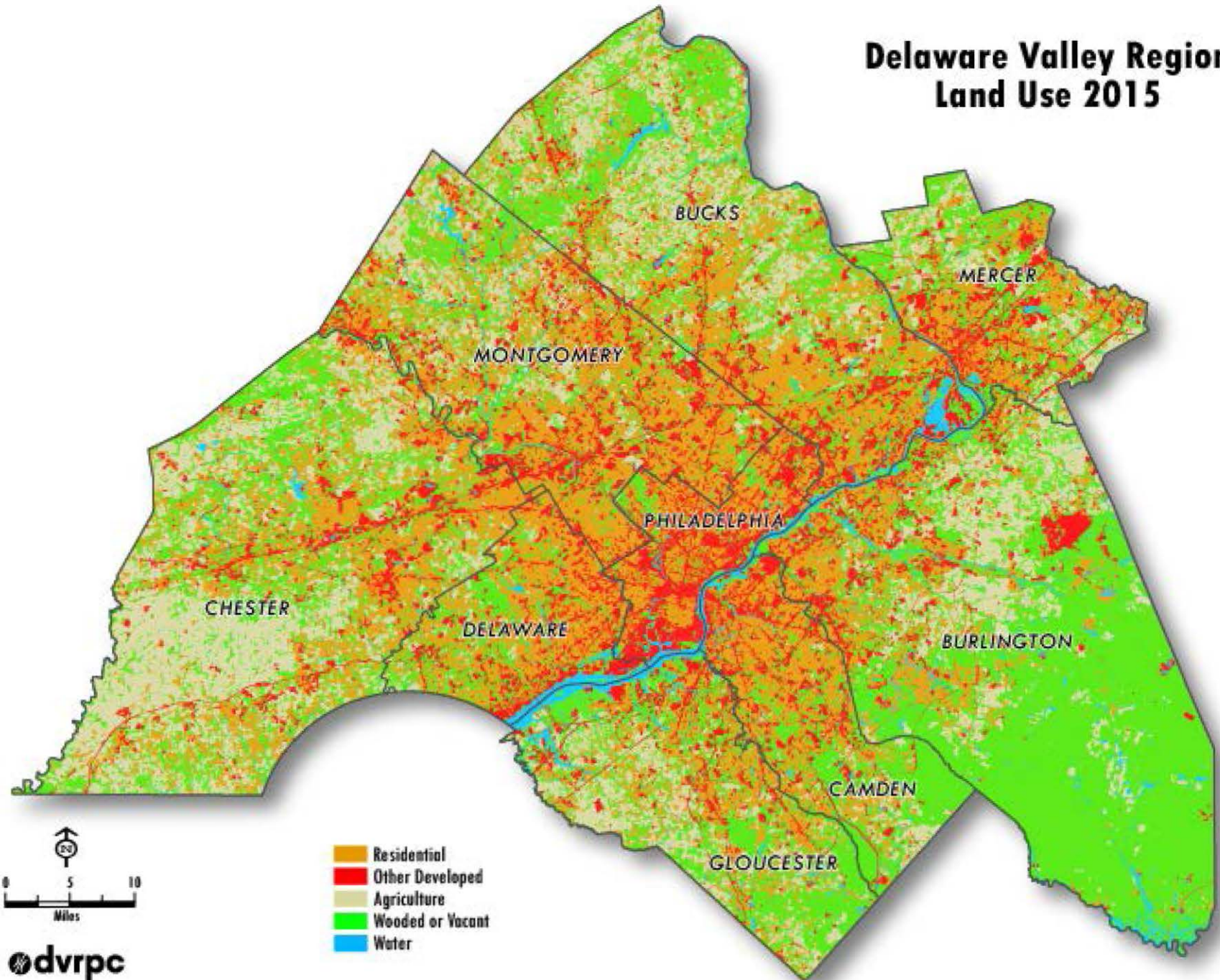
Background

- DVRPC's land use files are updated every five years.
- Based on aerial photography conducted in Spring 2015.
- Previous years: DVRPC GIS staff and interns.
- 2015: outside vendor delineated the land uses.
 - Product 1: comparable to previous analyses—traditional land use categories plus associated parking—complete.
 - Product 2: more detailed analysis with additional land use categories – Spring 2017.

Delaware Valley Region Land Use 2015



Delaware Valley Region Land Use 2015

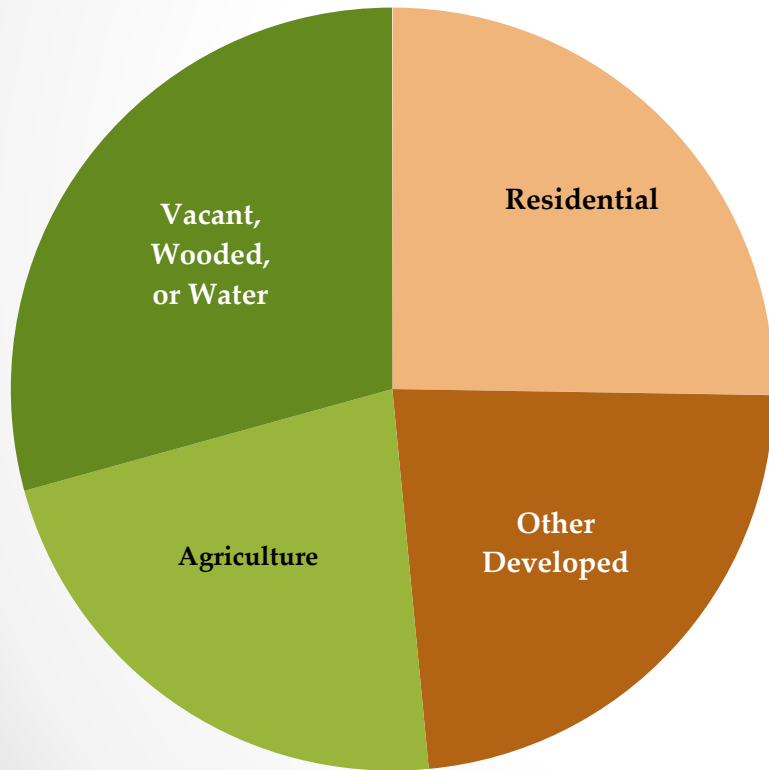


2015 Land Use in Acres

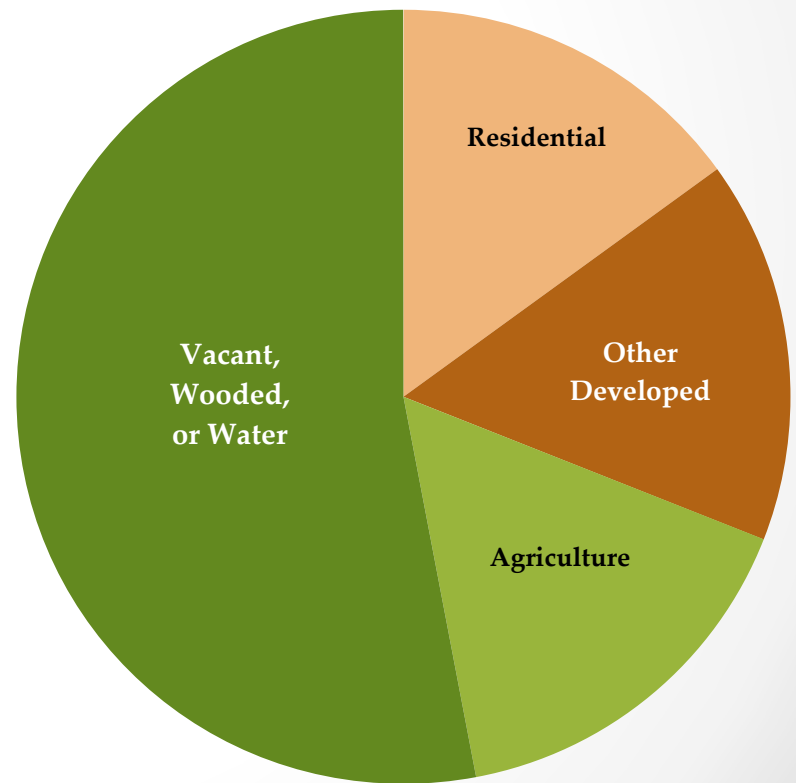
County	Total Acres	Residential	Other Developed	Agriculture	Vacant, Wooded, or Water
Bucks	397,492	86,909	76,747	93,080	140,756
Chester	485,468	98,057	72,918	169,516	144,977
Delaware	122,221	42,299	39,489	5,467	34,966
Montgomery	311,636	94,294	90,986	47,849	78,506
Philadelphia	90,989	26,924	48,856	135	15,074
Five PA Counties	1,407,806	348,483	328,998	316,047	414,279
Burlington	524,704	50,504	56,460	81,455	336,285
Camden	145,551	36,844	39,625	8,979	60,102
Gloucester	215,013	35,796	34,501	45,868	98,848
Mercer	146,348	31,034	35,908	26,536	52,870
4 NJ Counties	1,031,616	154,179	166,494	162,838	548,106
9-County Region	2,439,422	502,661	495,491	478,885	962,385

2015 Land Use: Pennsylvania versus New Jersey

Five Pennsylvania Counties



Four New Jersey Counties



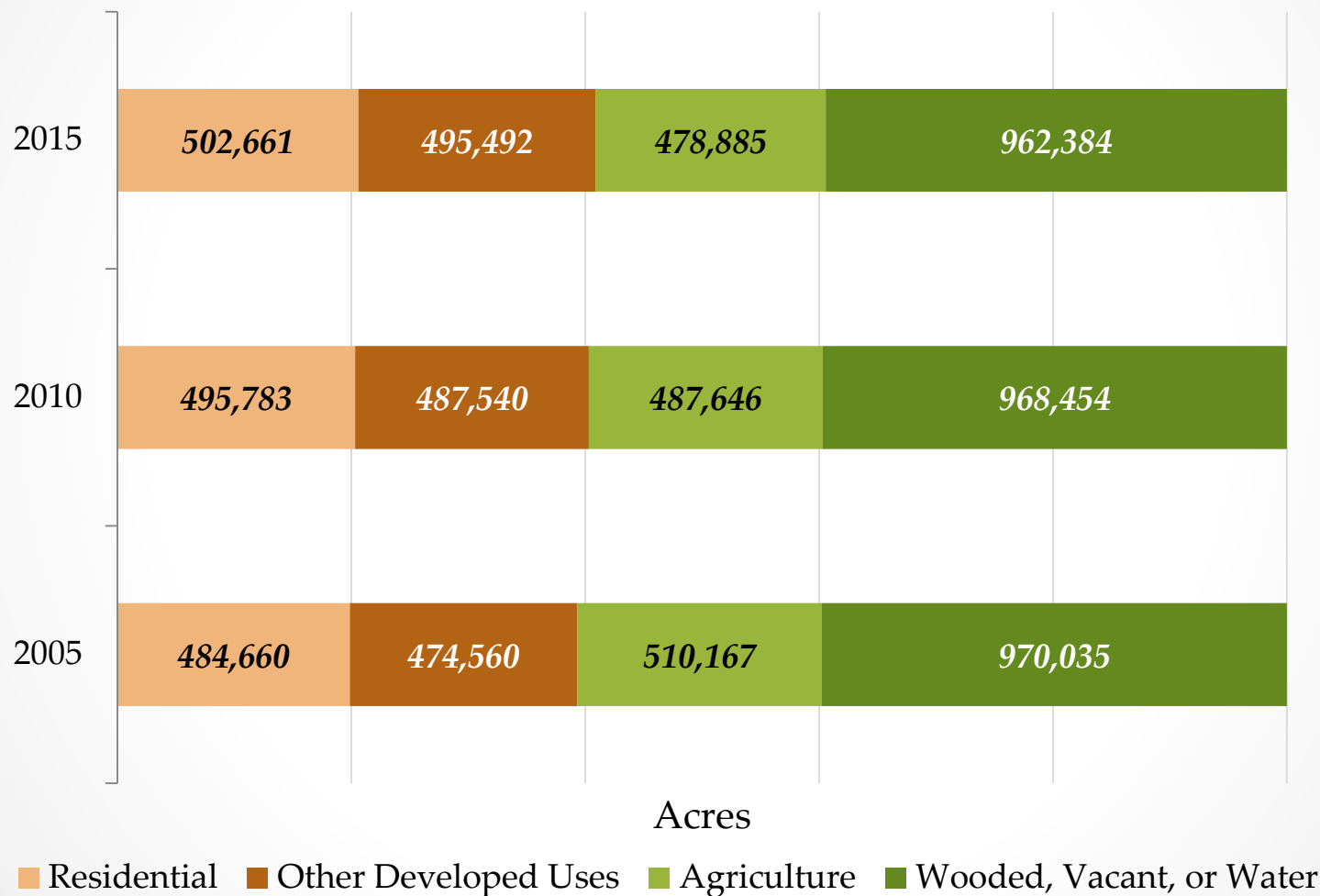
Regional Distribution of Land Uses, 2015

County	Total Acres	Residential Land	Other Developed	Agriculture	Vacant, Wooded, or Water
Bucks	16%	17%	15%	19%	15%
Chester	20%	20%	15%	35%	15%
Delaware	5%	8%	8%	1%	4%
Montgomery	13%	19%	18%	10%	8%
Philadelphia	4%	5%	10%	0%	2%
Five PA Counties	58%	69%	66%	66%	43%
Burlington	22%	10%	11%	17%	35%
Camden	6%	7%	8%	2%	6%
Gloucester	9%	7%	7%	10%	10%
Mercer	6%	6%	7%	6%	5%
4 NJ Counties	42%	31%	34%	34%	57%

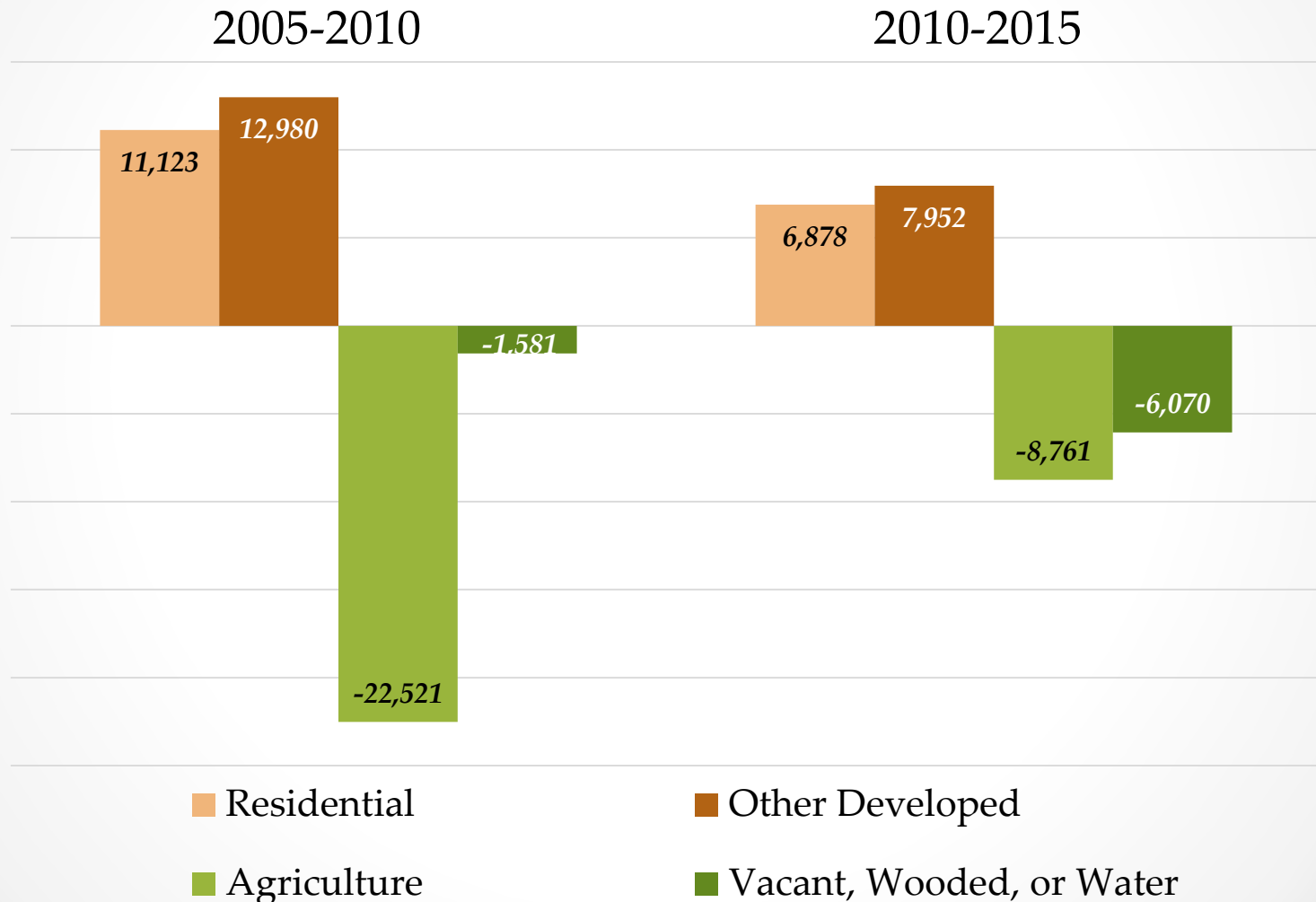
Land Use Changes, 2005-2010

- The region's rate of development continues to decline:
 - Historic:
 - 1970-1990: one acre developed every hour
 - 1990-2000: one acre developed every 45 minutes
 - More recent:
 - 2005-2010: one acre developed every 109 minutes
 - 2010-2015: one acre developed every 177 minutes (approximately one-third of an acre every hour)
- 59 percent of the acres lost to development between 2010 and 2015 were agricultural, compared to 93 percent between 2005 and 2010.

Land Uses in the Delaware Valley, 2005-2015



Change in Acreage, 2005–2015



Product 2: Enhanced Categories

- Transportation:
 - Transportation facility
 - Highway right-of-way
 - Rail right-of-way
 - Airport
 - Parking of undetermined use
- Utility:
 - Utility right-of-way
 - Landfill
 - Wastewater treatment
 - Recycling facility
 - Other utility facility

Product 2: Enhanced Categories

- Community Services:
 - Medical institution
 - Educational institution
 - Religious institution
 - Correctional facility/detention center
 - Cemetery
 - Other institutional
- Recreational:
 - Golf course
 - Other recreational uses

Product 2: Enhanced Categories

- Commercial:
 - Mixed-use residential
 - Mixed-use industrial
 - Mixed-use commercial
 - Warehousing/distribution/open storage
 - Shopping mall
 - Regional/community retail center
 - Single large-site retail
 - Office
 - Hotel/motel
 - Public storage
 - Other commercial

Product 2: Enhanced Categories

- Vacant:
 - Undeveloped
 - Transitional
 - Drainage basin
- Merged categories:
 - Multifamily plus rowhomes = multifamily
 - Light industrial plus heavy industrial = industrial
 - Agriculture plus agricultural bogs = agriculture

Next Steps

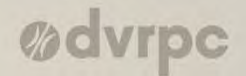
- Initial 2015 land use information and trends (P1) will inform the 2045 long-range plan update (scheduled to be adopted July 2017).
- Enhanced 2015 land use product (P2) available Spring 2017.



PLANNING FOR CHANGING DEMOGRAPHICS

Millennials in the Delaware Valley

Andrew Svekla, AICP
February 14, 2017



ABOUT THIS SERIES

Planning for Changing Demographics is a two-part research series by DVRPC to investigate how two key demographic groups, millennials and baby boomers, are affecting growth and development in the Greater Philadelphia Region.

ABOUT THIS SERIES

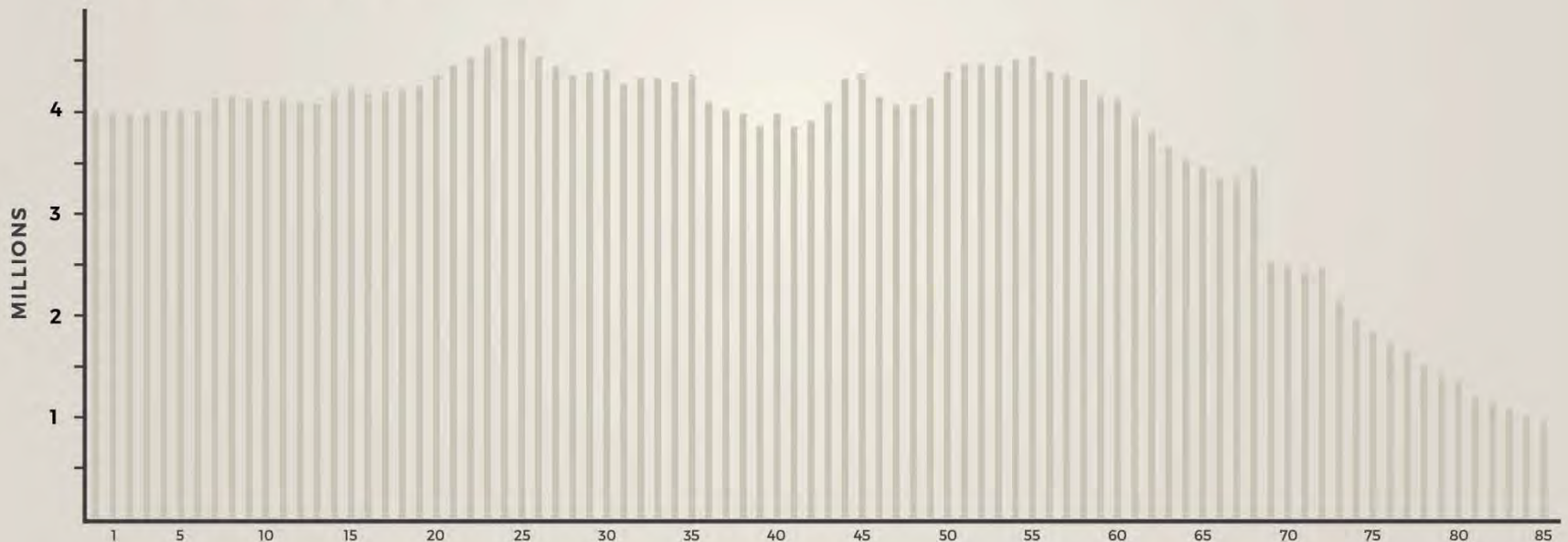
Planning for Changing Demographics is a two-part research series by DVRPC to investigate how two key demographic groups, millennials and baby boomers, are affecting growth and development in the Greater Philadelphia Region.



ABOUT THIS SERIES

Planning for Changing Demographics is a two-part research series by DVRPC to investigate how two key demographic groups, millennials and baby boomers, are affecting growth and development in the Greater Philadelphia Region.

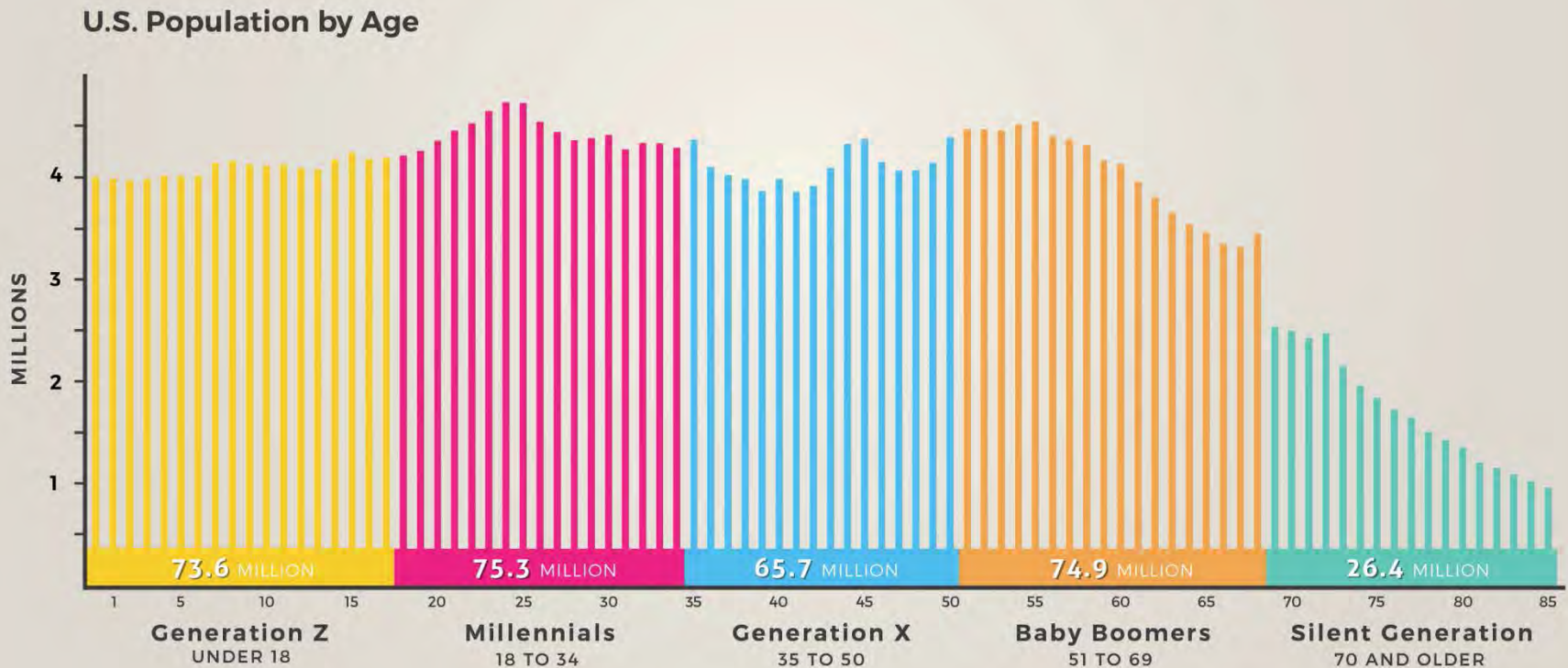
U.S. Population by Age



Source: U.S. Census Bureau, Annual Estimate of the Resident Population by Single Year, 2015

ABOUT THIS SERIES

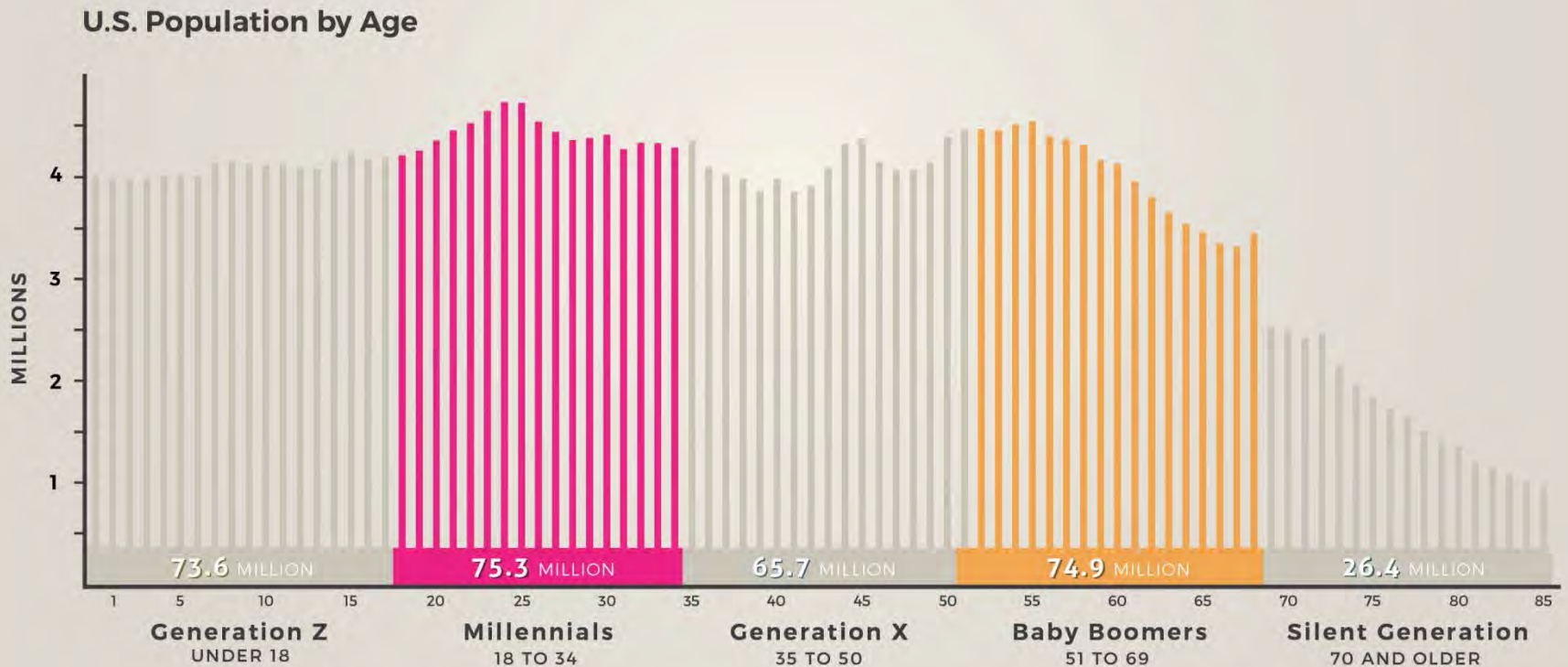
Planning for Changing Demographics is a two-part research series by DVRPC to investigate how two key demographic groups, millennials and baby boomers, are affecting growth and development in the Greater Philadelphia Region.



Source: U.S. Census Bureau, Annual Estimate of the Resident Population by Single Year, 2015

ABOUT THIS SERIES

Planning for Changing Demographics is a two-part research series by DVRPC to investigate how two key demographic groups, millennials and baby boomers, are affecting growth and development in the Greater Philadelphia Region.



Source: U.S. Census Bureau, Annual Estimate of the Resident Population by Single Year, 2015

How are the **transportation**, **career**, and **housing** preferences of young adults are shaping our region?



Millennials in the news

PHILADELPHIA REAL ESTATE MARKET REPORTS

Report: Millennials Want to Buy in Philly, but Can't Afford It

Only 3 percent can afford to buy a home within the next year
BY MELISSA ROMERO · APR 10, 2016, 10:30A

Peak Millennial? Cities Can't Assume a Continued Boost From the Young

THE YOUNGS

What Does A Millennial Look Like?

The fabled demographic is not as white or as rich as they think.

A millennial market for Market East

How Millennials Are Ruining the Workforce

DON'T PANIC YET

Millennials may not all die poor and alone after all

By Allison Schrager · April 04, 2016

MARKETS


It's time to dispel the biggest myth about millennials

Myles Udland · 17h 🔥 6,413 💬 4

Millennial fatigue?

MENU

PHILADELPHIA
BUSINESS JOURNAL






BUSINESS PULSE

BUSINESS PULSE

POLL

Are you tired of hearing about millennials?



 Comments

The term for the generation of people born from the early 1980s to the early 2000s comes up frequently.

Millennial fatigue?

MENU
☰

**PHILADELPHIA
BUSINESS JOURNAL**

Q

U

BUSINESS PULSE

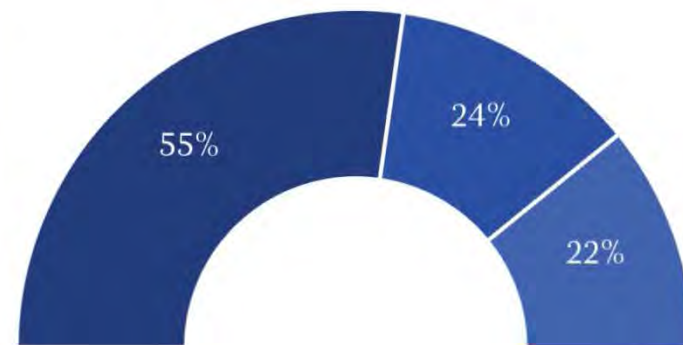
BUSINESS PULSE

POLL

Are you tired of hearing about millennials?

[f](#) [in](#) [t](#) [g+](#) [Comments](#)

The term for the generation of people born from the early 1980s to the early 2000s comes up frequently.



55%
Yes. There's too much attention paid to them.

24%
I don't think we should generalize about any age group.

22%
No. It's useful to learn how they think as they start to influence our workplaces.



Sections

The Washington Post

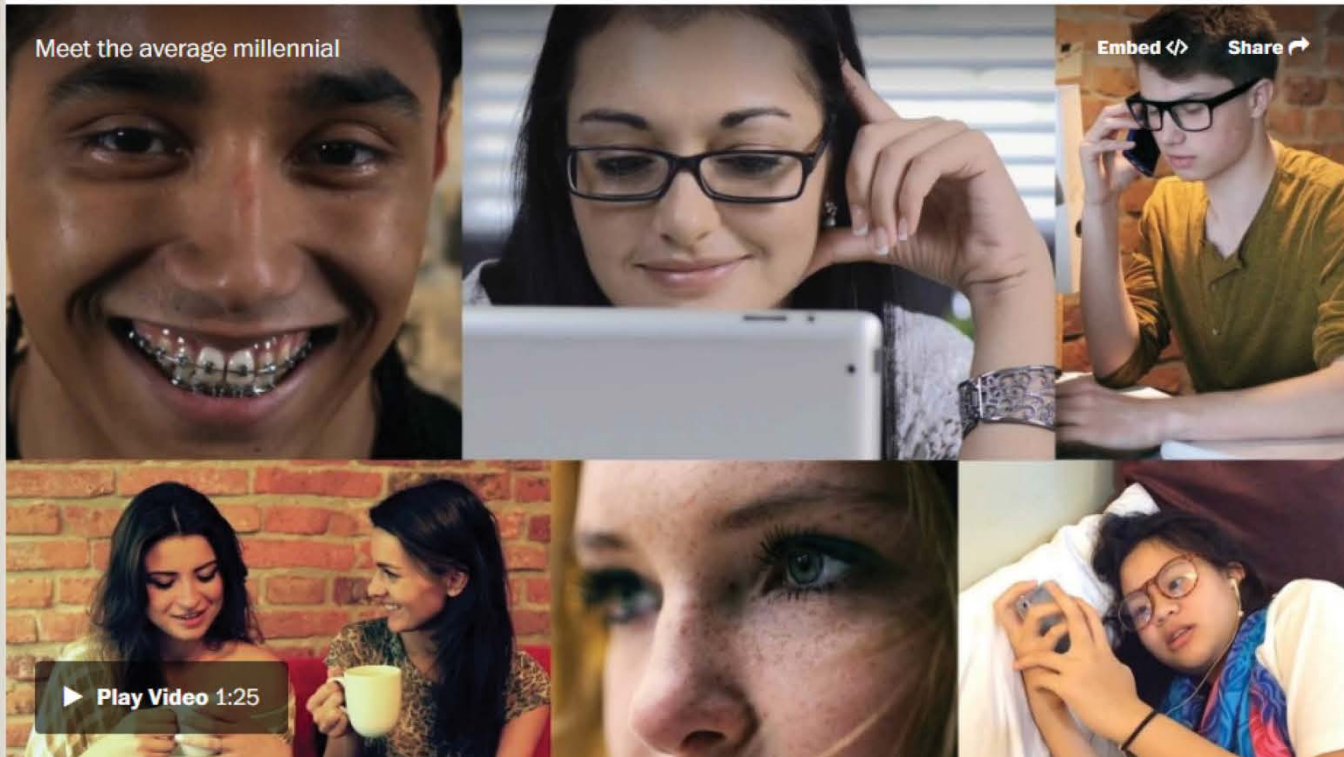
Sign In

Subscribe

Social Issues

Young people more likely to live with parents now than any time in modern history

Meet the average millennial



▶ Play Video 1:25

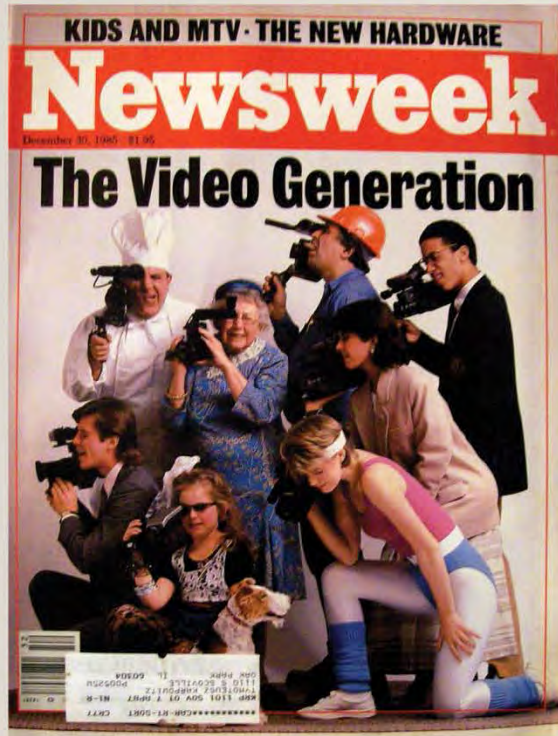
The millennial generation is now the largest, most ethnically diverse generation in American history. (Daron Taylor/The Washington Post)

By Tara Bahrapour May 24 at 10:00 AM

For the first time in modern history, living with parents has overtaken other living

A few caveats

Analytical challenges and opportunities



Making Sense of the Millennial Generation

GLOBAL



27%

India
China
United States
Indonesia
Brazil

NATIONAL



23%

REGIONAL



23%

WHAT WE KNOW ABOUT Millennials



DIVERSITY



EDUCATION



ECONOMY

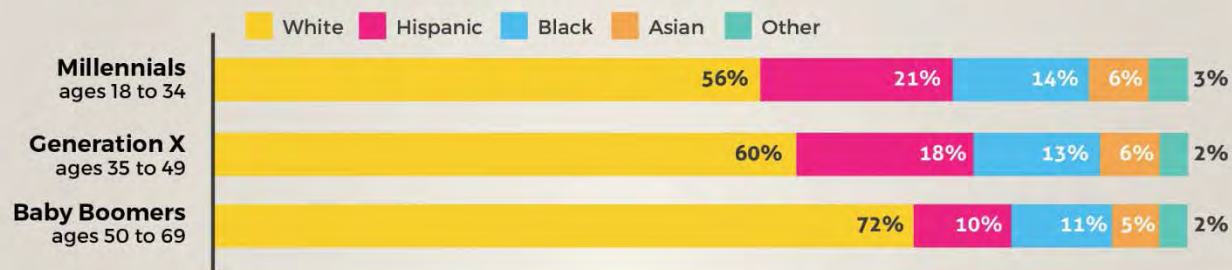


INSTITUTIONS



TECHNOLOGY

Figure 4: Race and Ethnicity



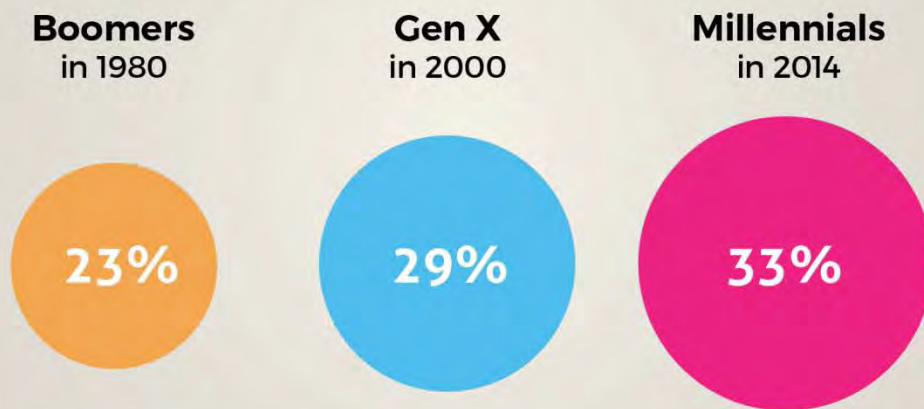
Source: U.S. Census Bureau, ACS 5-Year Estimates 2010–2014

WHAT WE KNOW ABOUT Millennials



Figure 5: Educational Attainment

Percent of young adults (25–34) with bachelor's degree or higher at selected times



Source: U.S. Census Bureau, ACS 5-Year Estimates 2010–2014

WHAT WE KNOW ABOUT Millennials



DIVERSITY



EDUCATION



ECONOMY



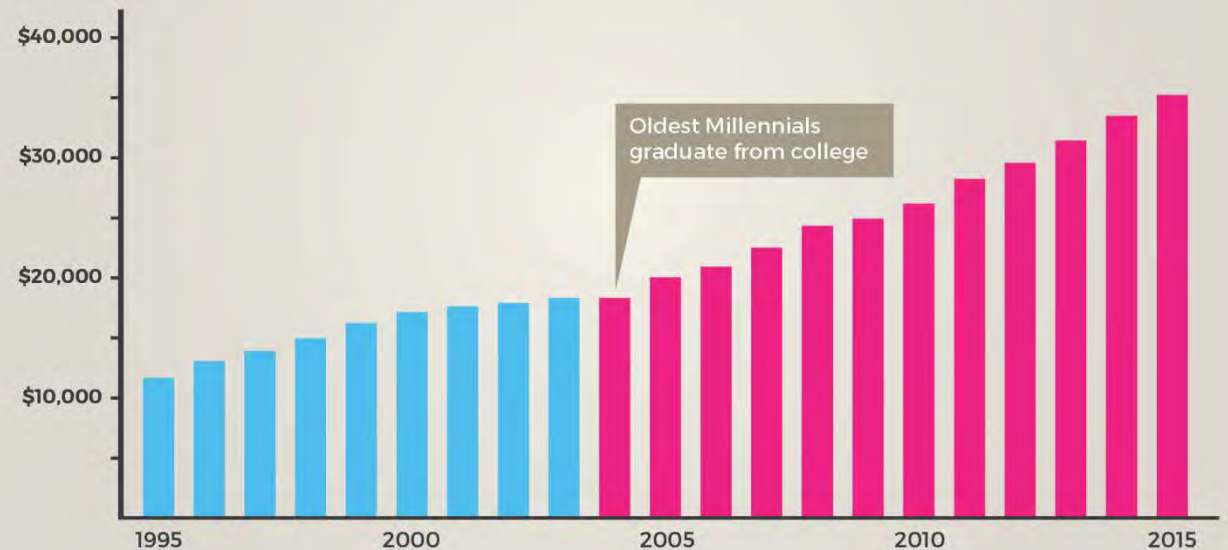
INSTITUTIONS



TECHNOLOGY

Figure 6: College Student Loan Debt

Average debt per borrower in each year's graduating class



Source: Mark Kantrowitz, WSJ.com

WHAT WE KNOW ABOUT Millennials



DIVERSITY



EDUCATION



ECONOMY

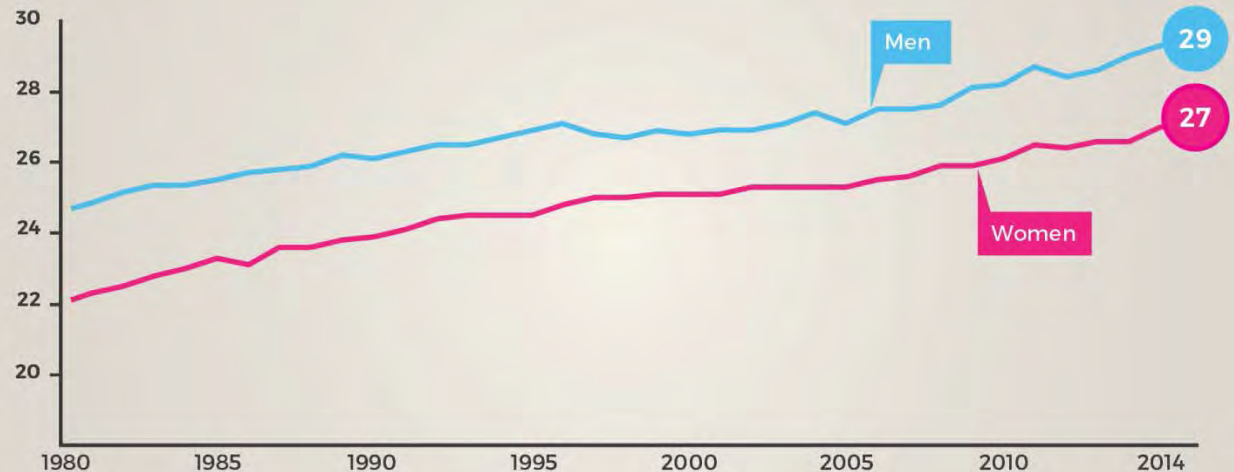


INSTITUTIONS



TECHNOLOGY

Figure 7: Estimated Median Age at First Marriage



Source: U.S. Census Bureau, 2015

WHAT WE KNOW ABOUT Millennials



DIVERSITY



EDUCATION



ECONOMY



INSTITUTIONS



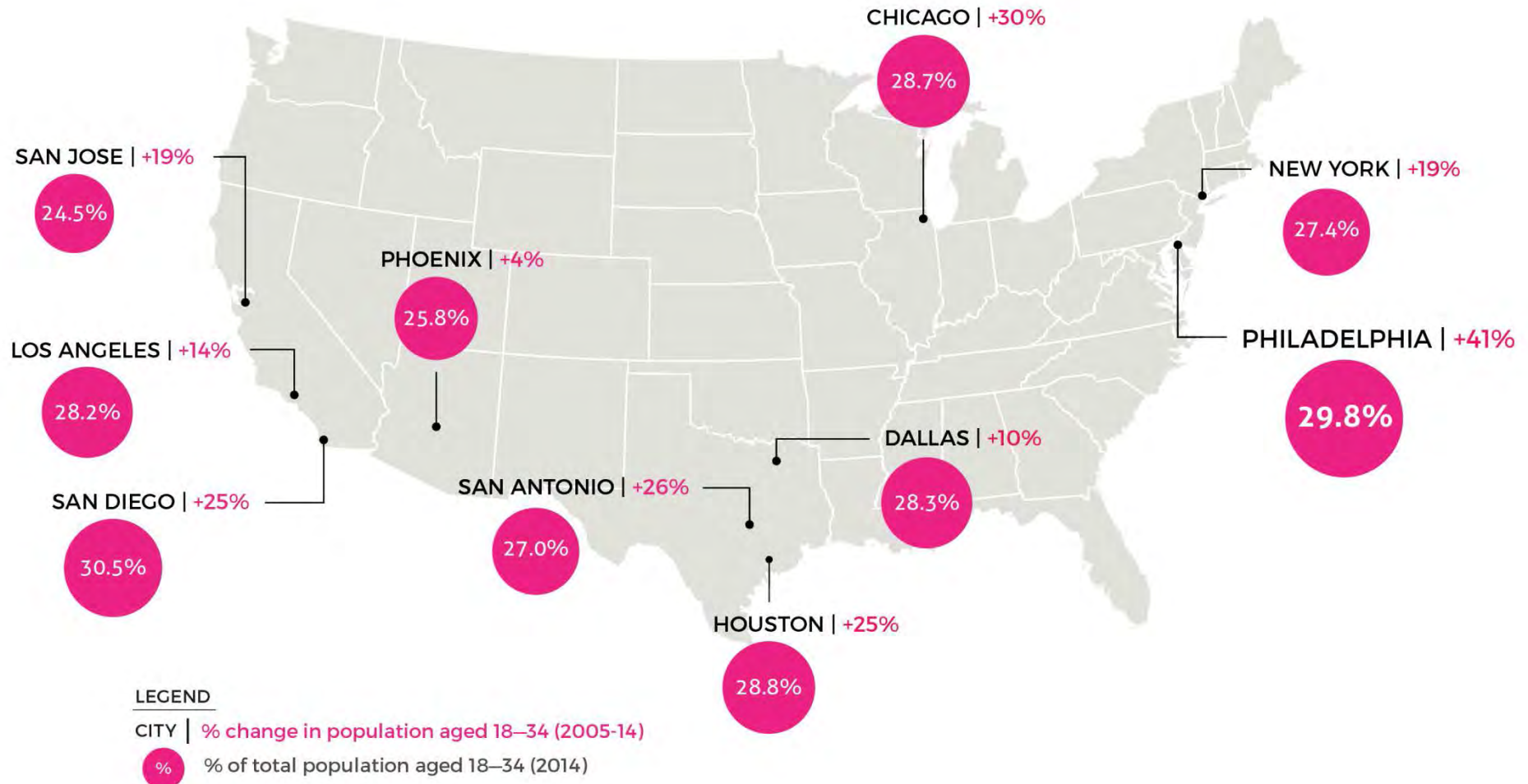
TECHNOLOGY

Millennials value their mobile phone over their cars, TVs, and computers. They are the only age group that would be more negatively impacted by giving up a mobile phone than by giving up a car.

Millennials & the 'New American Dream'
Survey commissioned by Zipcar, 2014

WHAT WE KNOW

Where Millennials Live Today

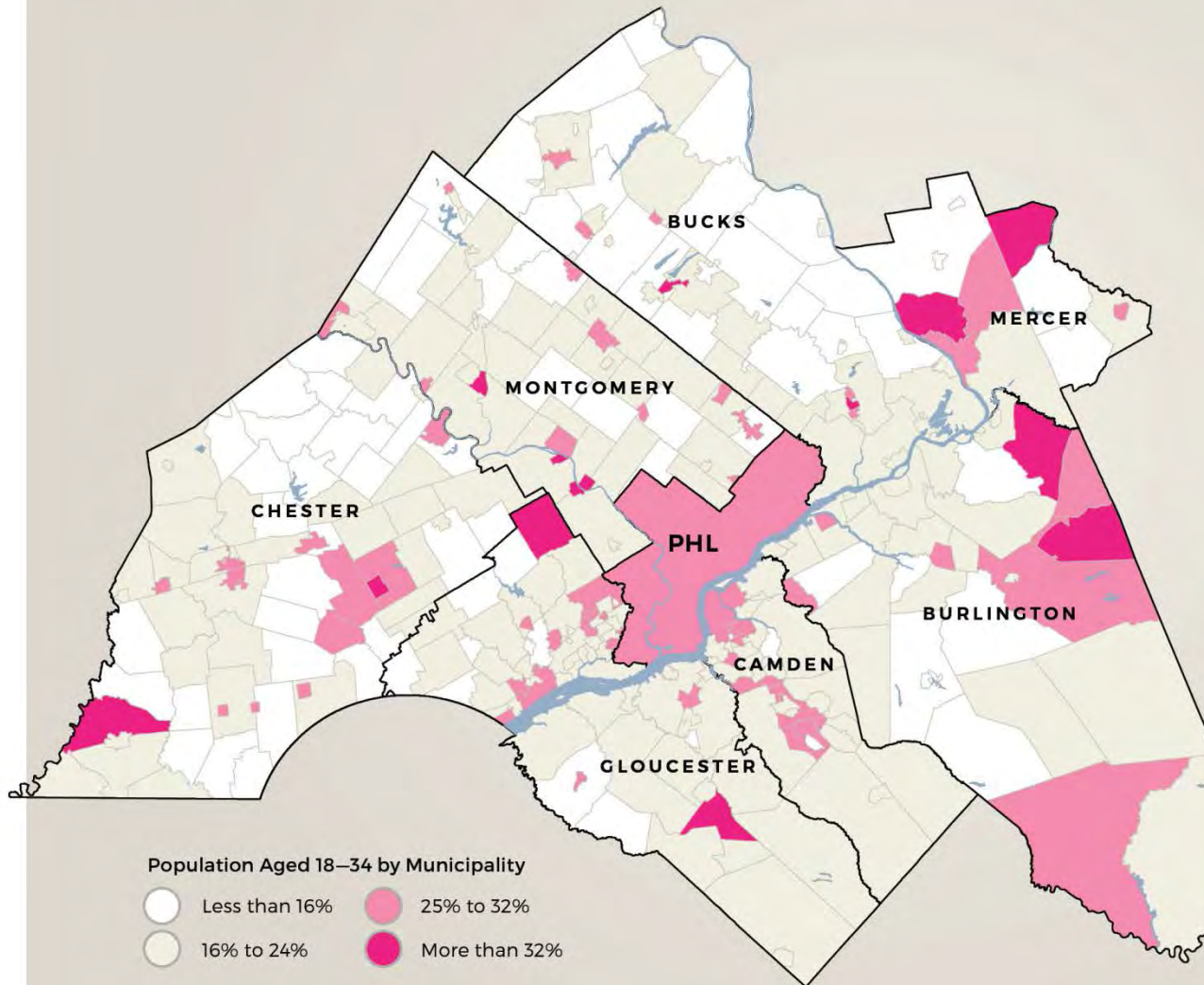


WHAT WE KNOW

Where Millennials Live Today

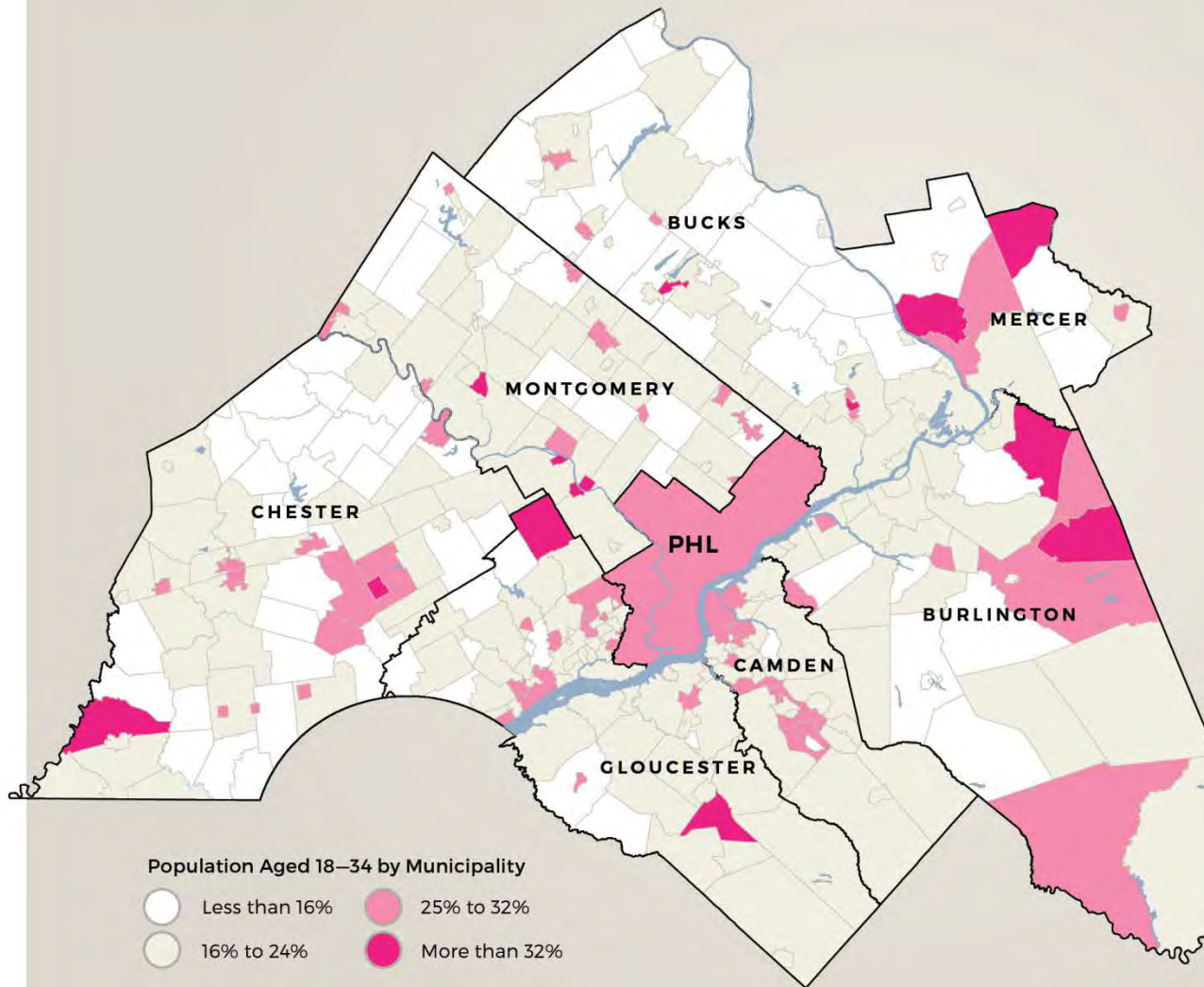


Where Millennials Live Today



WHAT WE KNOW

Where Millennials Live Today



Percent of County Population age 18 to 34

PHILADELPHIA	29.8%
MERCER	23.8%
DELAWARE	22.8%
CAMDEN	22.3%
GLOUCESTER	21.1%
BURLINGTON	20.5%
MONTGOMERY	20.2%
CHESTER	20.2%
BUCKS	18.6%

Source: U.S. Census Bureau, ACS 5-Year Estimates 2010–2014

Millennials in Motion



The New York Times

The End of Car Culture

Automakers Prepare for an America That's Over the Whole Car Thing

THE WALL STREET JOURNAL.

BUSINESS | AUTOS & TRANSPORTATION | AUTOS

Driving Is Losing Its Allure for More Americans

Share of young and old with driver's licenses is declining, survey shows

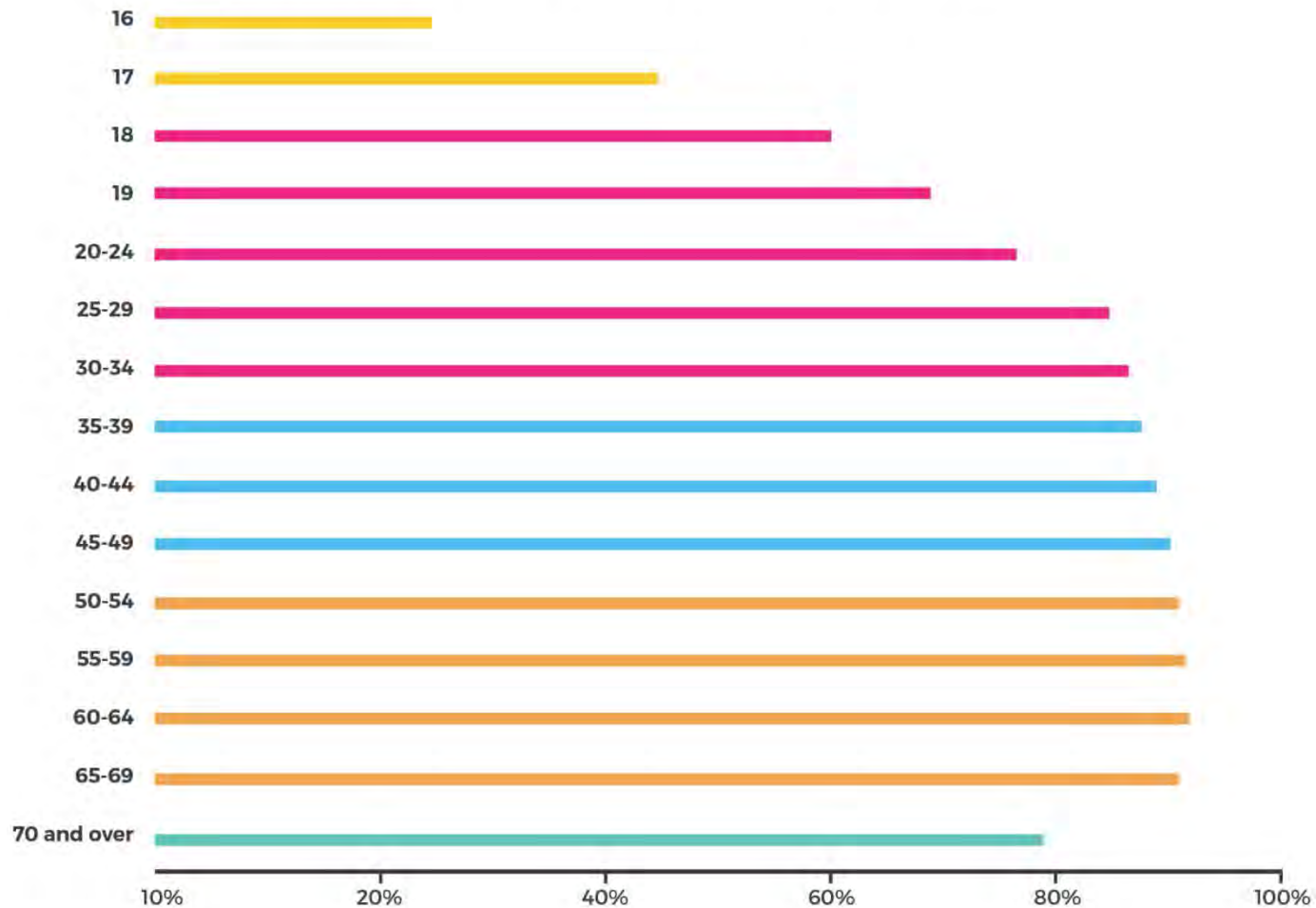


Millennials in Motion: Conclusions

- Millennials appear to be less attached to automobiles than previous generations
- Young adults desire multimodal transportation systems
- Active transportation is particularly important to young adults

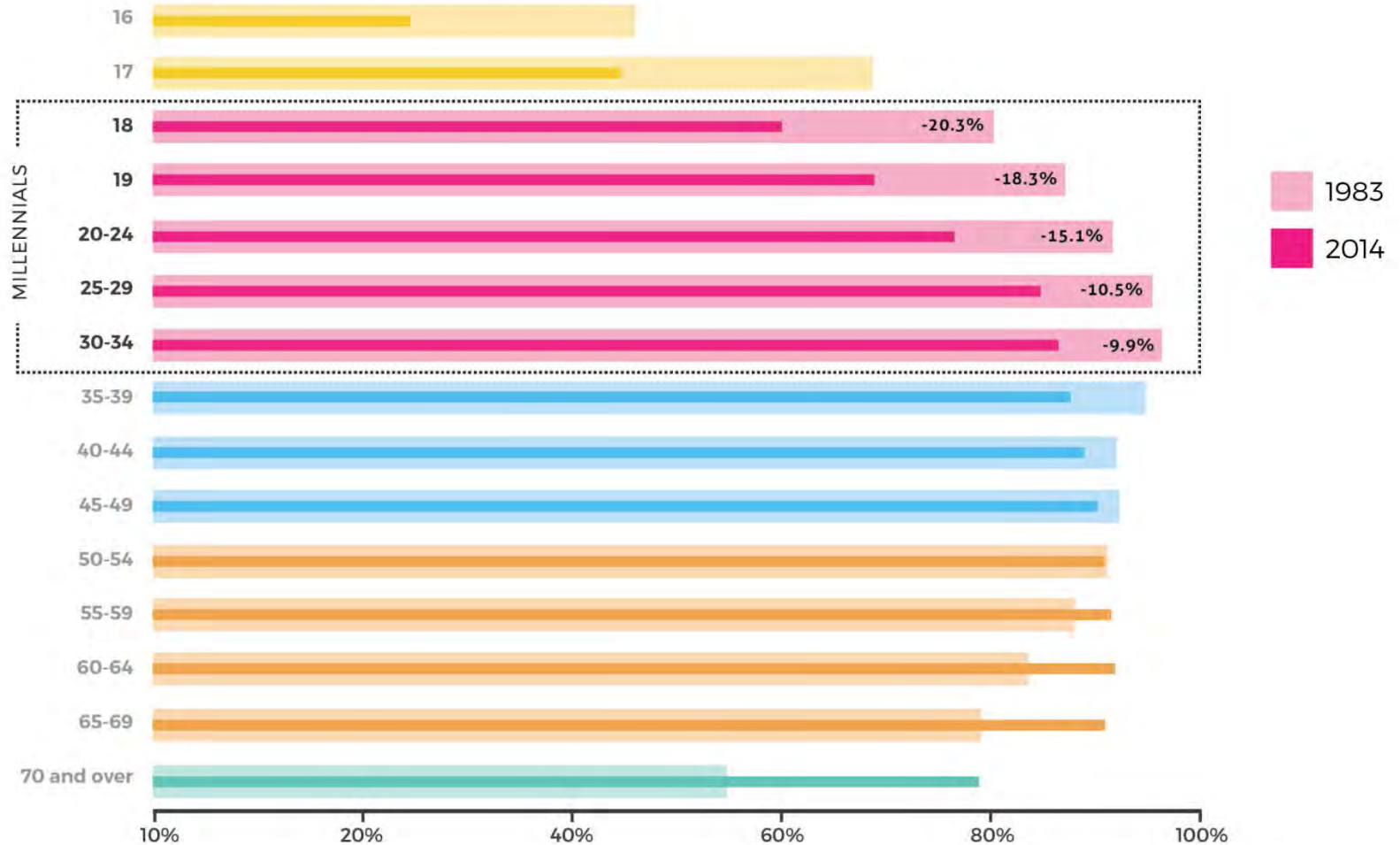
Millennials in Motion

Proportion of Licensed Drivers by Age in the U.S.



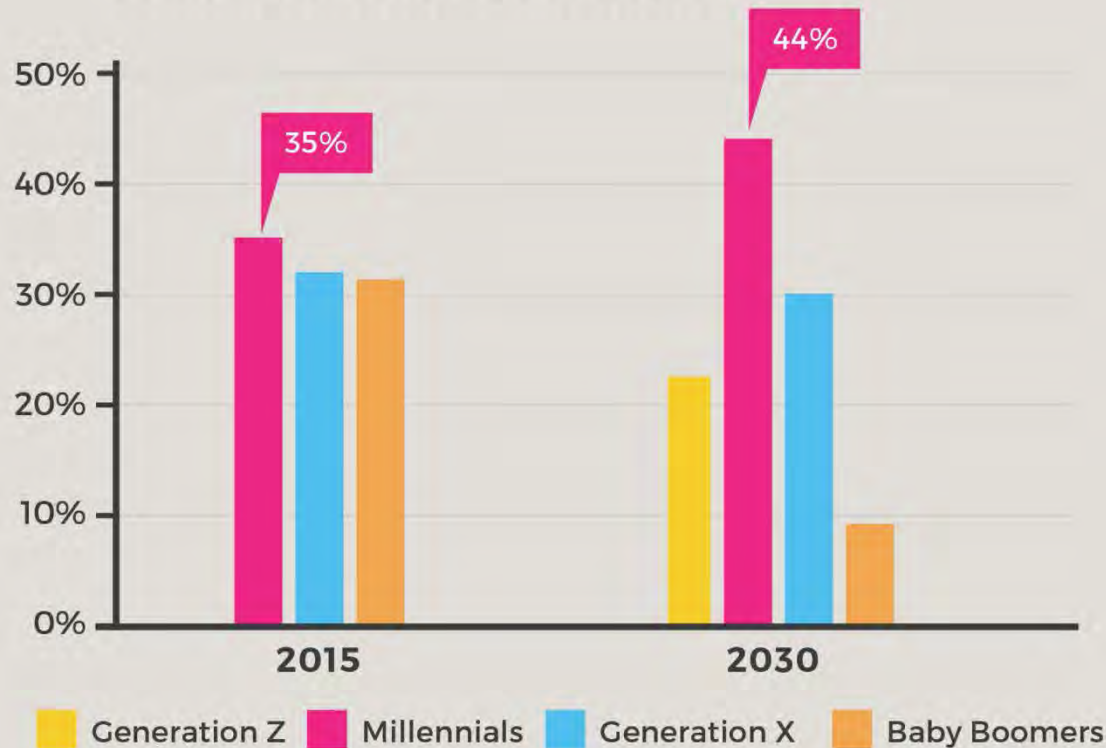
Millennials in Motion

Proportion of Licensed Drivers by Age in the U.S.



Millennials in the Workplace

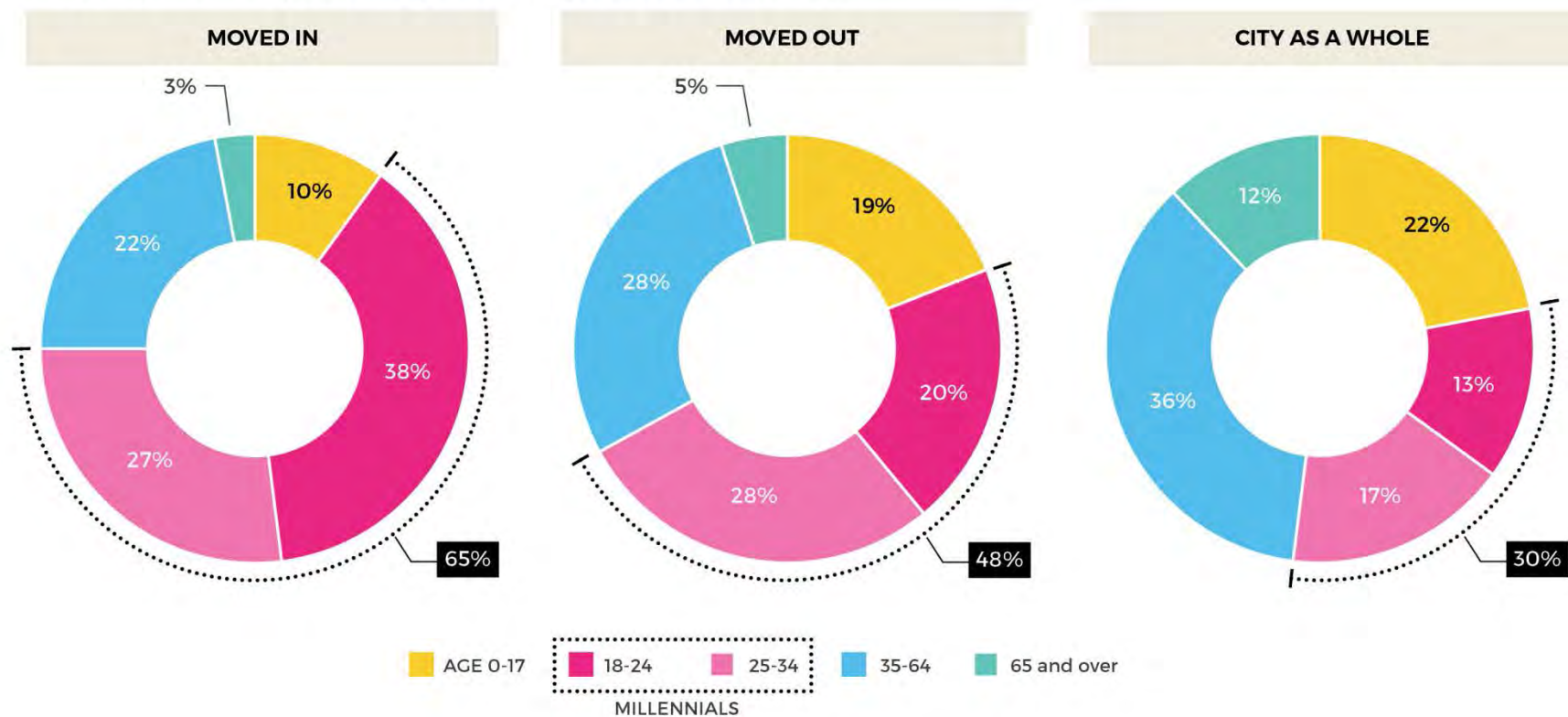
Generations in the U.S. Workplace



Source: Department of Labor, Bureau of Labor Statistics, 2015

Millennials at Home

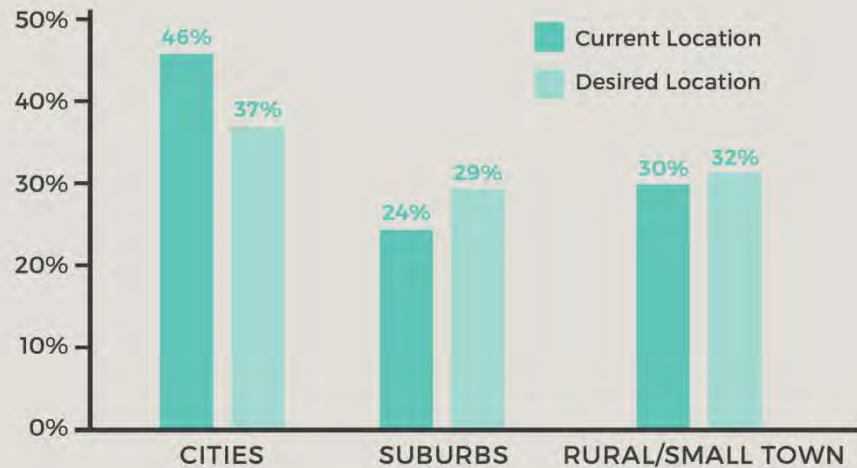
City of Philadelphia Migration by Age (2011-2013)



Source: U.S. Census, American Community Survey, three-year estimate, 2011–2013
Analysis conducted by the Pew Charitable Trusts

Millennials at Home

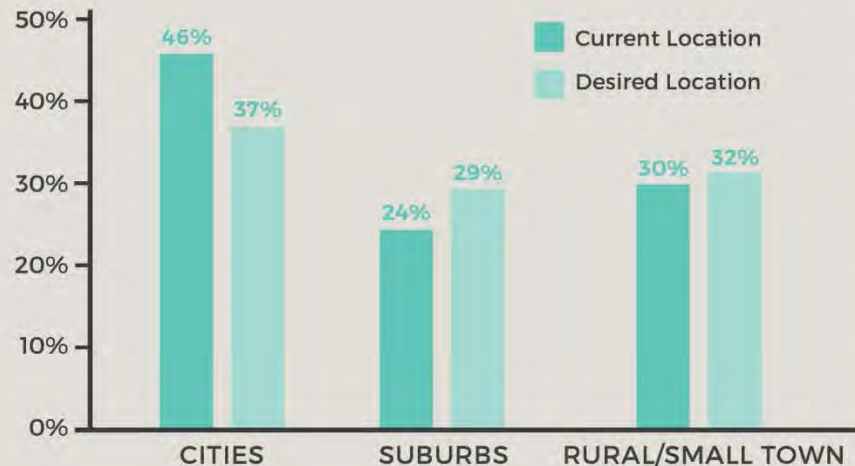
Current and Desired Location of Young Adults



Source: Urban Land Institute: America in 2015: A ULI Survey of Views on Housing, Transportation, and Community.

Millennials at Home

Current and Desired Location of Young Adults



Source: Urban Land Institute: America in 2015: A ULI Survey of Views on Housing, Transportation, and Community.

News

FOR MULTIFAMILY DEVELOPERS, WHERE MILLENNIALS WILL RAISE FAMILIES IS THE BILLION-DOLLAR QUESTION

Oct 10, 2016 | Jon Banister, DC



COMMUNITY

Millennials at Home

News — Alan J. Heavens

Designing the houses today's buyers want

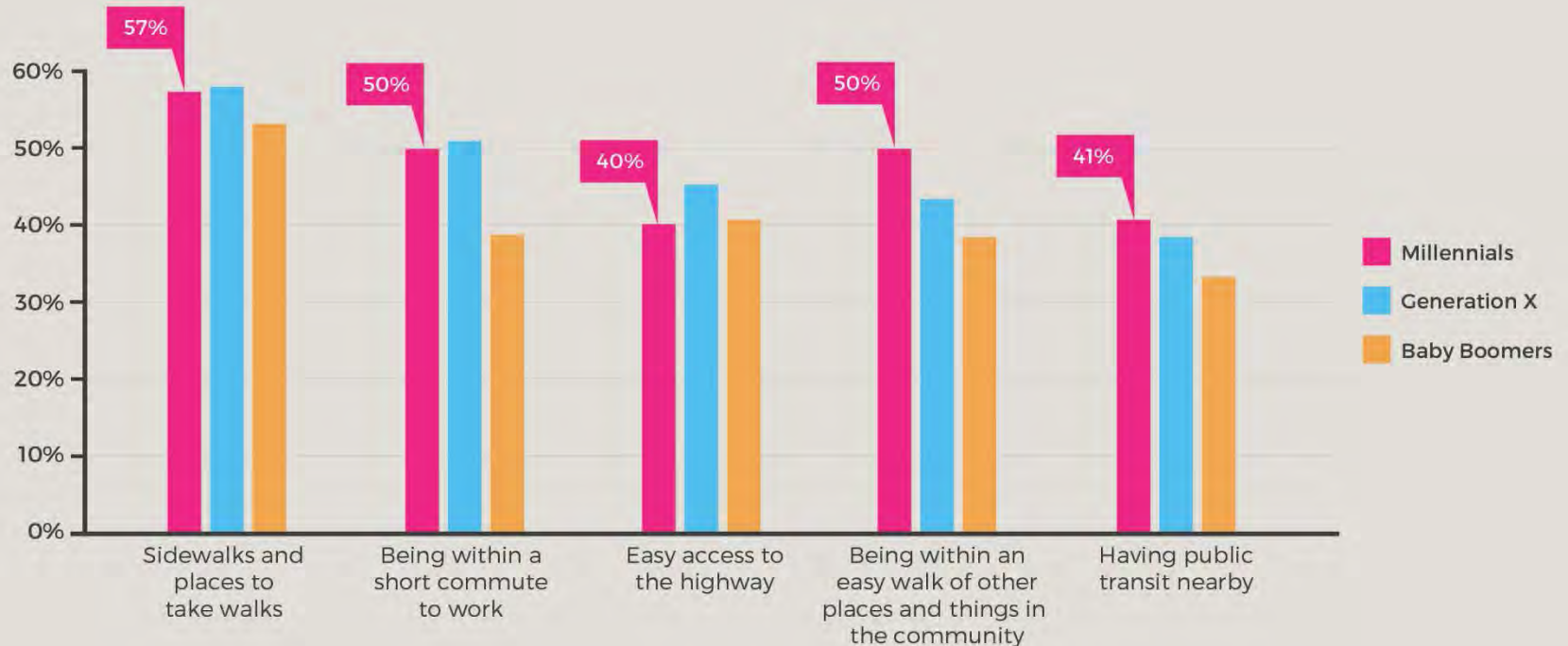
Updated: MAY 15, 2016 — 3:01 AM EDT



Millennials at Home

Important Neighborhood Attributes by Generation

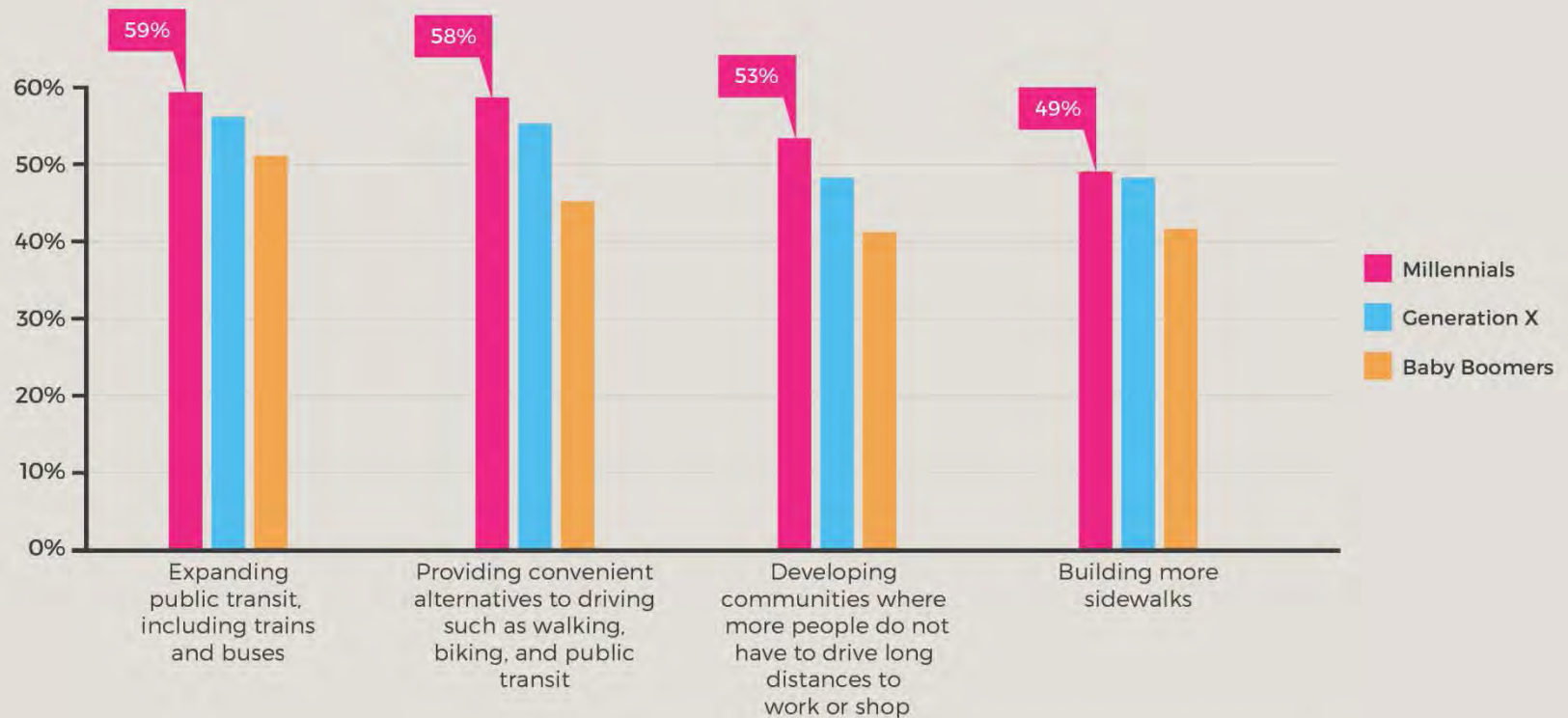
Percent of respondents indicating a characteristic is very important in deciding where to live



Source: Community & Transportation Preferences Survey, National Association of Realtors, 2015.

Planning for Millennials

Transportation Spending Priorities by Generation



Source: Community & Transportation Preferences Survey, National Association of Realtors, 2015.



Transportation

Suburbs such as Montgomery County rethink transit to court millennials



289



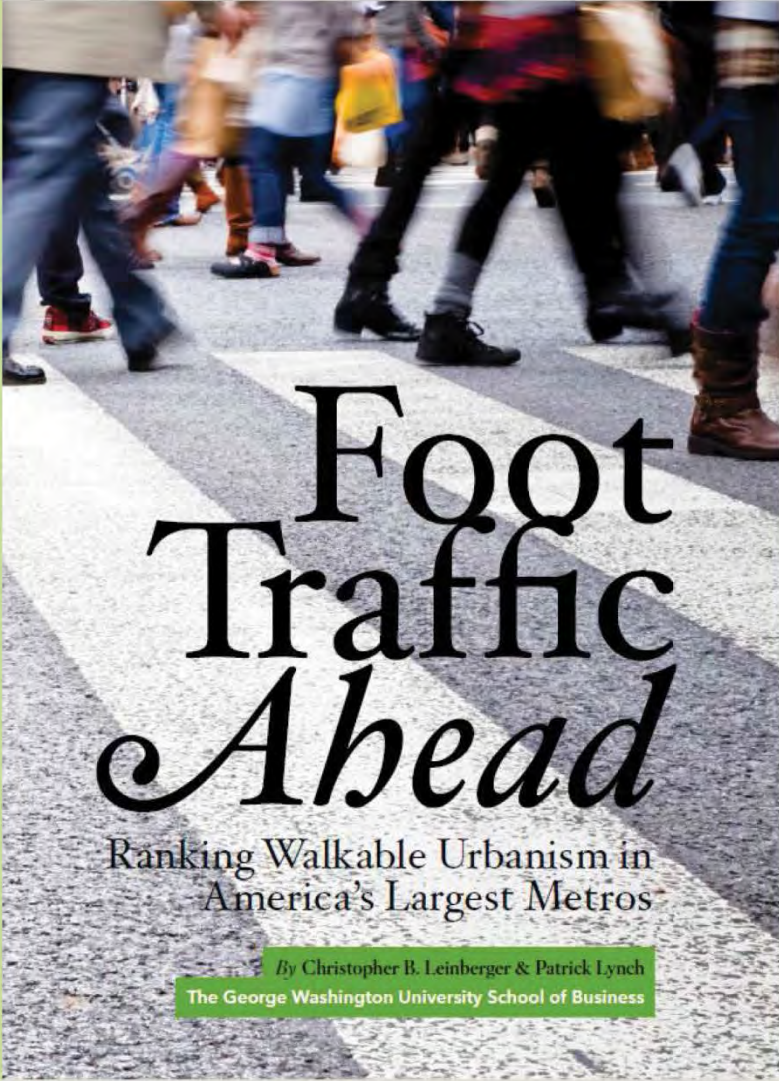
The Silver Spring Transit Center would be a stop on the proposed Purple Line, but the light-rail project's future remains uncertain. (Bill O'Leary/Washington Post)



Hello
New mo

Most Read

- 1 An Ivy League colleges dc of color: 'W
- 2 In Virginia: 'bad boy' u



Foot Traffic *Ahead*

Ranking Walkable Urbanism in
America's Largest Metros

By Christopher B. Leinberger & Patrick Lynch
The George Washington University School of Business

This report indicates that metros found to have high walkable urbanism are models for the future development patterns of many—and possibly most—of the largest 30 U.S. metros.

These trends suggest future demand for tens of millions square feet of walkable urban development and hundreds of new WalkUPs.



Foot Traffic *Ahead*

Ranking Walkable Urbanism in
America's Largest Metros

By Christopher B. Leinberger & Patrick Lynch
The George Washington University School of Business

KEY FINDINGS

- **There are 558 WalkUPs**, or regionally significant, walkable urban places, in the 30 largest metropolitan areas in the United States.
- **The 30 metros are ranked** according to their current walkable urbanism and categorized into four levels:

LEVEL 1: High Walkable Urbanism

Metros that augur the end of sprawl, as their current development is concentrated in creating and expanding WalkUPs rather than drivable sub-urban areas.

LEVEL 2: Moderate Walkable Urbanism

Metros that are developing both drivable sub-urban and walkable urban places, but are trending more toward a walkable urban future.

LEVEL 3: Tentative Walkable Urbanism

Metros that are trending toward WalkUP development in their central cities—along with a few examples in suburbs—despite being dominated by drivable sub-urban patterns.

LEVEL 4: Low Walkable Urbanism

Metros that continue to build in the drivable sub-urban pattern. Any bright spots of walkable urbanism tend to be located in revitalizing center cities.

WALKABLE URBANISM OF THE 30 LARGEST U.S. METROPOLITANS:

Current Ranking

RANK	METRO AREA	# OF WALKUPS	POPULATION			OFFICE & RETAIL SPACE			% of WalkUP Office & Retail Space in the Central City
			Total in Metro Area	Per WalkUP	Rank (Pop. per WalkUP)	Located in WalkUPS (sq. ft.)	Total in Metro Area (sq. ft.)	Share of Total Located in WalkUPS	
1	Washington, DC	45	5,047,000	112,000	2	297,300,000	696,441,000	43%	51%
2	New York	66	22,166,000	336,000	19	773,405,000	2,033,660,000	38%	89%
3	Boston	37	3,981,000	108,000	1	171,835,000	482,929,000	36%	67%
4	San Francisco	57	7,298,000	128,000	3	227,537,000	766,010,000	30%	83%
5	Chicago	38	8,509,000	224,000	10	262,374,000	893,718,000	29%	94%
6	Seattle	23	3,864,000	168,000	6	100,879,000	373,966,000	27%	82%
7	Portland	10	2,153,000	215,000	9	46,238,000	208,246,000	22%	91%
8	Atlanta	27	4,306,000	159,000	4	121,948,000	577,060,000	21%	75%
9	Pittsburgh	11	2,576,000	234,000	11	56,489,000	274,246,000	21%	98%
10	Cleveland	10	2,065,000	206,000	8	45,579,000	231,987,000	20%	94%
11	Baltimore	16	2,722,000	170,000	7	52,043,000	267,538,000	19%	84%
12	Minneapolis	10	2,953,000	295,000	17	66,450,000	343,821,000	19%	99%
13	Philadelphia	17	5,318,000	313,000	18	97,419,000	514,308,000	19%	95%
14	Denver	18	2,968,000	165,000	5	60,341,000	331,682,000	18%	90%
15	Houston	12	6,481,000	540,000	25	109,089,000	638,333,000	17%	93%
16	Columbus	7	2,064,000	295,000	16	33,676,000	211,799,000	16%	98%
17	Kansas City	7	1,966,000	281,000	13	35,859,000	227,534,000	16%	96%

KEY:

Levels of Current Walkable Urbanism



LEVEL 1:
HIGH WALKABLE URBANISM



LEVEL 2:
MODERATE WALKABLE URBANISM

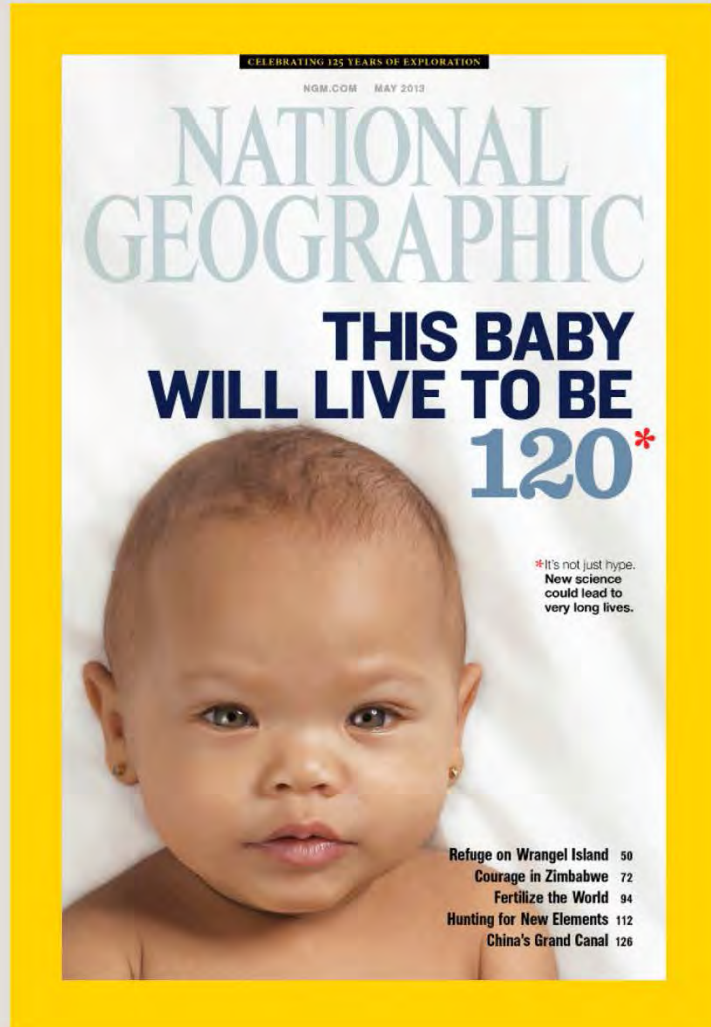


LEVEL 3:
TENTATIVE WALKABLE URBANISM

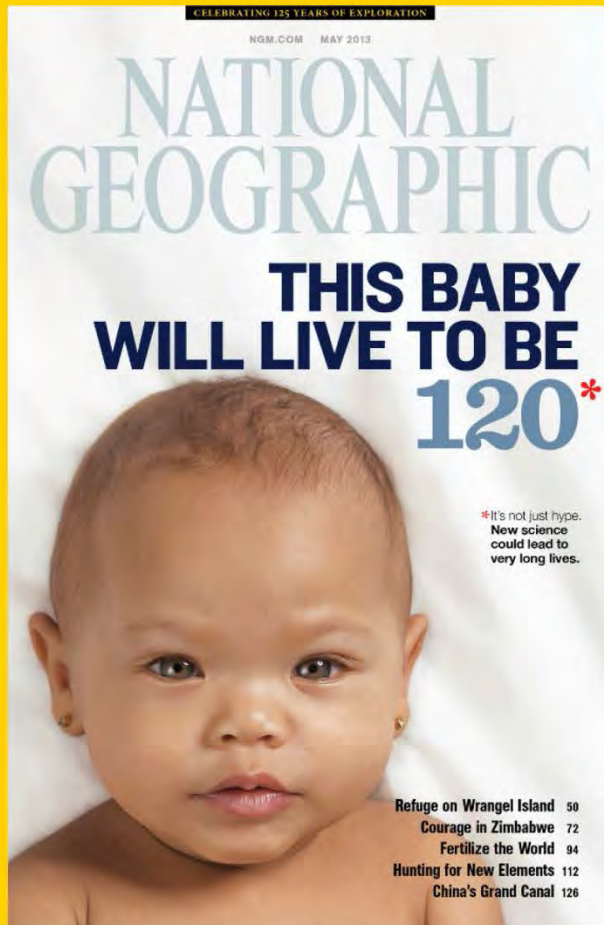


LEVEL 4:
LOW WALKABLE URBANISM

What about the next generation?



What about the next generation?

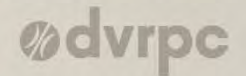




PLANNING FOR CHANGING DEMOGRAPHICS

Millennials in the Delaware Valley

Andrew Svekla, AICP
asvekla@gmail.com
(215) 238-2810





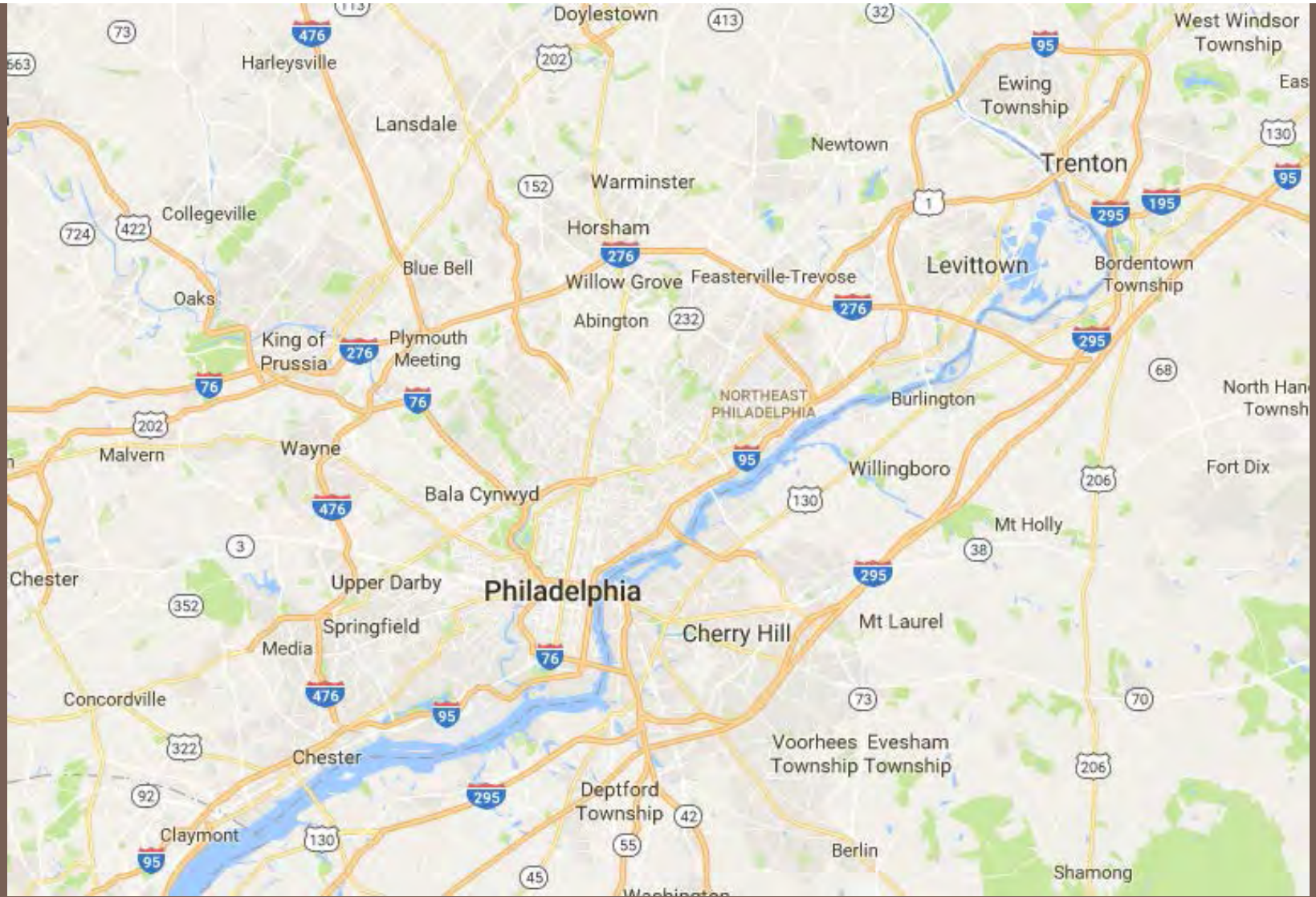
FY 2017 WORK PROGRAM AMENDMENT

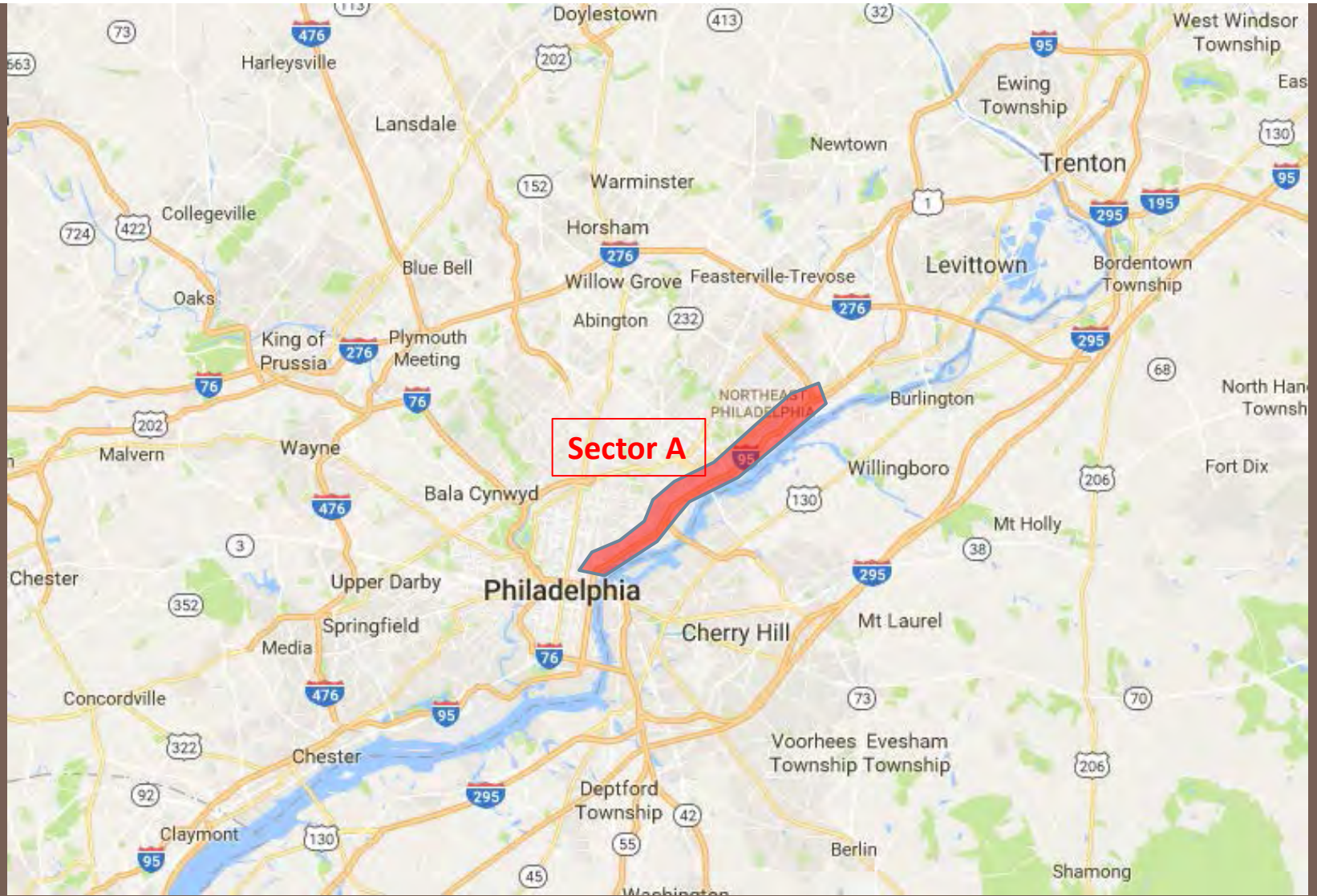
I-95 Northeast Philadelphia and
Bucks County Traffic Forecasts

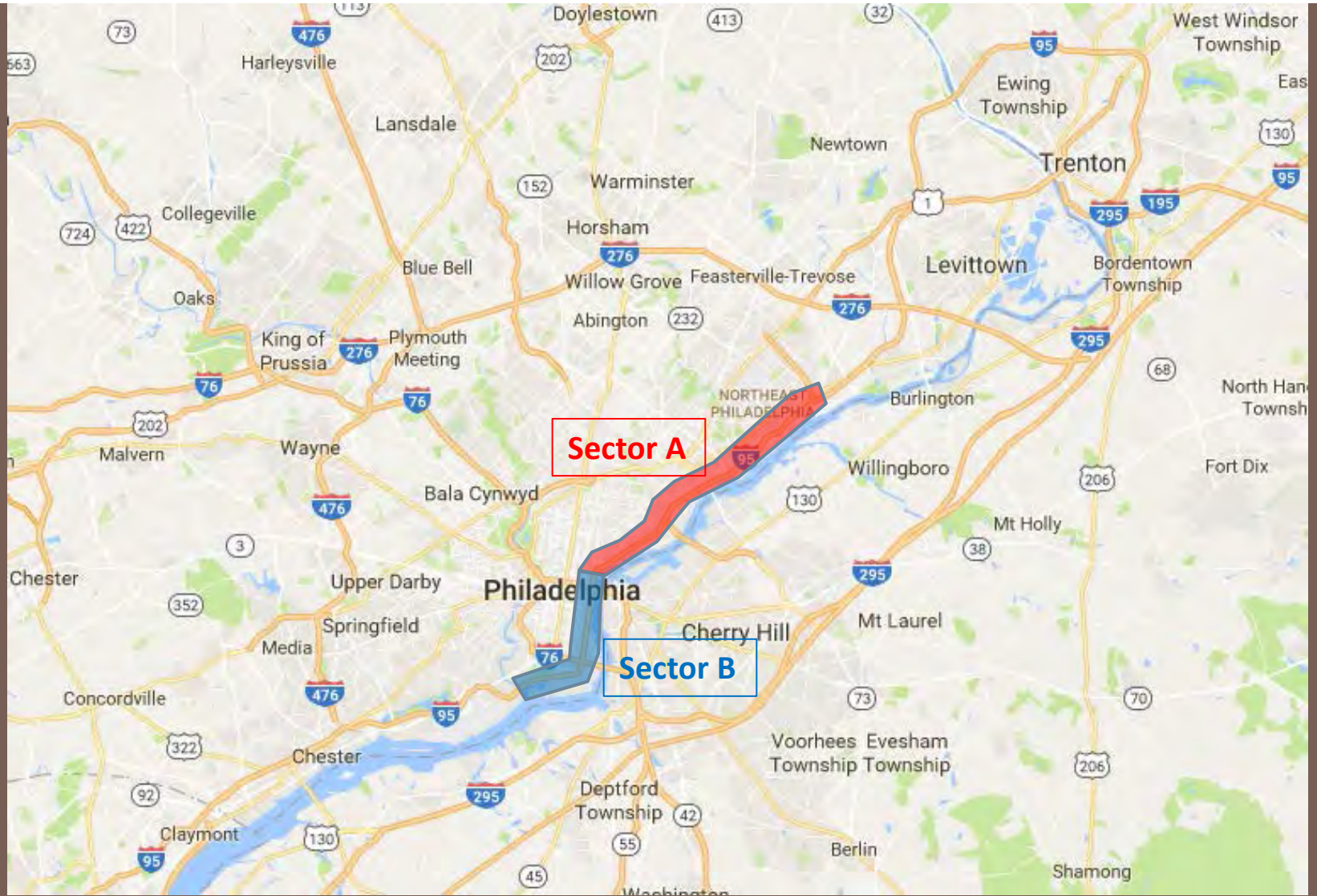
February 14, 2017
RTC Meeting

Matthew T. Gates

I-95 Planning Sectors



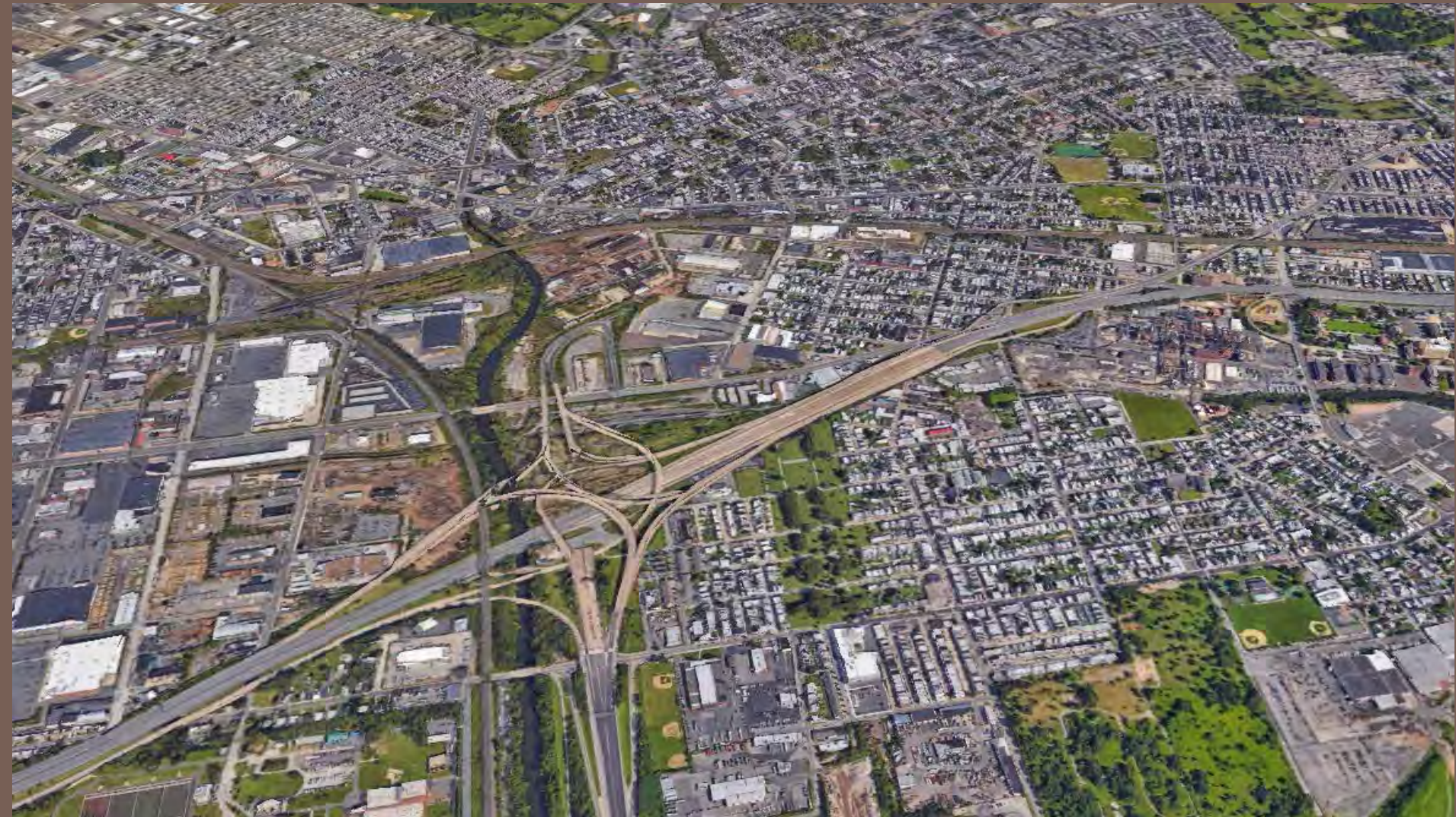






I-95 Planning Sectors

New alternatives for BRI/BSR



Princeton/Cottman evaluation



Additional Tasks

- ❖ Additional tasks
 - ❖ New horizon year to include 2045 Long Range Plan
 - ❖ Coordination with I-95/PA Turnpike interchange
 - ❖ Coordination with Scudder Falls Bridge replacement
 - ❖ FY2017-FY2019
 - ❖ \$265,000
 - ❖ MPMS # TBD (likely 92289)



Action Requested

- That the RTC recommend the Board amend DVRPC's FY 2017 Planning Work Program to include the I-95 Northeast Philadelphia and Bucks County Traffic Forecasts.

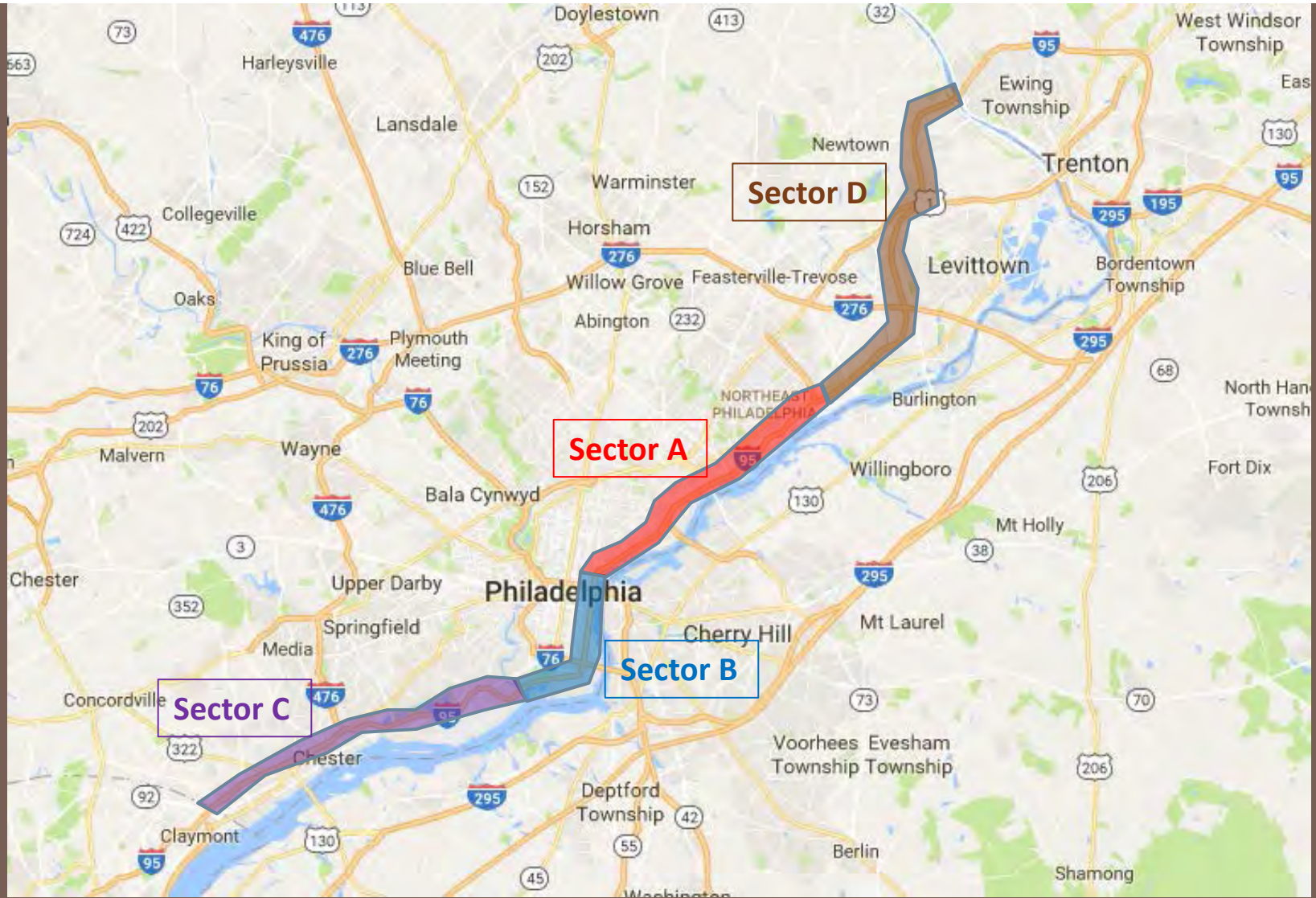


FY 2017 WORK PROGRAM AMENDMENT

I-95 Southwest Philadelphia and
Delaware County Traffic Forecasts

February 14, 2017
RTC Meeting

Matthew T. Gates



I-95/I-476 Interchange VISSIM model



I-95/US 322 Interchange forecasts



Additional Tasks

- ❖ New horizon year to include 2045 Long Range Plan
- ❖ Airport and Sports Complex Special Generator Models will be included
- ❖ PA 452 and Bethel Rd interchanges
- ❖ Rail Road bridge impacts
- ❖ FY2017-FY2018
- ❖ \$155,000
- ❖ MPMS # TBD (likely 92289)

Action Requested

- That the RTC recommend the Board amend DVRPC's FY 2017 Planning Work Program to include the I-95 Southwest Philadelphia and Delaware County Traffic Forecasts.



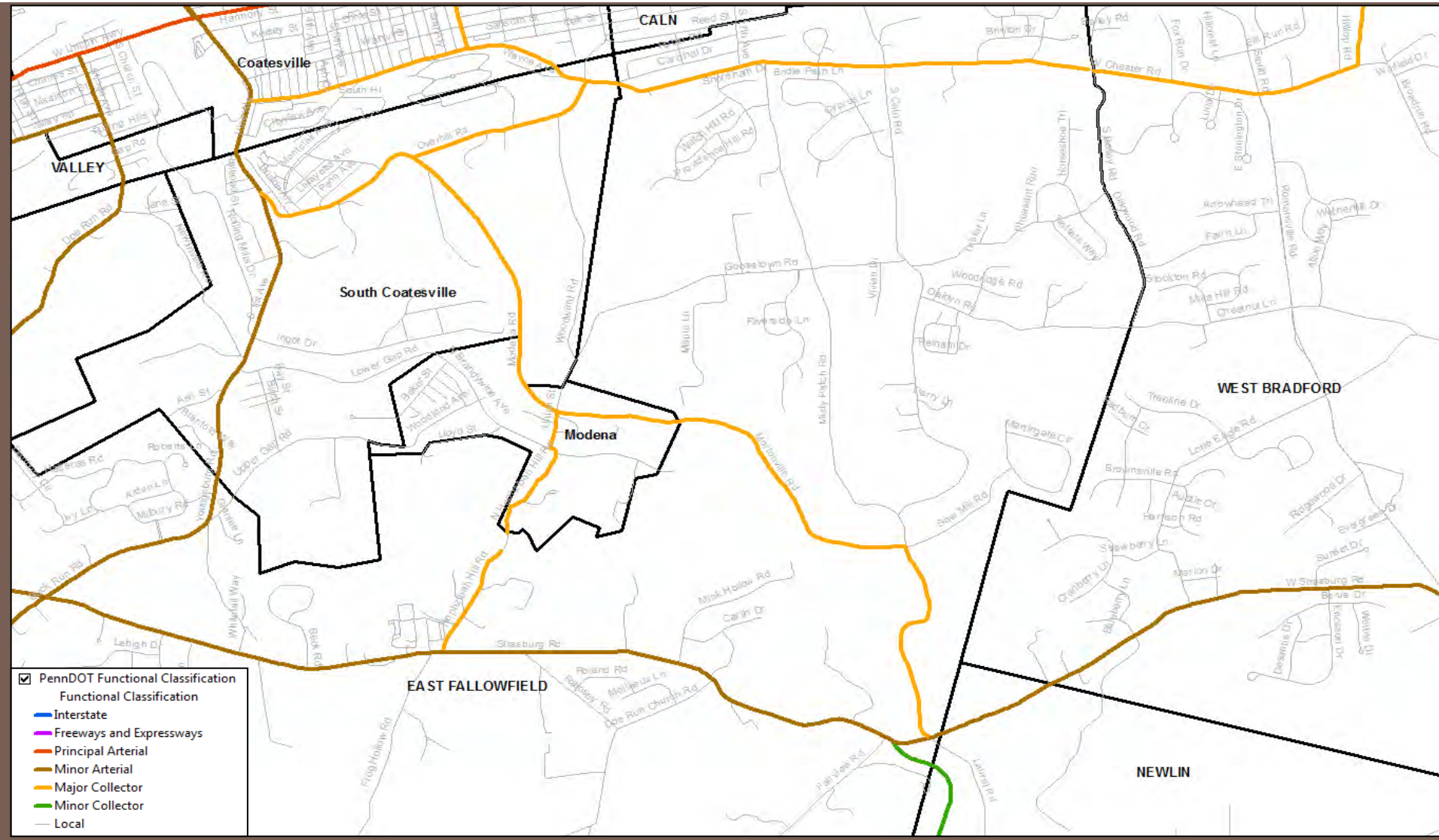
FEDERAL FUNCTIONAL CLASS CHANGE

Mortonville Road, Chester County

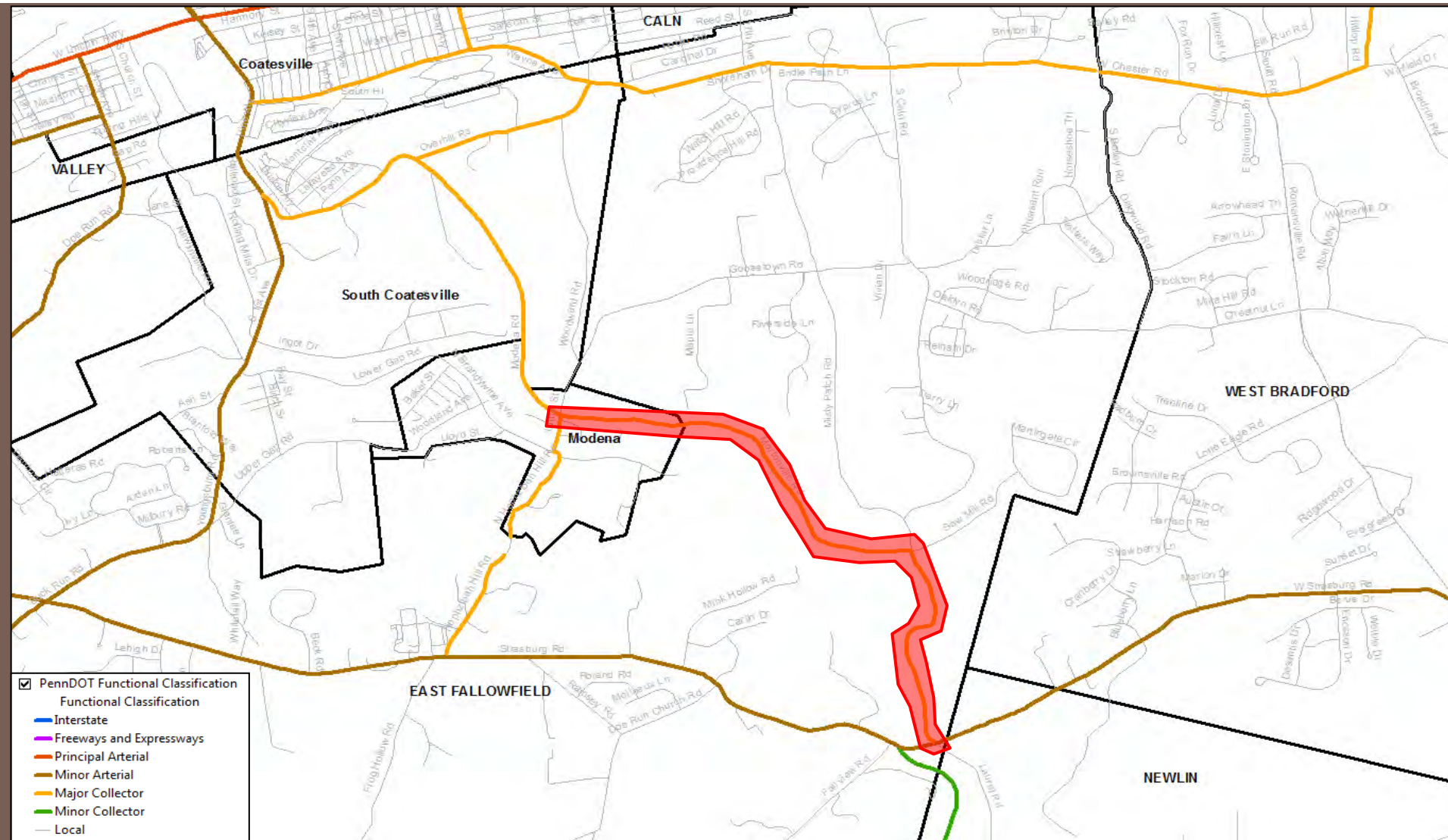
February 14, 2017
RTC Meeting

Matthew T. Gates

Modena Boro & E. Fallowfield Twp



Mortonville Road



Remove from federal aid system

- ❑ SR 3049, Segment 0900, Mortonville Rd from Union St to East Fallowfield Township Line, 0.42 miles
- ❑ G642, Segments 0010-0020, Mortonville Rd from Modena Borough Line to Saw Mill Rd and Saw Mill Rd to Strasburg Rd, 1.73 miles

Action Requested

- That the RTC recommend the Board approve the Federal Functional Class change in Chester County



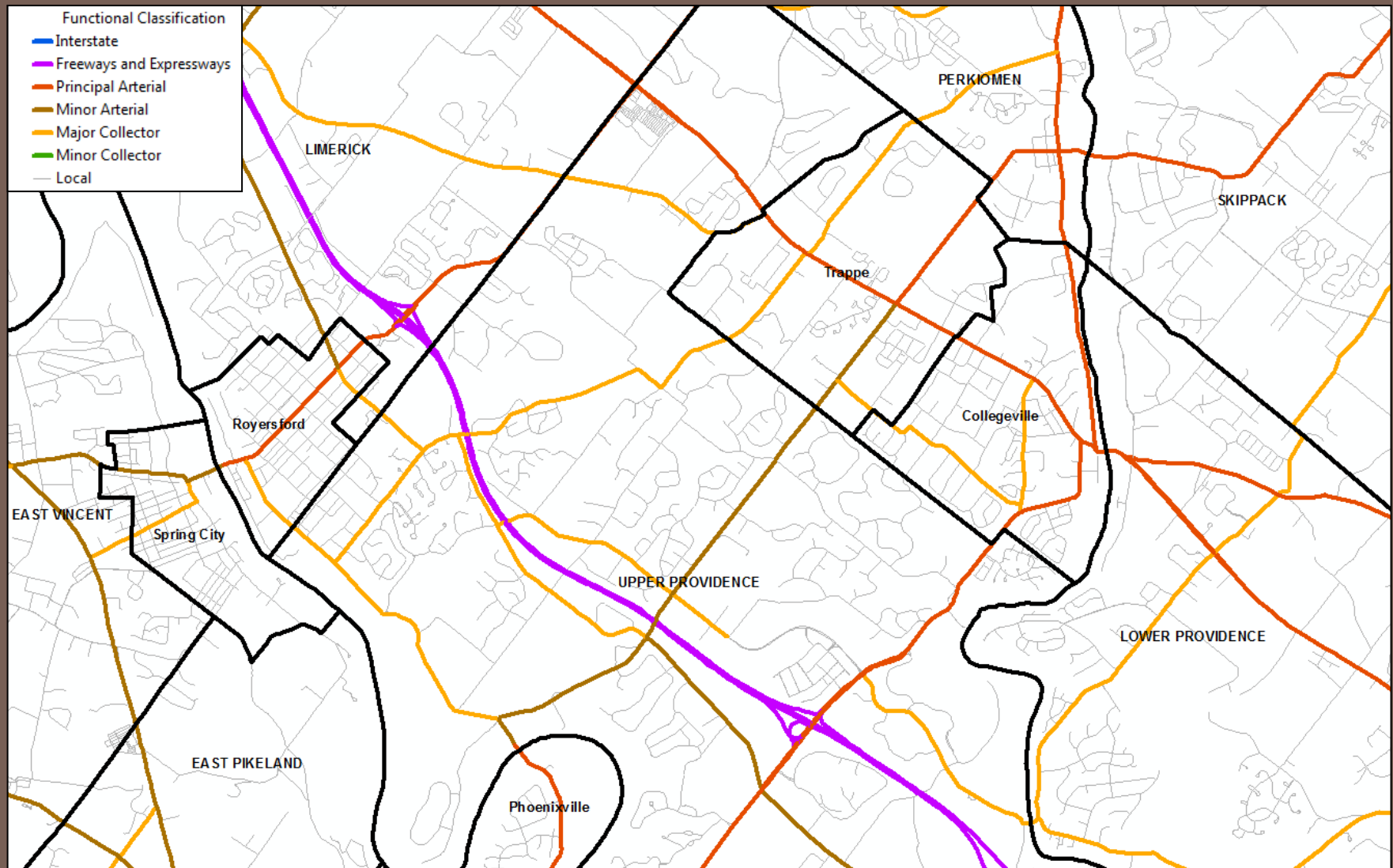
NATIONAL HIGHWAY SYSTEM CHANGE

PA 113, Montgomery County

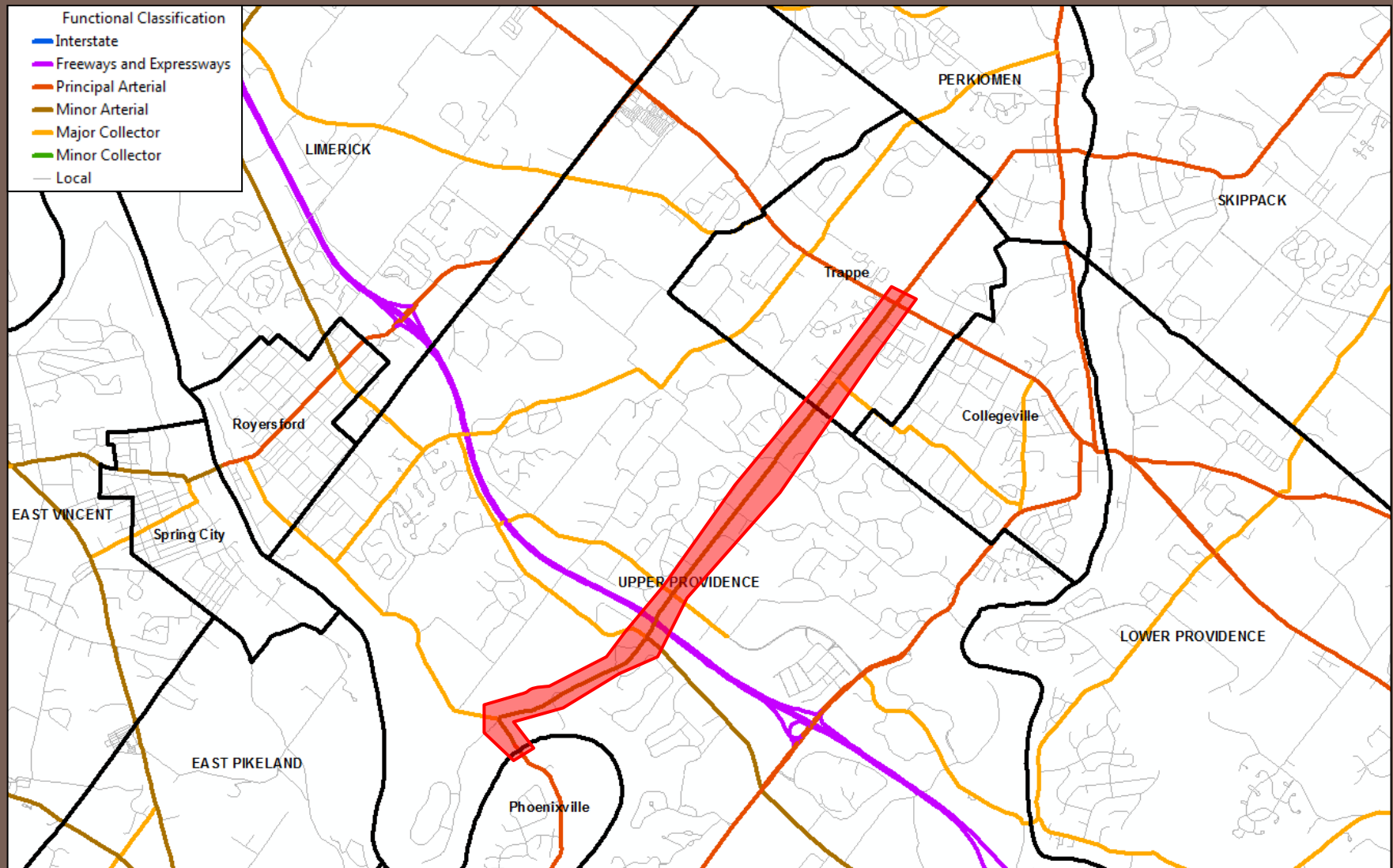
February 14, 2017
RTC Meeting

Matthew T. Gates

Upper Providence Twp & Trappe Boro



PA 113, Trappe Road



Remove from NHS

- SR 0113, Segments 0010-0080, Chester County
Line to Main Street, 3.60 miles

Action Requested

- That the RTC recommend the Board approve the National Highway System change in Montgomery County

NEC FUTURE Tier 1 Final EIS Summary of Preferred Alternative Elements for DVRPC Region

Gregory R. Krykewycz, PP, AICP



February 14, 2017



Vision and Outcomes for the Corridor

Overall, preferred alternative would improve travel speeds meaningfully, and enable even more dramatic increases in service levels.

- Builds on “**grow**” (v. “maintain” or “transform”) alternative from DEIS
- Layered and coordinated service types (**operator neutral**):
 - **Intercity express** (e.g., 4 nonstop trips per day between 30th Street and Washington DC)
 - **Metropolitan** (every 15 minutes between hubs)
 - **Regional** (up to double current peak service levels)
- Overall service levels 3-4x current
- Total capital costs \$123-128B through 2040
- Total aggregate operating costs ~\$2B/year, roughly double current



DVRPC Region ROW Improvements

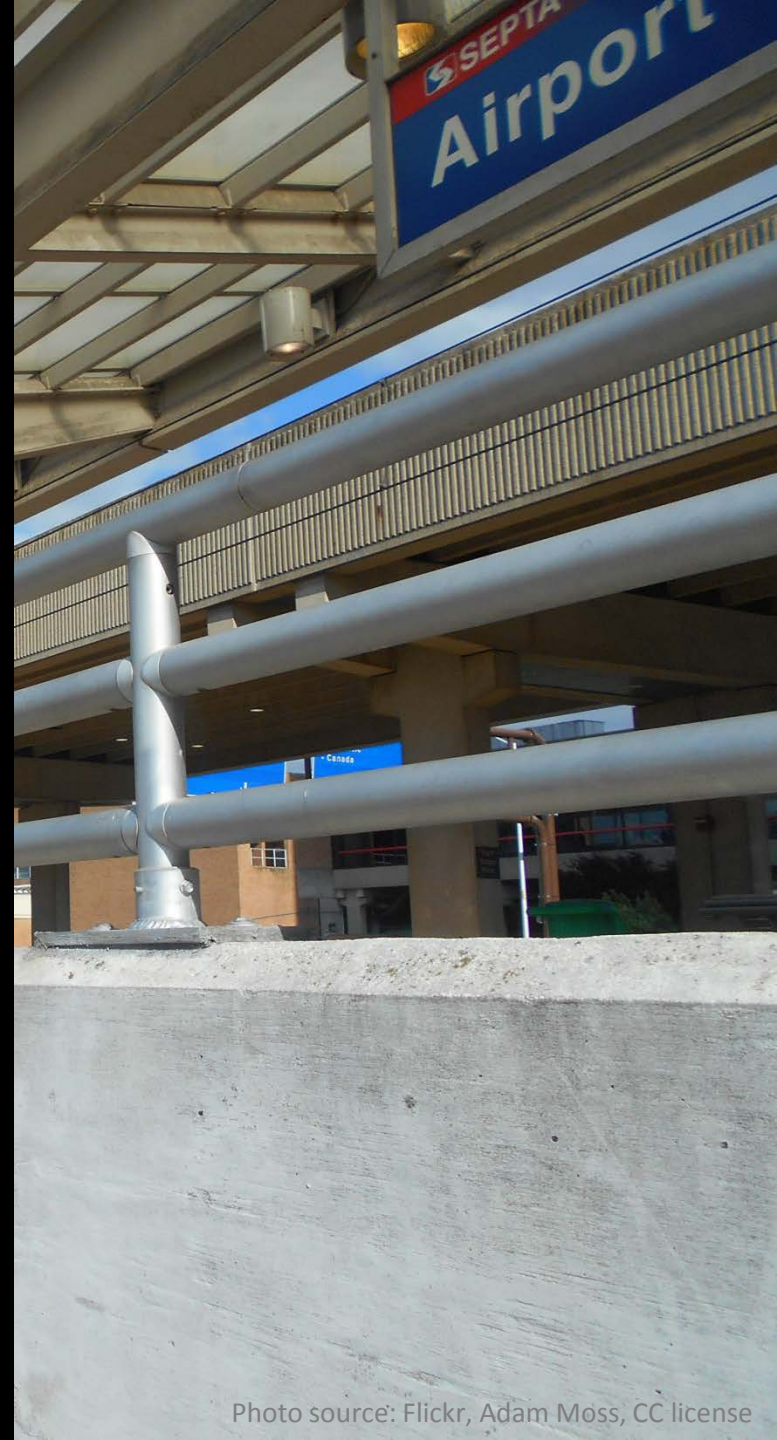
- New ~10-mile, 2-track ROW between Baldwin (near Chester) and 30th Street along SR291 and CSX Chester Secondary to serve PHL airport (avoids John Heinz NWR)
- New tunnel alignment (~4 miles) at airport
- 10 miles of additional runningway (2-track) between 30th Street and Bridesburg to double capacity within/adjacent to existing ROW
- Capacity expansion for 30th Street approaches
- Curve modifications for higher speed operations in North Philadelphia and between Holmesburg Station and the Bucks County boundary

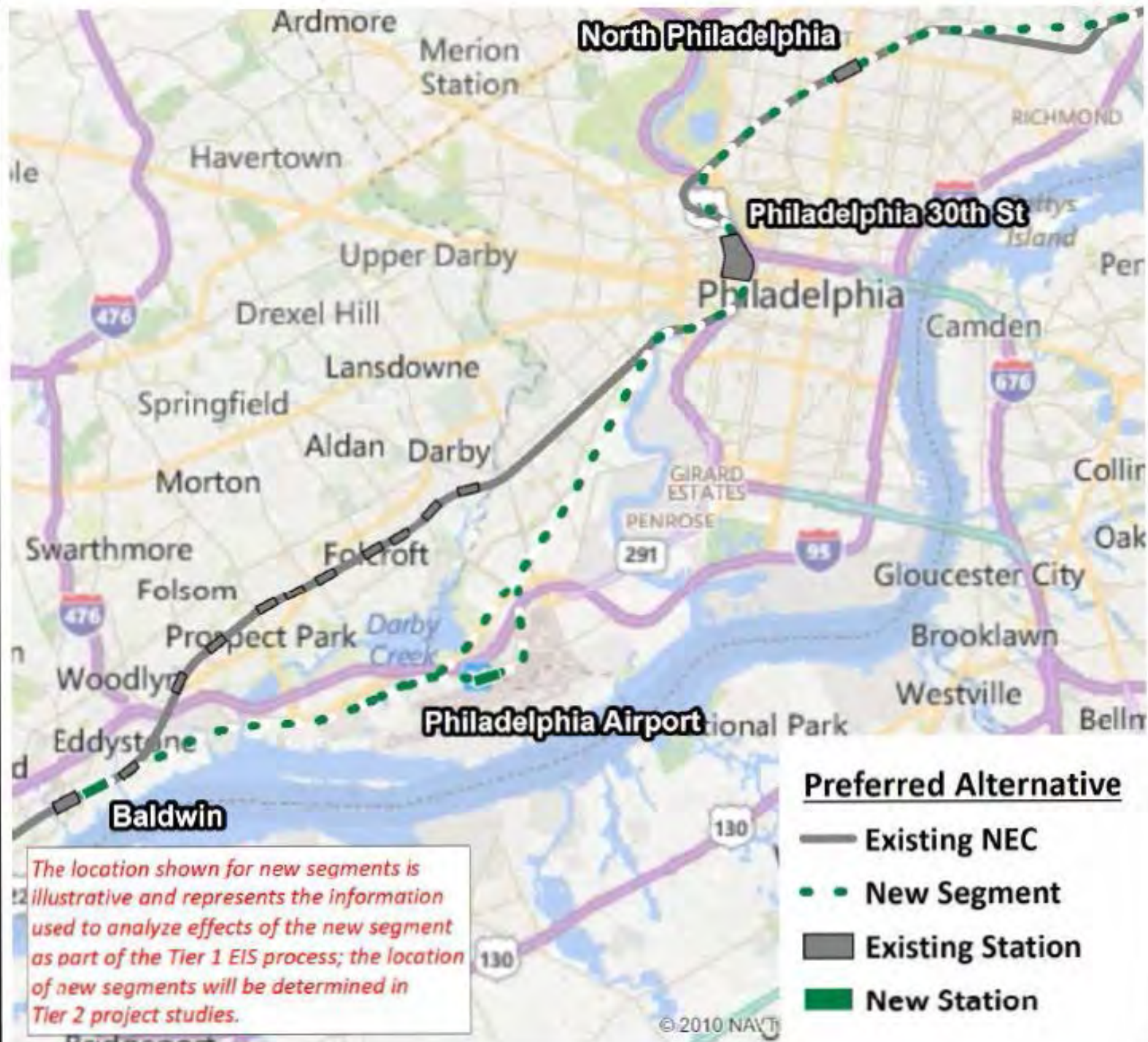


Photo source: Flickr, Generic Brand Productions, CC license

DVRPC Region Station Improvements

- Incorporates 30th Street District Plan elements by reference
- New PHL airport station served by ~330 trains per day (vs. 72 today)
- Improvements at Trenton Station and yard
- Improvements at Cornwells Heights
- New hub station at Baldwin/Eddystone, north of Chester
 - Potential for integration with future southern PNR consideration as part of I95 project





Next Steps

- Letter to FRA with DVRPC (Board/ED) comment on preferred alternative
- Future letter of plan consistency following Record of Decision (ROD)
- Add preferred alternative to LRP as an unfunded/aspirational project
- A Service Development Plan (SDP) including an initial phase will be overseen by a Working Group
 - Includes PennDOT, NJDOT, SEPTA, NJ TRANSIT
- Partnership on Tier 2 project studies to further screen and develop local project and service elements



ACTION PROPOSED:

The RTC recommends that the DVRPC Board support the selection of the FRA's NEC Future Tier 1 Final EIS Preferred Alternative and take action to include the Preferred Alternative program in DVRPC's updated Regional Long-Range Plan (Connections 2045) as an unfunded aspirational project.

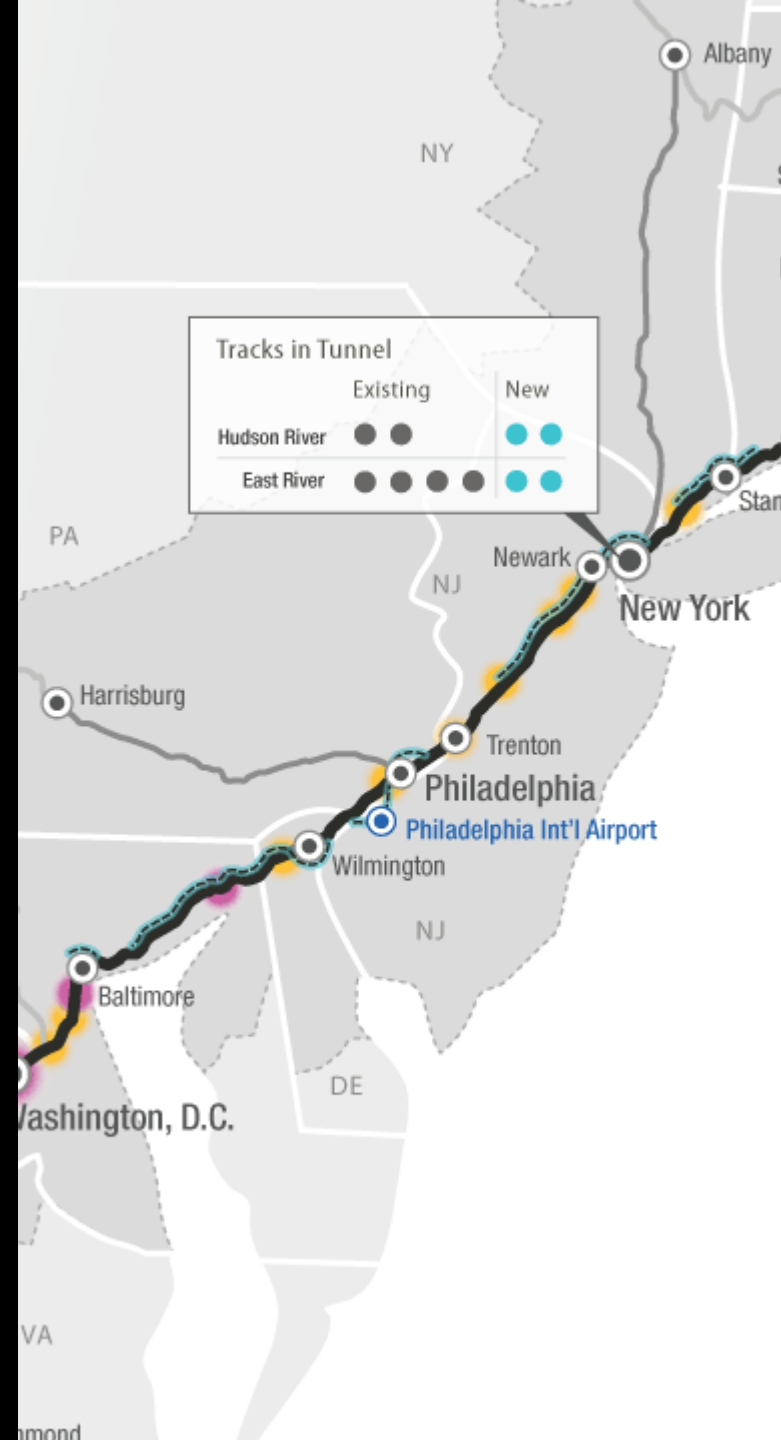


NEC FUTURE Tier 1 Final EIS Summary of Preferred Alternative Elements for DVRPC Region

Gregory R. Krykewycz, PP, AICP



February 14, 2017



New Jersey Safe Routes to School Projects

NJ Safe Routes to School

- The SRTS program is funded through the Federal Highway Administration's Federal Aid Program and is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Planning Authority (NJTPA) and the South Jersey Transportation Planning Organization (SJTPO).
- The statewide amount of this program was \$5.5 million, of which our region was awarded \$1.495 million.

County	Project Title	Award
Burlington County	Phase I: Busansky/Emmons Schools Multimodal Improvements	\$466,000
Burlington County	Phase I: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	\$257,000
Burlington County	SRTS: Eastampton Community School - Pedestrian Multi-Use Path and Walking Route Improvements	\$429,000
Camden County	Gloucester City Middle School Infrastructure and Pedestrian Safety Improvement Program	\$343,000

Action Proposed

That the RTC recommends that the Board approve the list of Safe Routes to School projects identified for our allocation of funds. Further that these projects be amended into the FY 2016 S/TIP for NJ (TIP Action NJ16-103) in the amount of \$1,495,000 for SRTS and be drawn from the Statewide line item (DB# 99358 for SRTS) at the appropriate time for obligation.

DVRPC Pennsylvania Critical Urban Freight Corridors

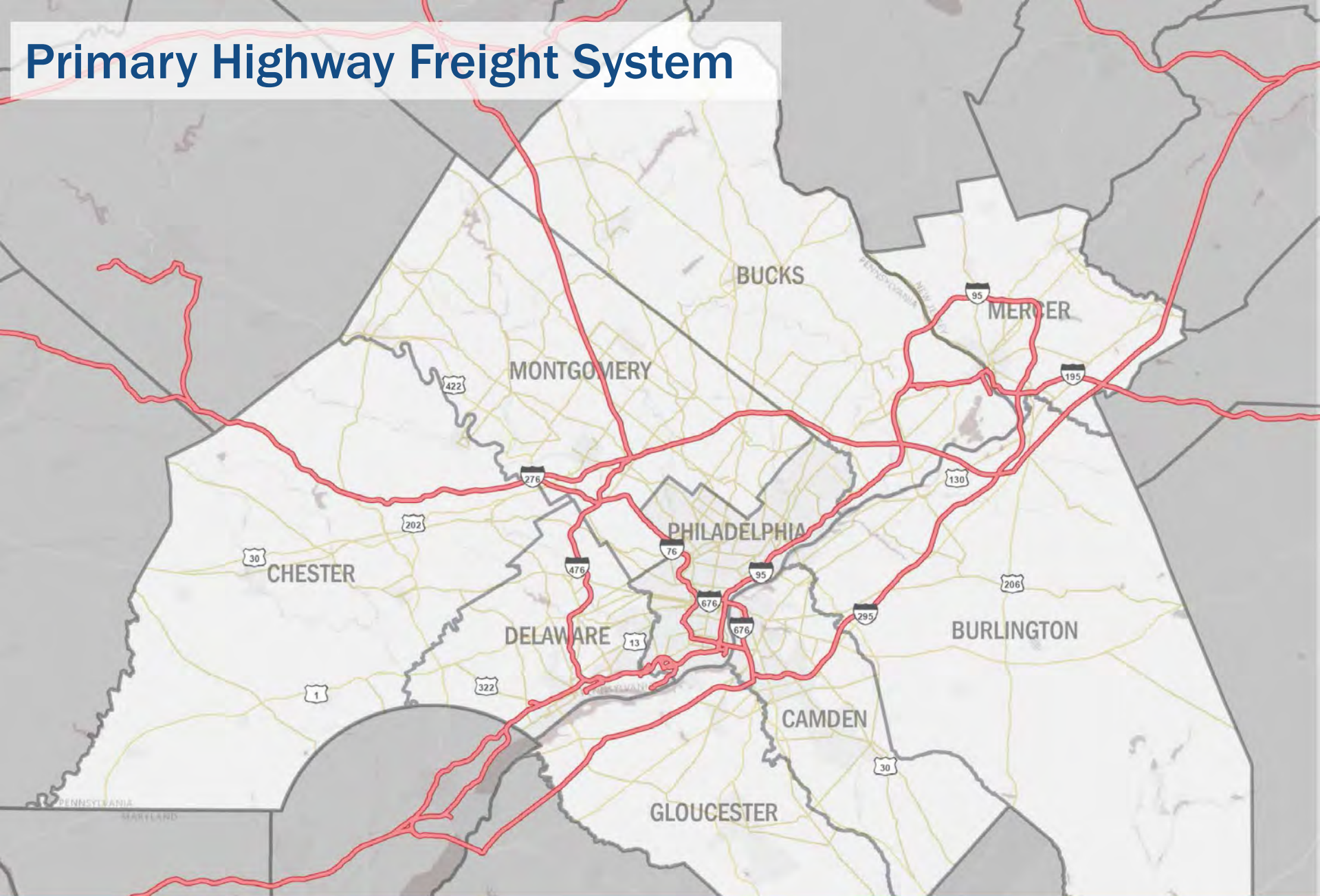
DVRPC Regional Technical Committee
February 14, 2017

Michael Ruane
Senior Transportation Planner
Office of Freight and Aviation Planning

What is a Critical Urban Freight Corridor?

- MPO & State DOT designated routes critical to freight movement that extend the Primary Highway Freight System established under the FAST Act
- Eligible for freight funding through the Primary Highway Freight Program
- **Pennsylvania – 141.26 miles**
- New Jersey – 75 miles

Primary Highway Freight System



Evaluation of Critical Urban Freight Corridors

- connects an intermodal facility to:
 1. the PHFS;
 2. the Interstate System; or
 3. an intermodal freight facility;
- is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- is important to the movement of freight within the region, as determined by the MPO or the State.

Evaluation of Critical Urban Freight Corridors

- Connectors to intermodal terminals or freight generating facilities.
- High volume truck corridors

Evaluation of Critical Urban Freight Corridors

Evaluation criteria

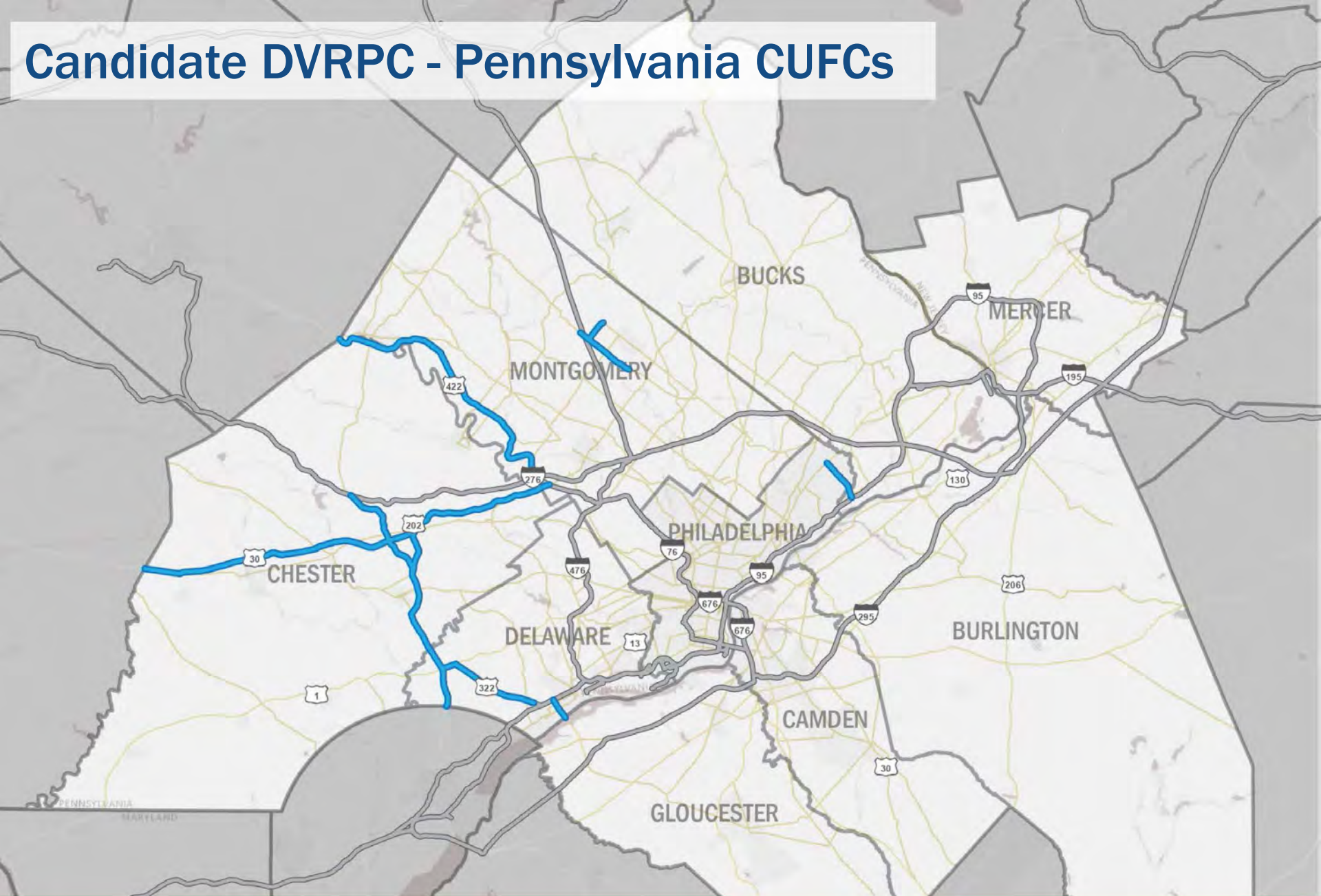
- Freight centers served
 - Employment
 - Industrial square footage
- Corridor designation by neighbor
- Corridor type
- Intermodal service
- Truck activity based on classification counts

Evaluation of Critical Urban Freight Corridors

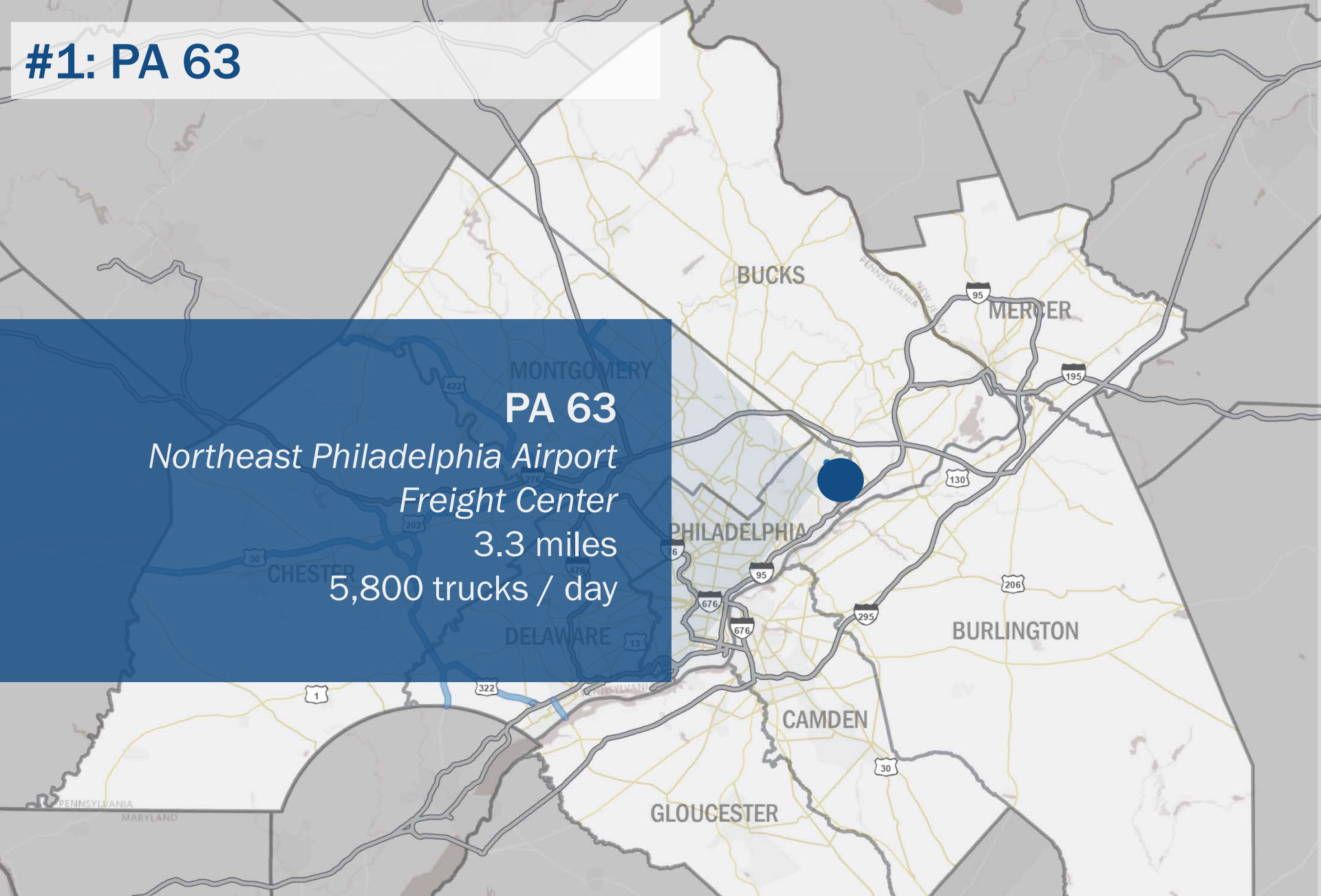
Our Process

- Evaluation based on technical criteria
- Feedback from Goods Movement Task Force and planning partners through PhillyFreightFinder
- Refinement of designation criteria and corridors

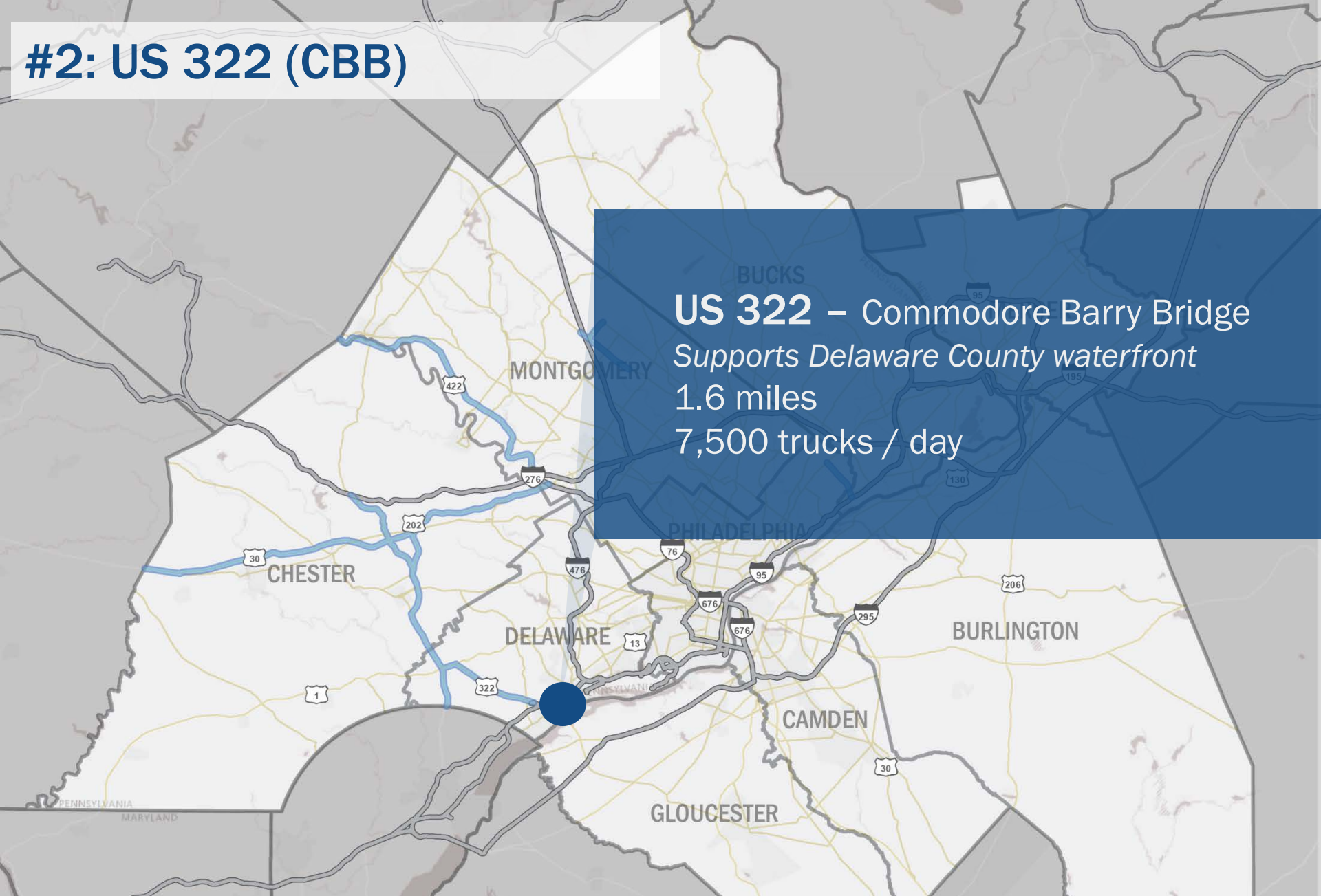
Candidate DVRPC - Pennsylvania CUFCs



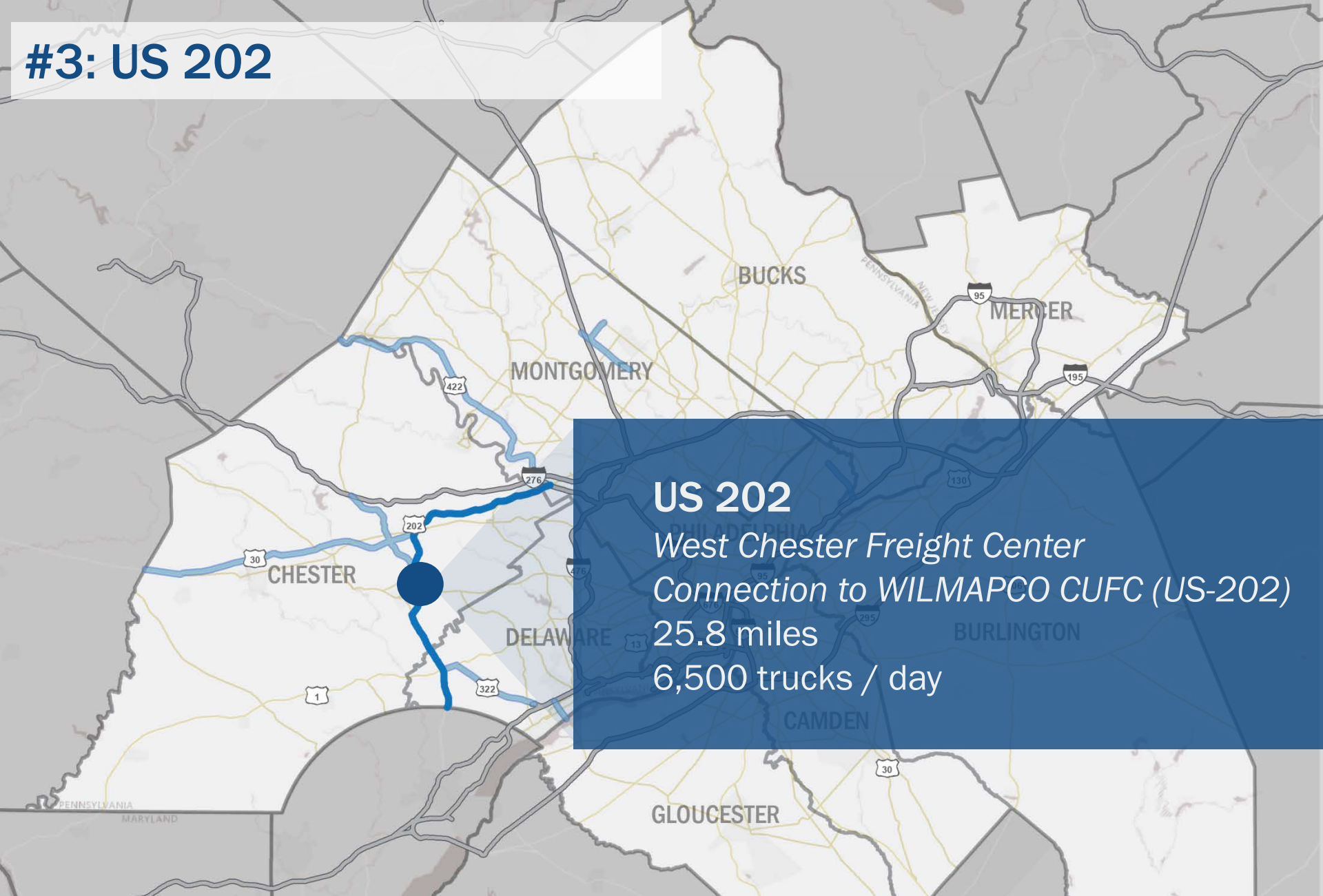
#1: PA 63



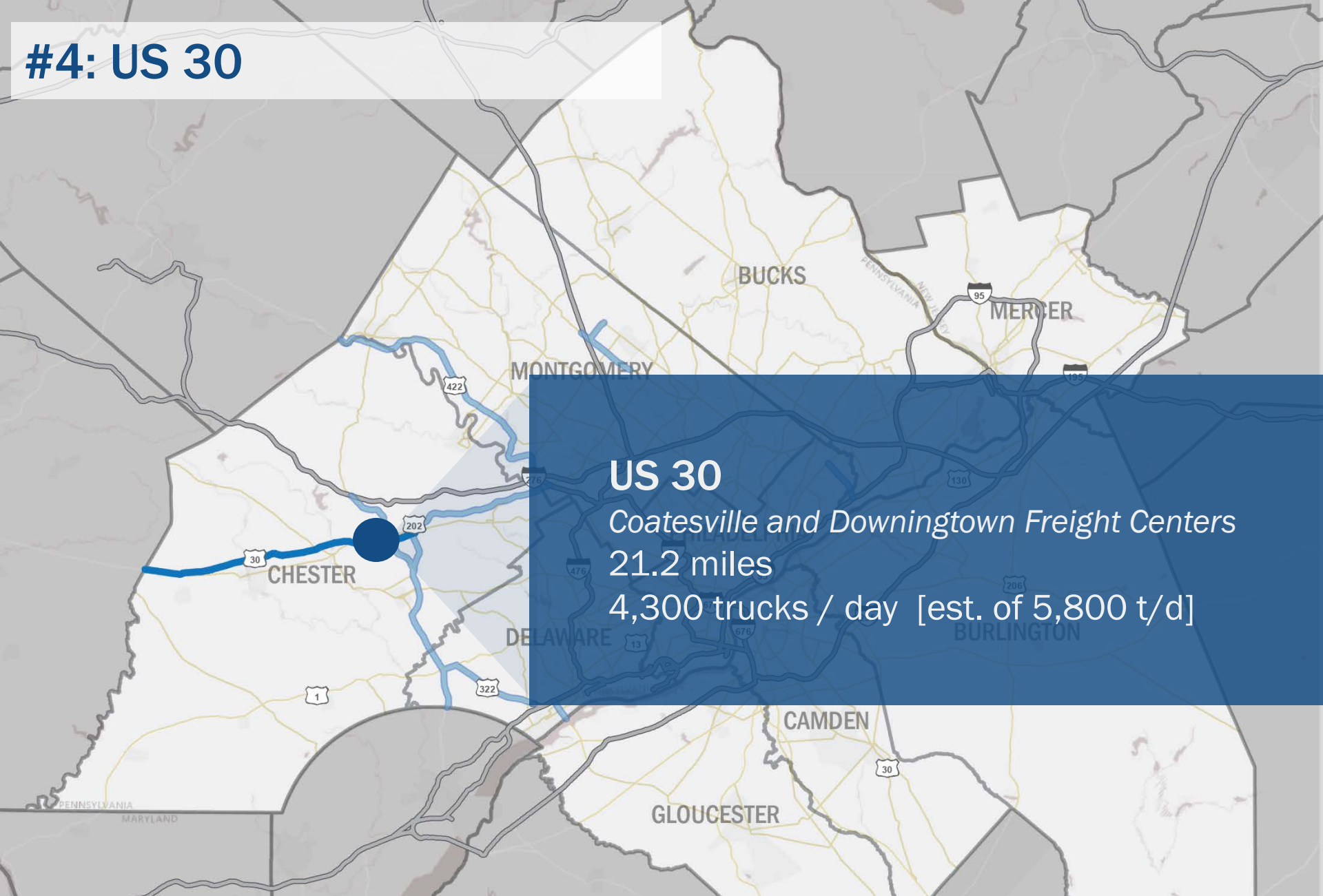
#2: US 322 (CBB)



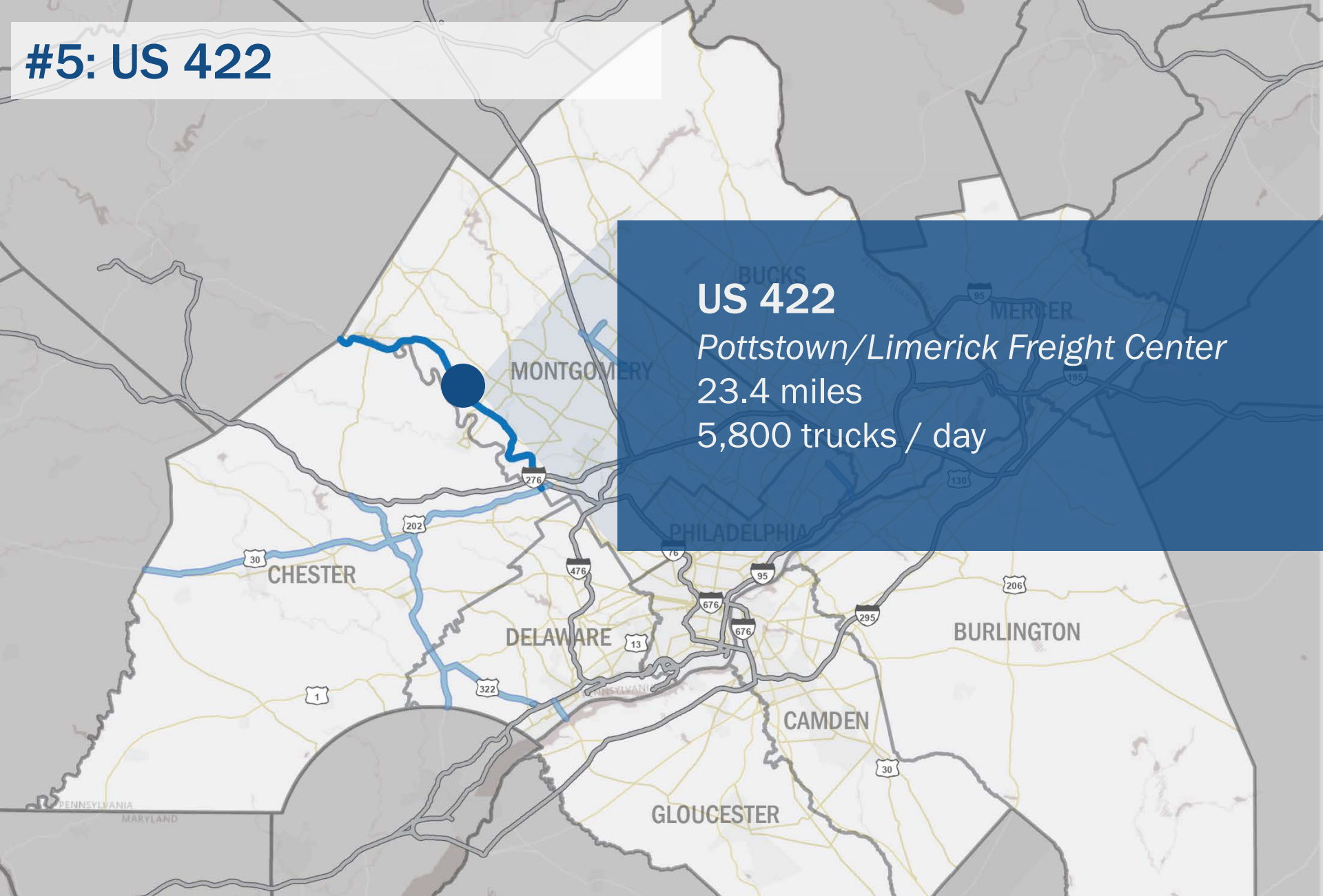
#3: US 202



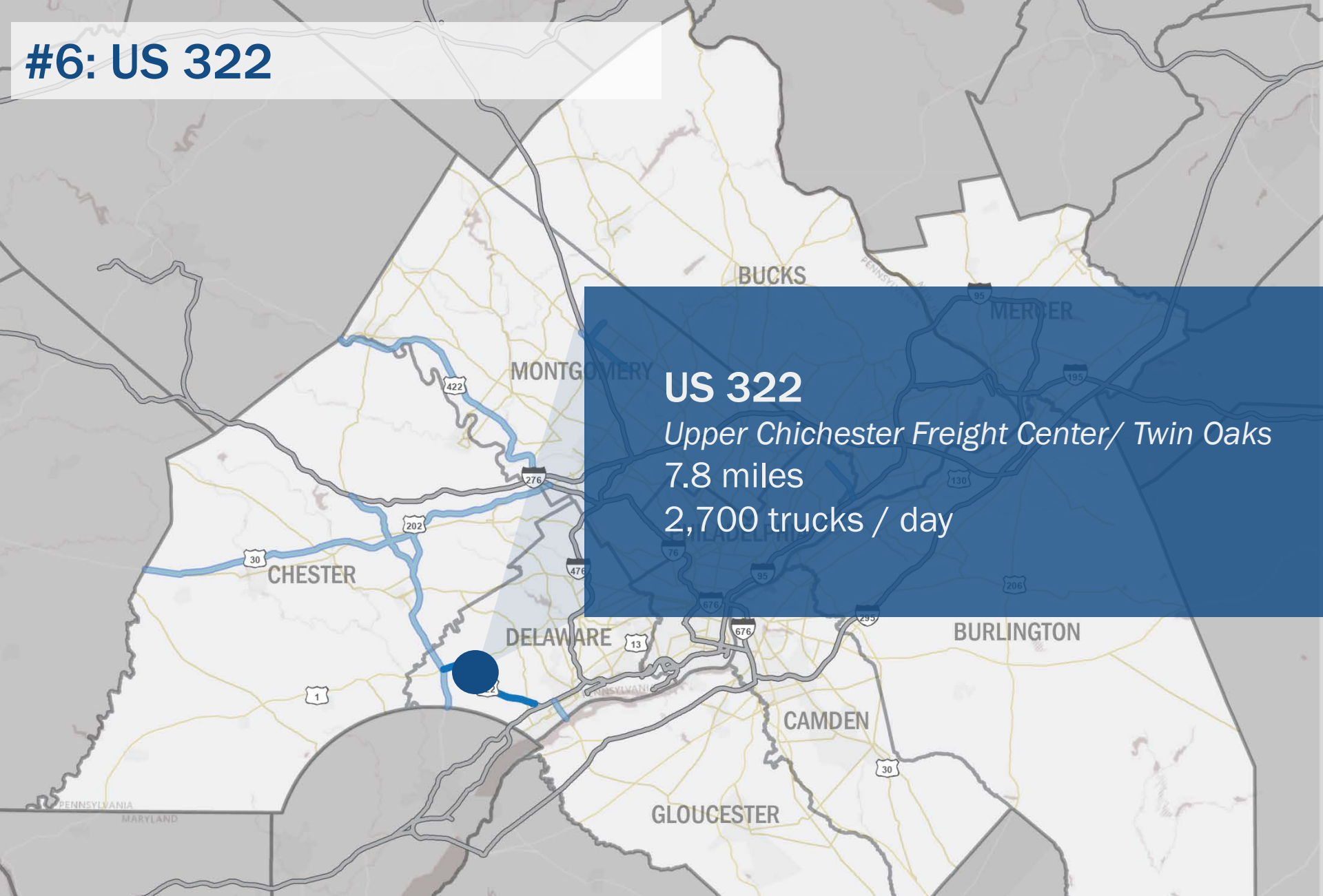
#4: US 30



#5: US 422



#6: US 322



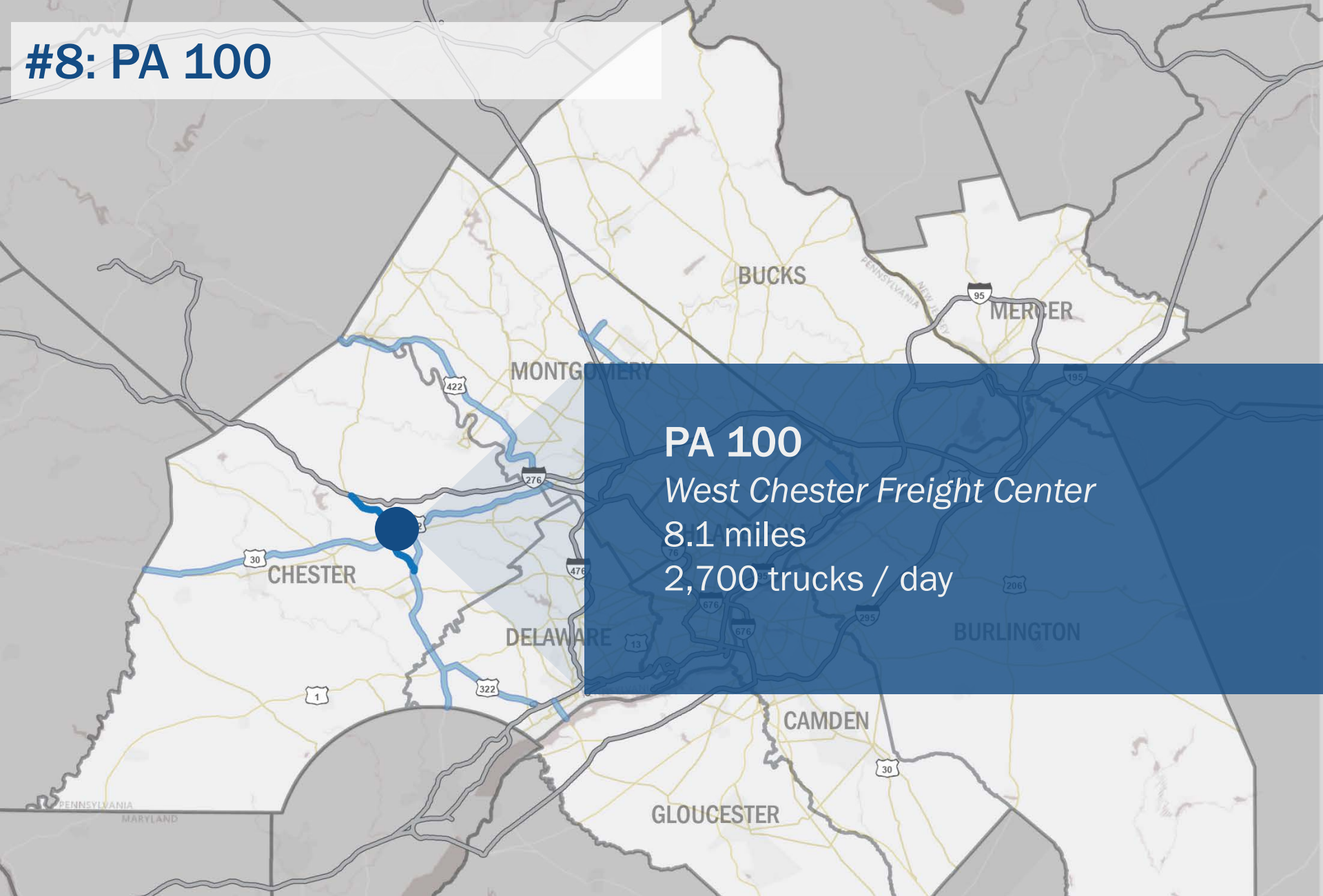
A map of Montgomery County, Pennsylvania, highlighting the PA 63 + Sumneytown Pike corridor. The corridor is shown as a blue line running from the northwest to the southeast. A blue dot marks the location of the Hatfield & Upper Gwynedd freight centers. The map includes labels for major roads (PA 30, PA 422, PA 202, PA 276, PA 322, PA 130, PA 195, PA 95, PA 476, PA 295, PA 30), cities (CHESTER, MONTGOMERY, PHILADELPHIA, BURLINGTON, CAMDEN, GLOUCESTER, MERION), and counties (BUCKS, MONTGOMERY, DELAWARE, GLOUCESTER, MARYLAND). A blue shaded area covers the corridor and surrounding regions.

#7: PA 63 + Sumneytown Pk

PA 63 + Sumneytown Pike
Hatfield & Upper Gwynedd freight centers
4.8 miles
2,200 trucks / day

2,200 trucks / day

#8: PA 100



Next Steps on CUFC Designation

- Approval of PA CUFCs by RTC & Board (February 2017)
- Submitted as recommendations to PennDOT
- FHWA must approve PennDOT's final designations (December 2017)

Requested Action

- Staff requests Board approval of the eight Critical Urban Freight Corridors for submission to PennDOT for potential inclusion in the NHFN.
 1. PA 63
 2. US 322 (CBB)
 3. US 202
 4. US 30
 5. US 422
 6. US 322
 7. PA 63 + Sumneytown Pike
 8. PA 100



Michael Ruane

mruane@dvrpc.org

215.238.2888

QUESTIONS



PUBLIC
PARTICIPATION
task force



Presented by:

Shoshana Akins, MPH

Public Participation Planner

Office of Communications and Engagement

2/14/2017

Goals of the PPTF

- Provide ongoing public access to the regional planning and decision-making process;
- to review timely issues;
- to serve as a conduit to organizations and communities across the region for DVRPC's data and projects;
- and to assist the Commission in implementing public outreach strategies.

Details of membership

- Members can serve two 2-year terms
- Meetings are held every six weeks
- Members guide topics and speaker selection
- Stipends are given for each meeting attended; dinner is served to encourage and reward citizens for prioritizing this time

Process for accepting new members





PUBLIC
PARTICIPATION
task force

Thank you!



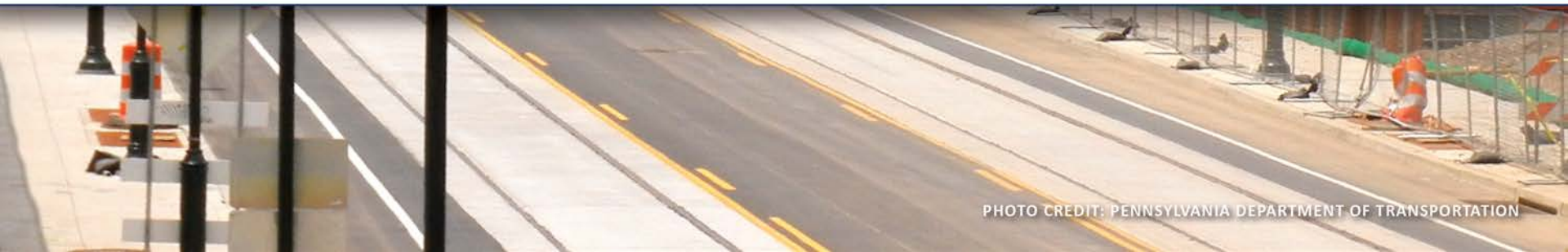
TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2016-2019)

Pennsylvania TIP (FY2017-2020)

February 2017



Outline – All PA TIP Amendments

Decrease/Increase Construction Cost

- a. US 322, US 1 to Featherbed Lane (Section 101), Delaware County
- b. Chestnut Street Bridges, Ramps, (8) at 30th Street, City of Philadelphia

Add New Projects to the TIP

- c. Elverson Main Street Restoration (PA 23), Chester County
- d. US 1 (Township Line Road) Corridor Safety Improvements, Delaware County
- e. I-76 Bridge Repair Section SRE, City of Philadelphia



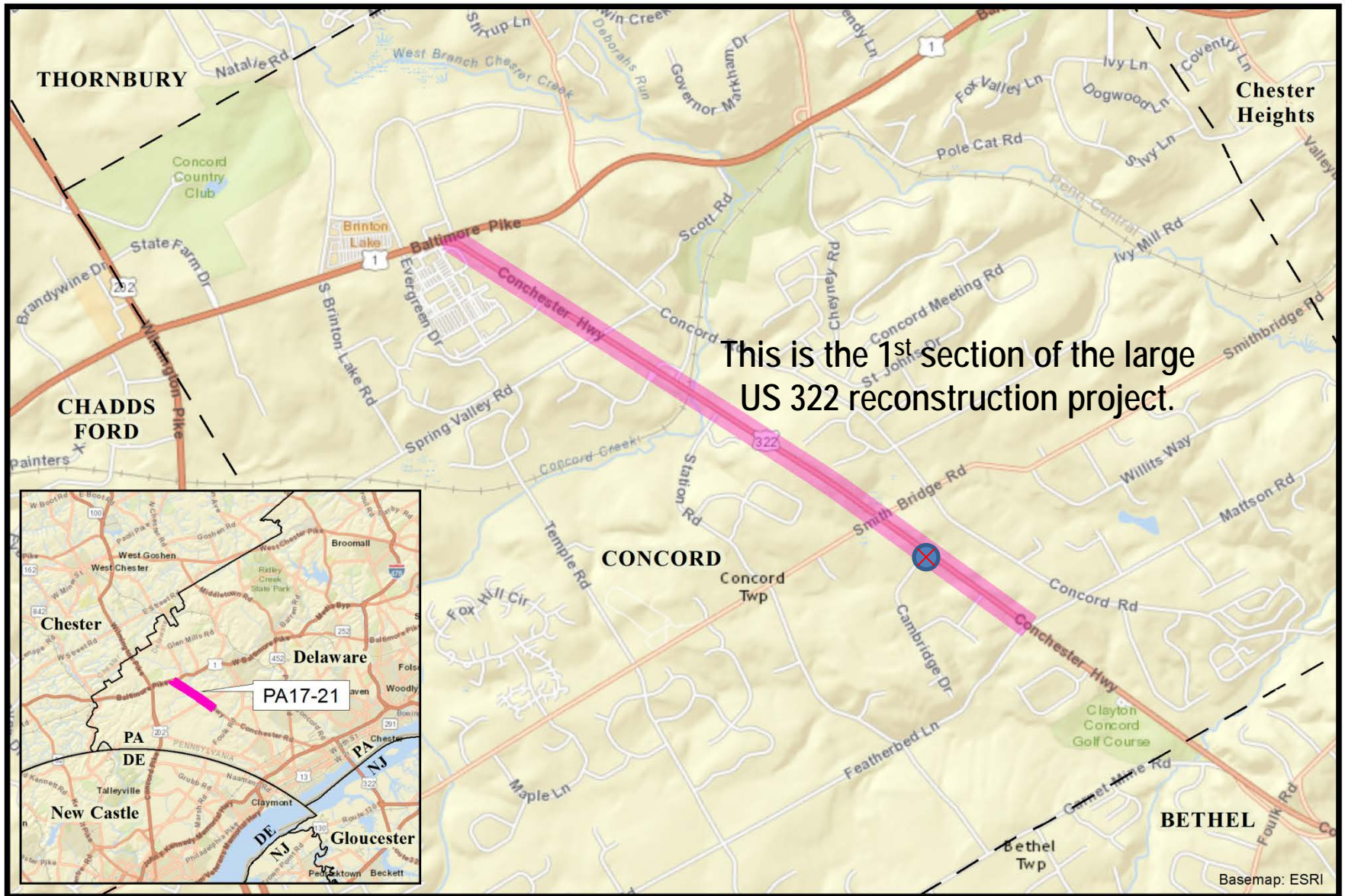
US 322, US 1 to Featherbed Lane (Section 101)

Delaware County | Low Bid CON Cost Reduction

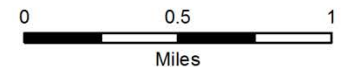
- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Reduce CON total by an overall \$28,691,000 in FY19 (\$6,851,000) and FY20 (\$21,840,000), which will decrease total CON cost from \$97.6 million to \$68.9 million.
- ▶ **Reason:** Lower than expected bids – Let Dec. 2016
- ▶ **Results of Lower CON cost:**
 - No change to project scope
 - No change to project schedule
 - Savings for the region



PA17-21: US 322, US 1 to Featherbed Lane (Section 101)



ⓧ No jughandle & new traffic signal



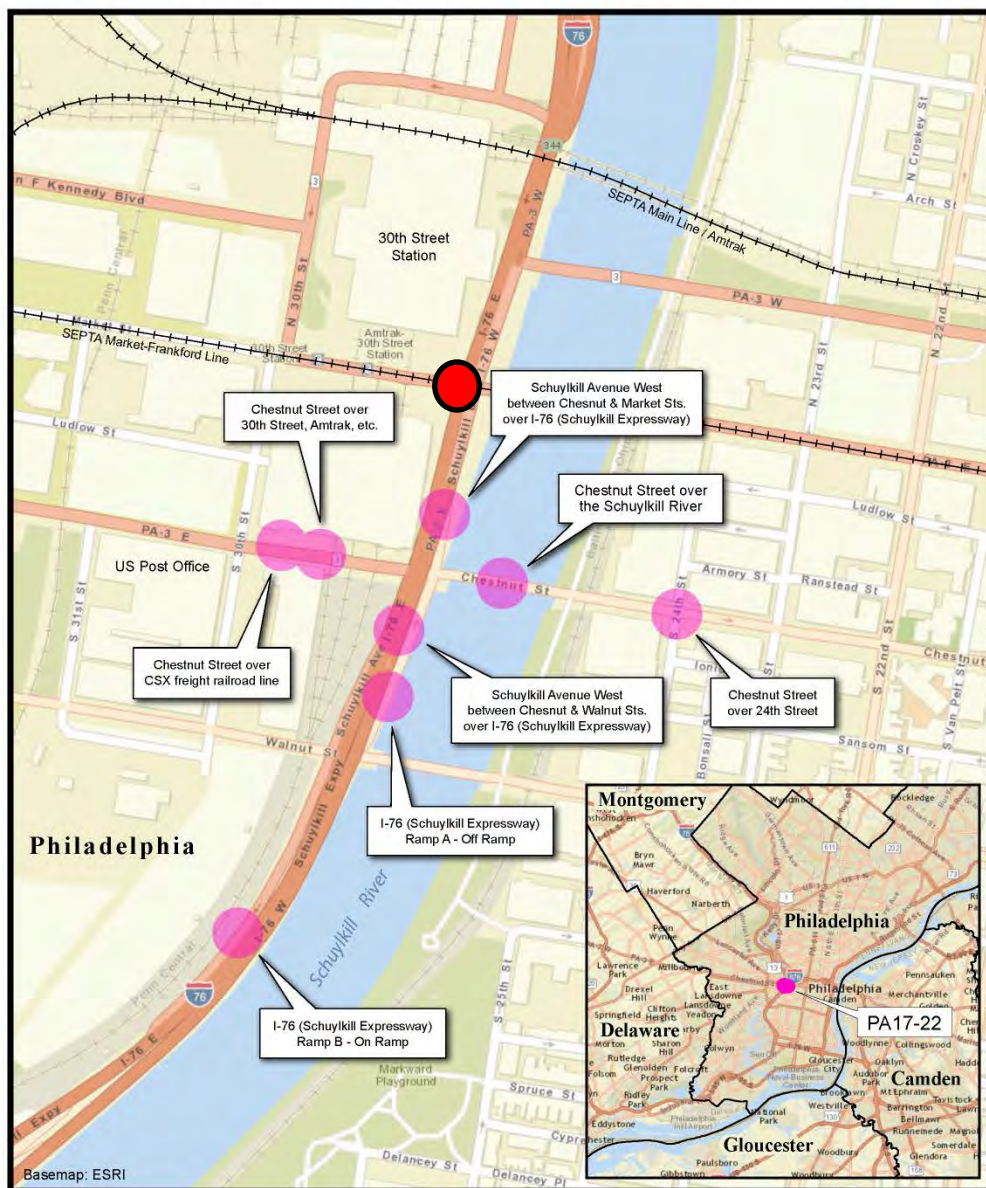
Chestnut Street Bridges, Ramps, (8) at 30th Street

City of Philadelphia | Low Bid CON Cost Increase

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Increase CON cost by an overall \$37,705,000 from \$78,000,000 to \$115,705,000, accordingly:
 - FY17 - \$1,250,000 (\$1,000,000 NHPP/\$250,000 State 581)
 - FY18 - \$7,764,000 (\$6,211,000 NHPP/\$1,553,000 State 581)
 - FY19 - \$6,851,000 (\$5,481,000 NHPP/\$1,370,000 State 581)
 - FY20 - \$21,840,000 (\$17,472,000 NHPP/\$4,368,000 State 581)
- ▶ **Reasons:** Low bid cost increase; additional repairs needed; continue to minimize traffic impacts from another TIP project; re-bidding is expected to result in a significant cost escalation (no savings) due to project's large size.



PA17-22: Chestnut Street Bridges, Ramps, (8) at 30th Street



TIP Project - Market Street Bridges over the Schuylkill River and CSX Railroad



TIP Actions | Proposed – PA

Amend the PA TIP for the Following Projects:

► US 322, US 1 to Featherbed Lane (Section 101), Delaware County

Amend the TIP by reducing the FY19 and FY20 CON phases in the total amount of \$28,691,000 (\$5,481,000 NHPP/\$1,370,000 State 581 in FY19 and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20)

► Chestnut Street Bridges, Ramps, (8) at 30th Street, City of Philadelphia

Amend the PA TIP by increasing the FY17, FY18, FY19, and FY20 CON phases in the total amount of \$37,705,000 (\$1,000,000 NHPP/\$250,000 State 581 in FY17; \$6,211,000 NHPP/\$1,553,000 State 581 in FY18; \$5,481,000 NHPP/\$1,370,000 State 581 in FY19; and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20).

Elverson Main Street Restoration (PA 23)

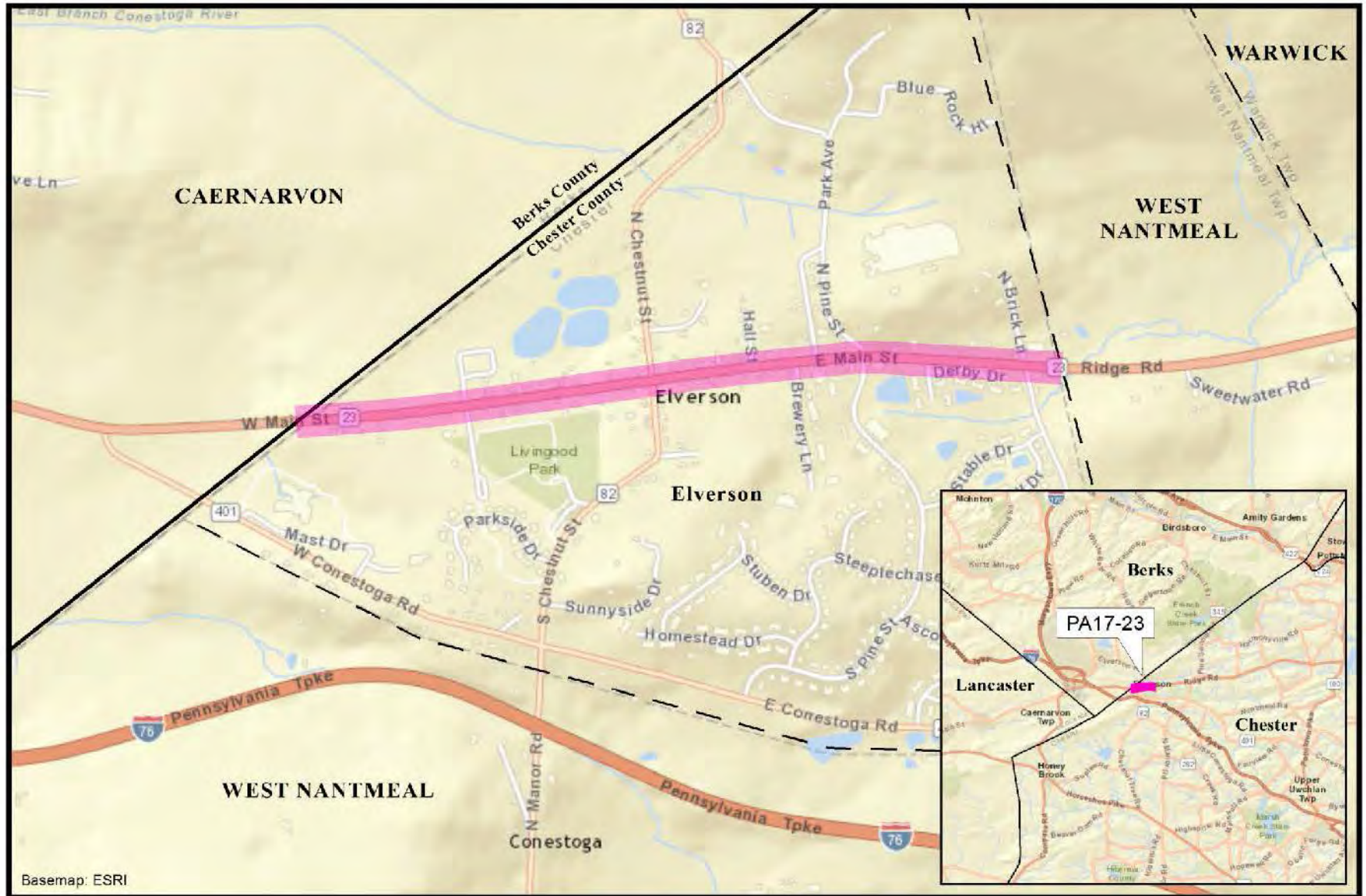
Chester County | Add New Project to the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$6,550,000 project to the TIP, accordingly:
 - FY17 PE - \$100,000 State 581
 - FY18 FD - \$200,000 State 581
 - FY18 UTL - \$200,000 State 581
 - FY18 ROW - \$50,000 State 581; and
 - FY19 CON - \$6,000,000 STU/Toll Credit Match
- ▶ **Reason:**
 - Prevent serious traffic disruptions from failing roadway



TIP

PA17-23: Elverson Main Street Restoration (PA 23)



Existing Conditions



Ineffective storm sewers



**Strong probability
that roadway will fail,
causing serious
repercussions to
traffic flow**



**Severely deteriorated
pavement**



US 1 (Township Line Road) Corridor Safety Improvements

Delaware County | Add New Project to the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$1,500,000 eSTP (discretionary funded) project to the TIP for FY17 CON.
- ▶ **Reasons:**
 - Prevent further traffic fatalities along US 1 (Township Line Road) Corridor based on crash history review and recommended safety measures to reduce speeding;
 - Est. Let Date is March 2017 (next month)



PA17-24: US 1 (Township Line Road) Corridor Safety Improvements



I-76 Bridge Repair Section SRE

City of Philadelphia | Add New Project to the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$21,600,000 project to the TIP, accordingly:
 - FY17 PE - \$300,000 State 581
 - FY17 FD - \$300,000 State 581
 - FY18 CON - \$12,076,000 NHPP/Toll Credit Match
 - FY19 CON - \$8,924,000 NHPP/Toll Credit Match

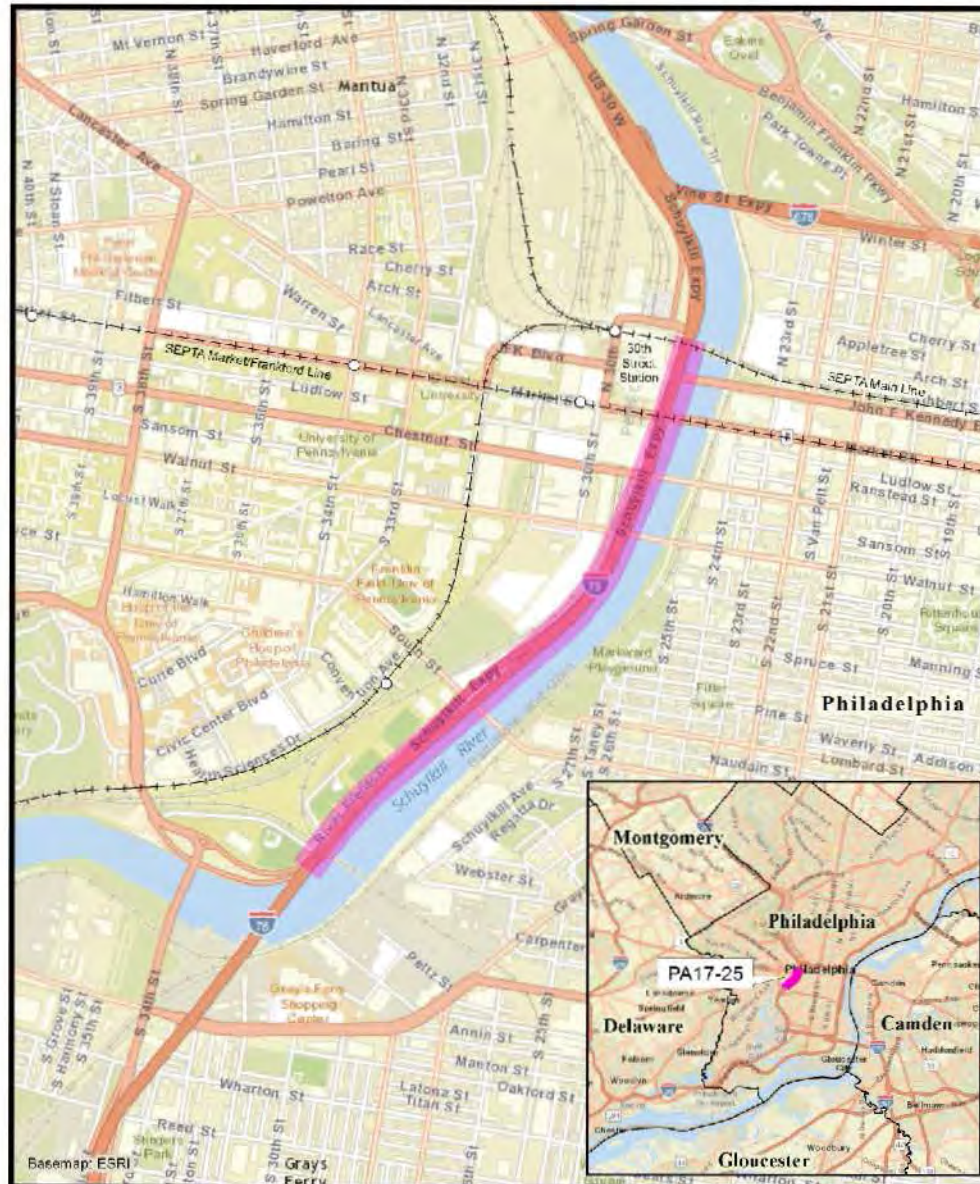
Reason:

- Important interstate route for local & regional needs
- Built in 1958, bridge needs rehabilitation to avoid continued costly repairs and prevent it from becoming structurally deficient, as a result of Nov. 2016 inspection.



TIP

PA17-25: I-76 Bridge Repair Section SRE



TIP Actions | Proposed – PA

Amend the PA TIP for the Following Projects:

► Elverson Main Street Restoration (PA 23), Chester County

Amend the TIP by adding a new \$6,550,000 project to the TIP for PE (\$100,000 State 581) in FY17; FD (\$200,000 State 581), UTL (\$200,000 State 581), and ROW (\$50,000 State 581) in FY18; and CON (\$6,000,000 STU/Toll Credit Match) in FY19.

► US 1 (Township Line Road) Corridor Safety Improvements, Delaware County

Amend the TIP by adding a new project to the TIP for CON (\$1,500,000 eSTP) in FY17. *These are additional discretionary funds to the region.*

► I-76 Bridge Repair Section SRE, City of Philadelphia

Amend the TIP by adding a new \$21,600,000 project to the TIP for PE (\$300,000 State 581) and FD (\$300,000 State 581) in FY17; and CON (\$12,076,000 NHPP/Toll Credit Match) in FY18 and (\$8,924,000 NHPP/Toll Credit Match) in FY19.



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP