

Investing in People & Places

Updating Greater Philadelphia's Comprehensive Economic Development Strategy

Economic Development Studies at DVRPC

Presented by: Mary Bell

Manager, Demographic and Economic Analysis, DVRPC

Tuesday, April 8, 2014

DVRPC Regional Technical Committee

Greater Philadelphia Economic Development Framework

- Approved by the EDA as Greater Philadelphia's Comprehensive Economic Development Strategy (CEDS) in 2009.
- Reviewed and updated annually.
- Major review required every five years (due September 2014).



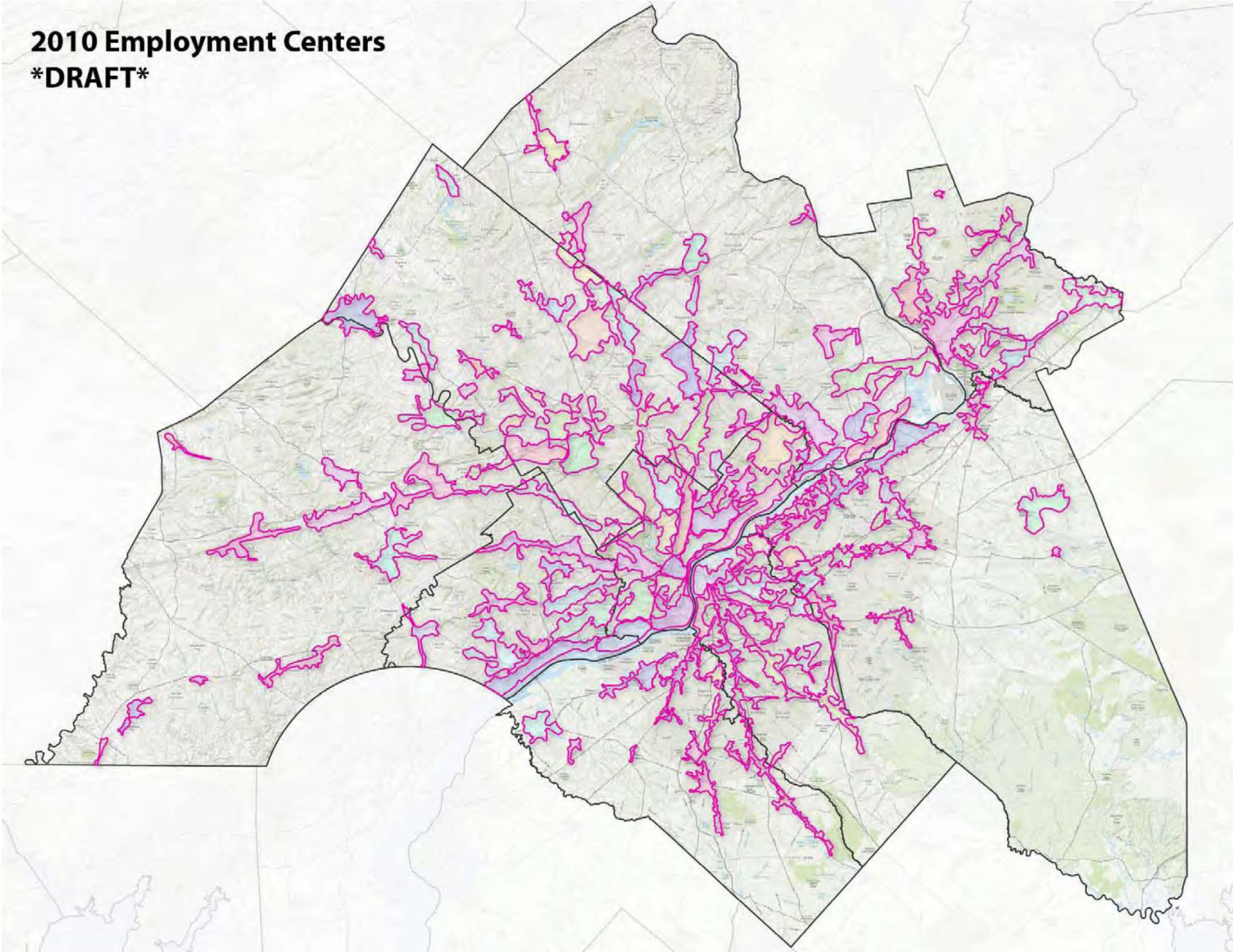


CEDS Five-Year Update

- Background research
 - Regional socioeconomic profile
 - DVRPC studies (2010 employment centers, regional clusters analysis)
 - Summaries of other relevant reports
- *Investing in People and Places* series
- Meetings with planning and economic development professionals
- Updated list of key regional projects
- Final document due to EDA by September 30, 2014

2010 Employment Centers

DRAFT





Densest Employment Centers

- Center City Philadelphia
- West Philadelphia-University City
- Route 202/Chesterbrook
- Route 1/City Avenue
- Route 561/Collingswood-Haddonfield
- Route 1/Roosevelt-Oxford Avenue
- Camden City Metro
- Trenton-Lawrence



Regional Economic Cluster Analysis

- Cluster: a group of companies and institutions co-located in a specific area and linked by interdependencies in providing a related group of products and/or services.
- Clusters ...
 - Increase productivity.
 - Encourage knowledge spillover and innovation.
 - Facilitate new business formation.

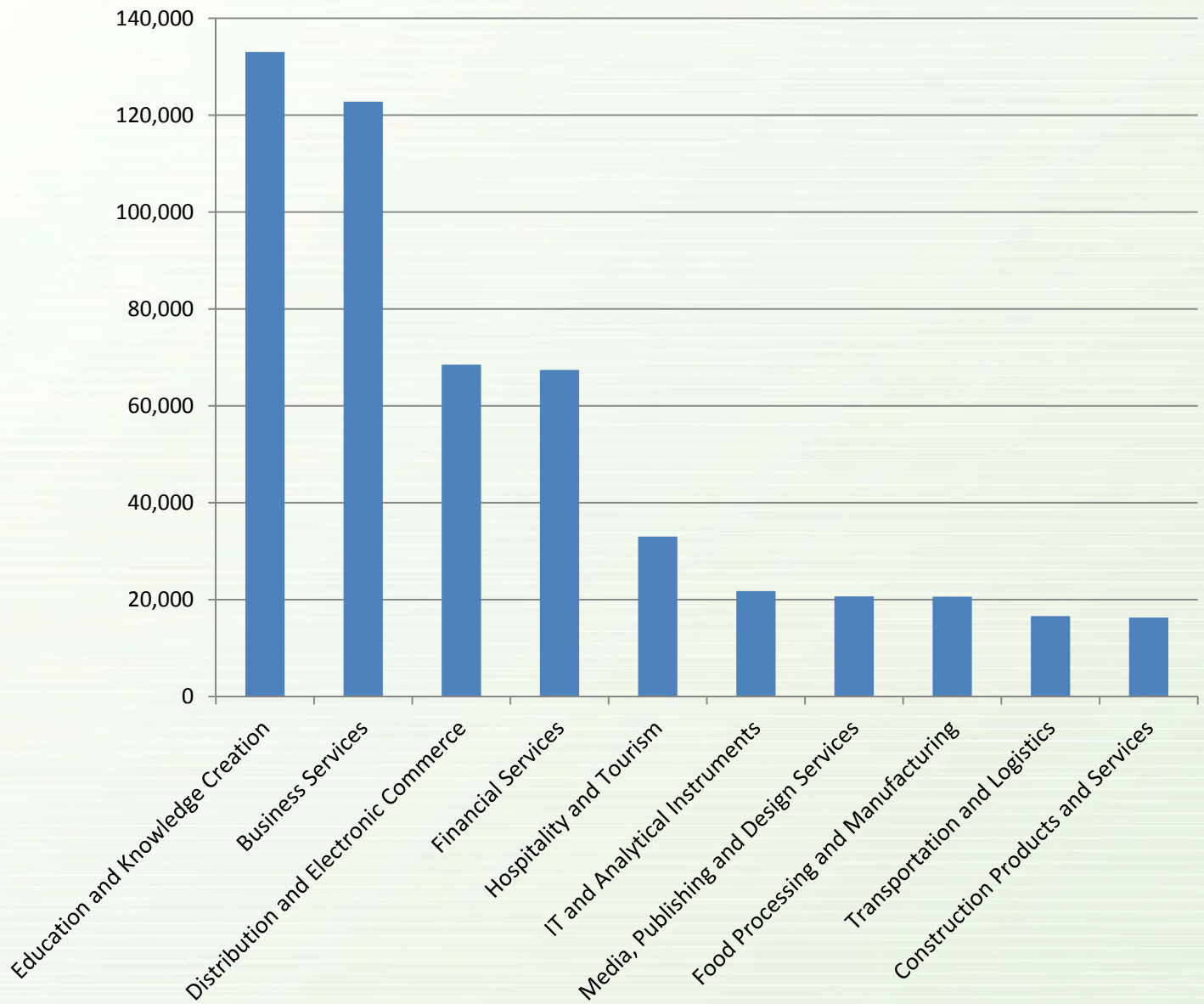


Identifying Key Economic Clusters

- 1) Jobs per cluster
- 2) Location quotients:
 - Relate the regional economy to the national economy
 - Location quotient > 1.0 reveals clusters more concentrated in the region than in the nation as a whole
- 3) Basic jobs:
 - Export-oriented
 - Percent of location quotient above 1.0 times the total number of jobs



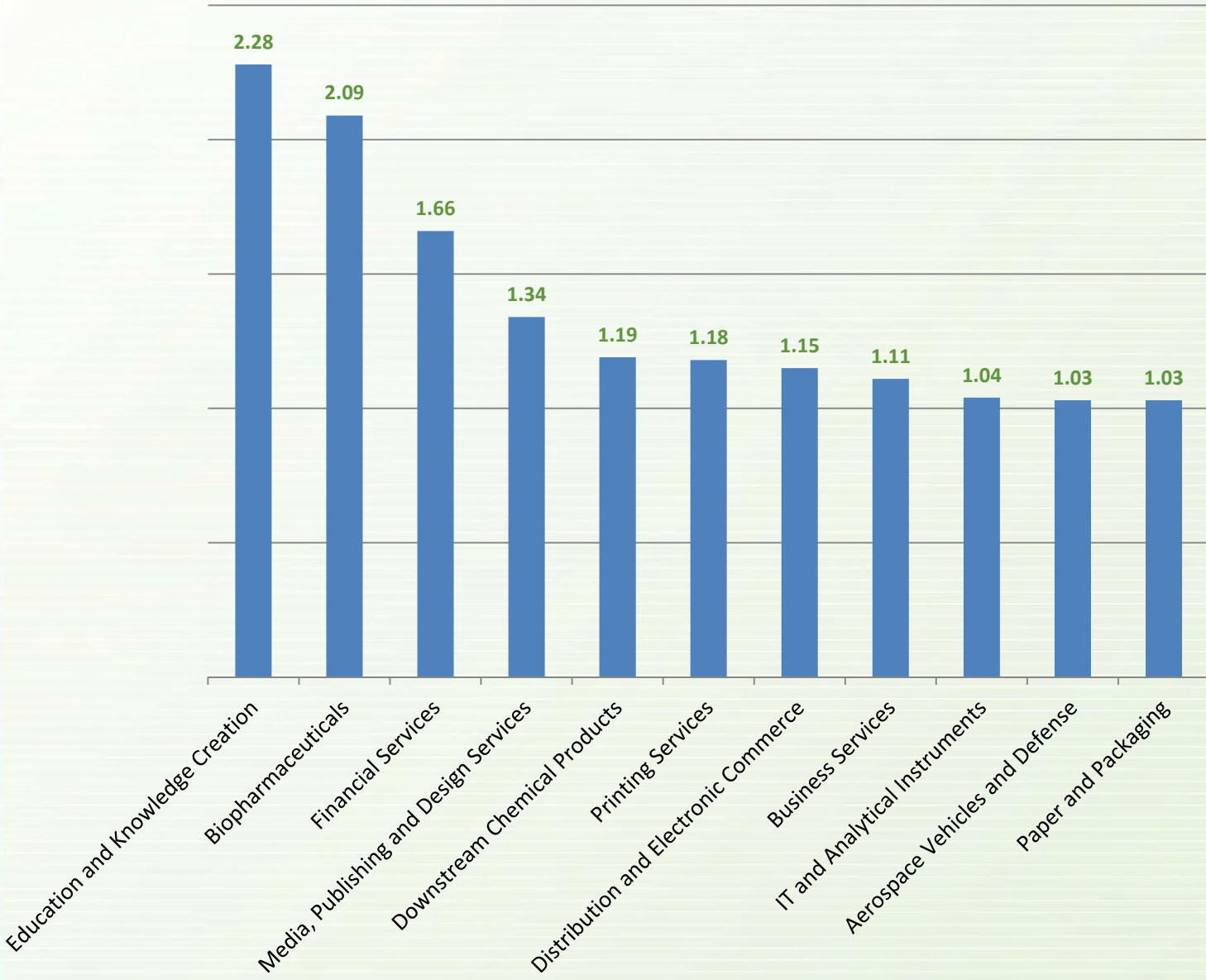
Greater Philadelphia's Top Clusters of Traded Industries by Total Jobs, 2010



Source: County Business Patterns, 2010.



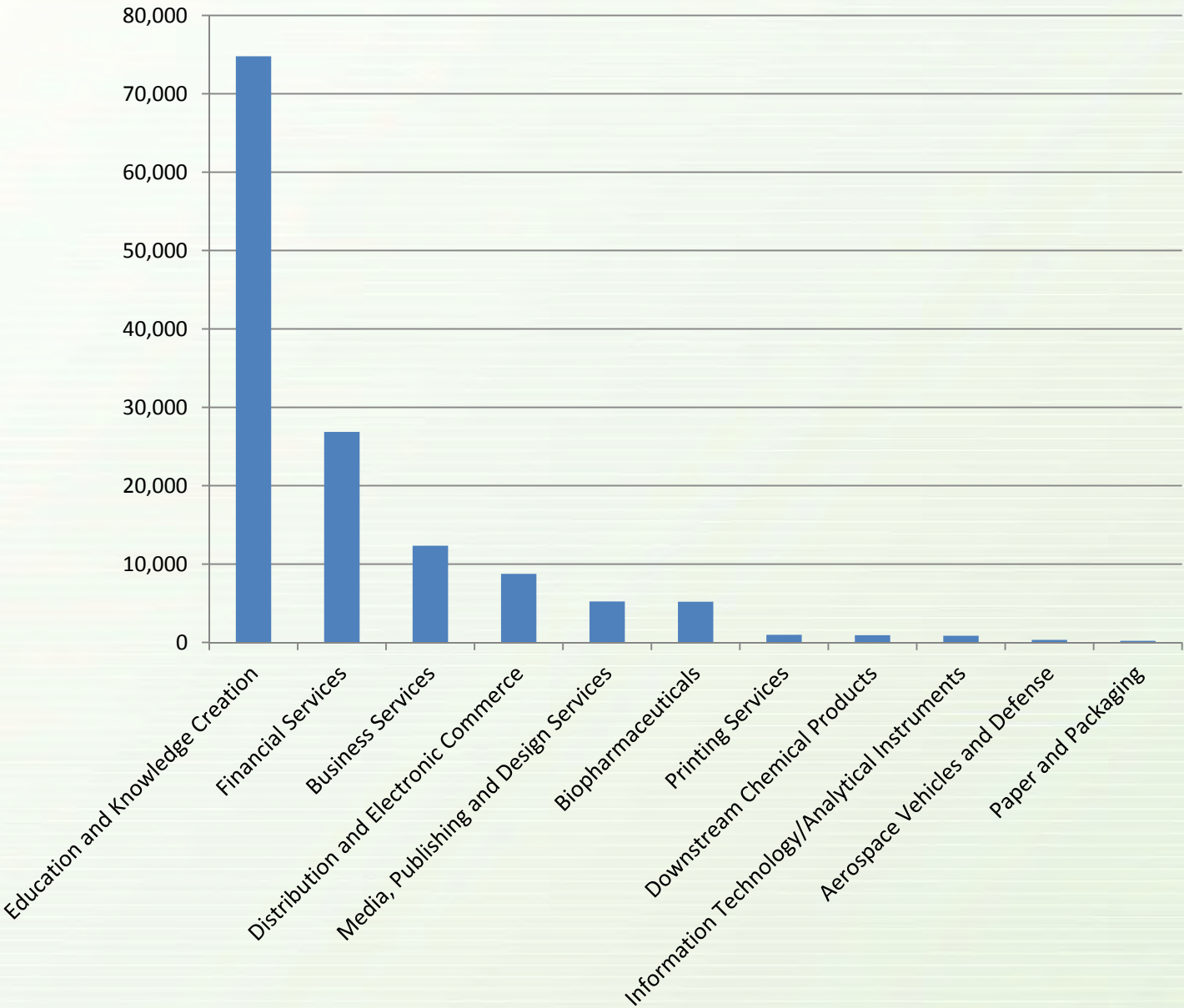
Greater Philadelphia's Top Clusters of Traded Industries by Location Quotient, 2010



Source: County Business Patterns, 2010.

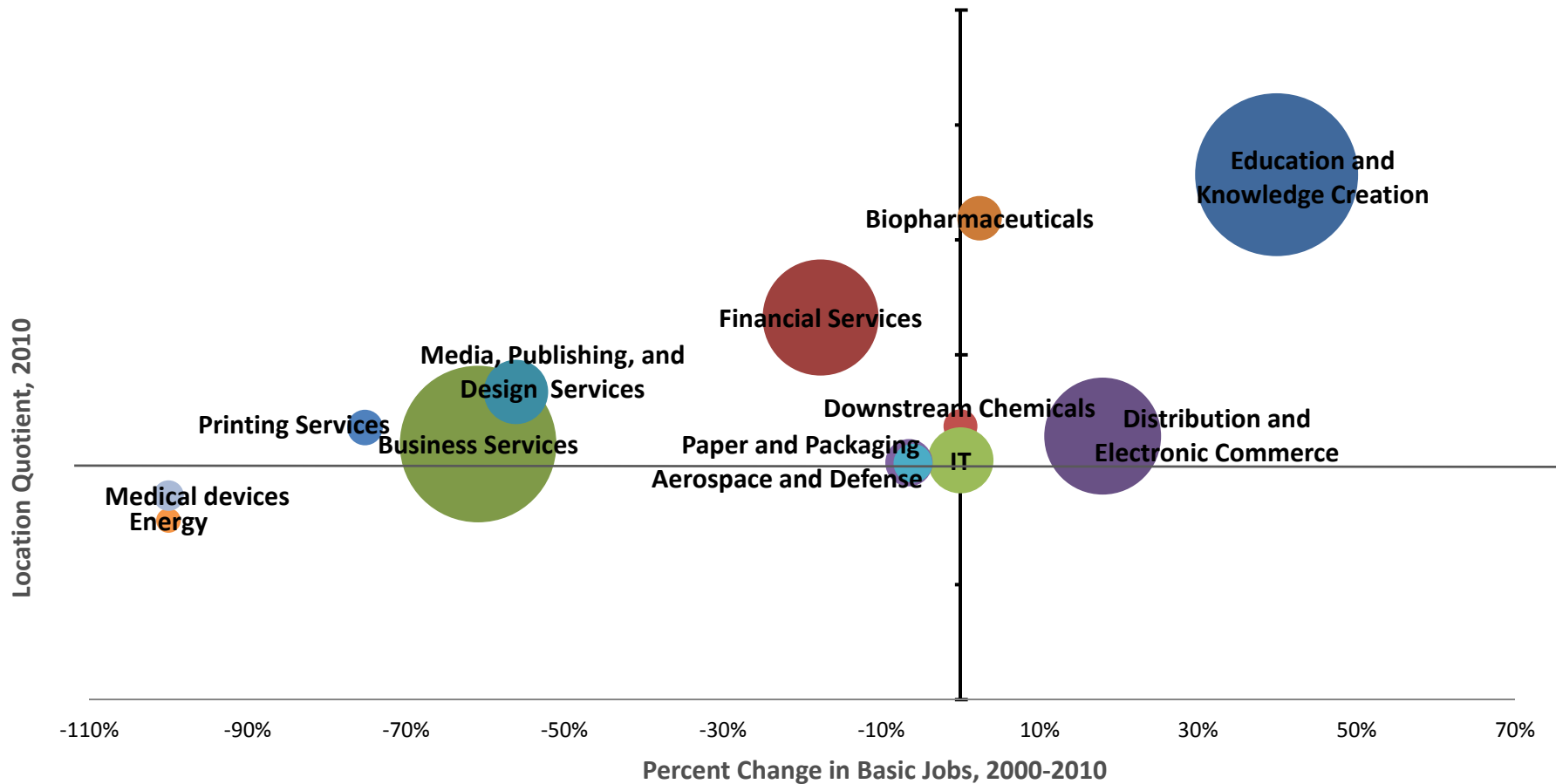


Greater Philadelphia's Top Clusters of Traded Industries by Basic Jobs, 2010



Source: County Business Patterns, 2010.

Pulling it All Together: Jobs, Location Quotients, and Changes in Basic Jobs



Note: The size of the bubble correlates to the number of jobs in the cluster.



Upcoming Economic Development Products

- 2010 Employment Centers (May 2014)
- Regional Economic Clusters Analysis (May 2014)
- Investing in People and Places: Greater Philadelphia's Comprehensive Economic Development Strategy (September 2014)

Investing in People & Places

Updating Greater Philadelphia's Comprehensive Economic Development Strategy

Thank You! Comments/Questions?

Presented by: Mary Bell

Manager, Demographic and Economic Analysis

Delaware Valley Regional Planning Commission

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Regional Airport System Plan (RASP) 2040



Kale Driemeier

Transportation
Planner

Office of Freight and
Aviation

April 8, 2014



GENERAL BACKGROUND

- **Four States:**
 - Pennsylvania (five-county DVRPC planning area)
 - New Jersey (four-county DVRPC planning area plus Salem County)
 - Delaware (New Castle County)
 - Maryland (Cecil County)
- **27 total facilities:**
 - 3 commercial airports
 - 10 reliever airports
 - 11 general aviation airports
 - 3 heliports

Regional Airport System



REGIONAL AVIATION COMMITTEE (RAC)

- Provides technical and policy guidance to the FAA, state DOTs, airport operators, and related interest groups.
- Membership is open to all aviation-related professionals, local governments, consultants, and interested citizens.
- Meets on a quarterly basis in March, June, September, and December.
- Chaired by Michael McCartney, Manager, Planning, PHL.

WHAT IS THE RASP?

- Funded by FAA
- Guides development of aviation facilities in the region to ensure air mobility and economic development.
- First RASP was written 1980-1982 for Year 2000. Most recent RASP was for Year 2035.
- Incorporates input from a 15-member RAC subcommittee.



RASP TASKS

(from Scope of Work)

- 1.** Compile aviation issues and trends impacting the regional airport system.
- 2.** Obtain current inventory information and update base data and plan objectives.
- 3.** Assess regional aviation capacity and forecast.
- 4.** Analyze airport system needs and deficiencies as well as future aviation development areas.
- 5.** Provide recommendations based on results from Tasks 1-4.

WHAT HAS BEEN DONE?

- Creation of RASP subcommittee from the RAC with the following members:
 - FAA;
 - PennDOT, NJDOT, DeIDOT;
 - Northeast Phila Airport, New Garden Airport, Penn's Landing Heliport;
 - Delaware County Planning Department, Mercer County Planning Division;
 - Aero Club of PA, NJ Aviation Association;
 - L.R. Kimball;
- Meetings held in August, November, and February.
- Future (final) meeting anticipated in May.

WHAT HAS BEEN DONE?

- Site visits to all facilities in region
- Task 1 completed and draft submitted to FAA
- Task 2 data acquisition complete and writing underway
 - Need approval from FAA on plan objectives
- Task 3 data acquisition complete and writing underway



DRAFT OBJECTIVES

The priorities to be stated in the 2040 RASP are:

1. Expand commercial capacity within the region;
2. Preserve endangered privately owned airports;
3. Sustain and improve infrastructure to attract more users;
4. Improve community outreach to inform the public of the importance of airports to the local and regional economy;
5. Improve efforts to attract students to careers in aviation fields.

WHAT NEEDS TO BE DONE?

- Task 4, individual airport analysis
 - Will build off site visits, interviews, and GIS analysis.
- Task 5, overall plan recommendations
 - Will need buy-in from RASP subcommittee and close coordination with FAA in establishing plan recommendations.
- Expect to submit initial draft of complete report to FAA in July.

PLAN RECOMMENDATIONS

2035 RASP

- **19 total recommendations across six categories:**
 - Increased Capacity
 - Airport Preservation
 - Environmental Protection
 - Capital Investments
 - Safety and Security
 - Airport Access

2040 RASP

- **TBD recommendations across five categories based on objectives:**
 - Increased Capacity
 - Airport Preservation
 - Infrastructure
 - Community Outreach
 - Aviation Career Education

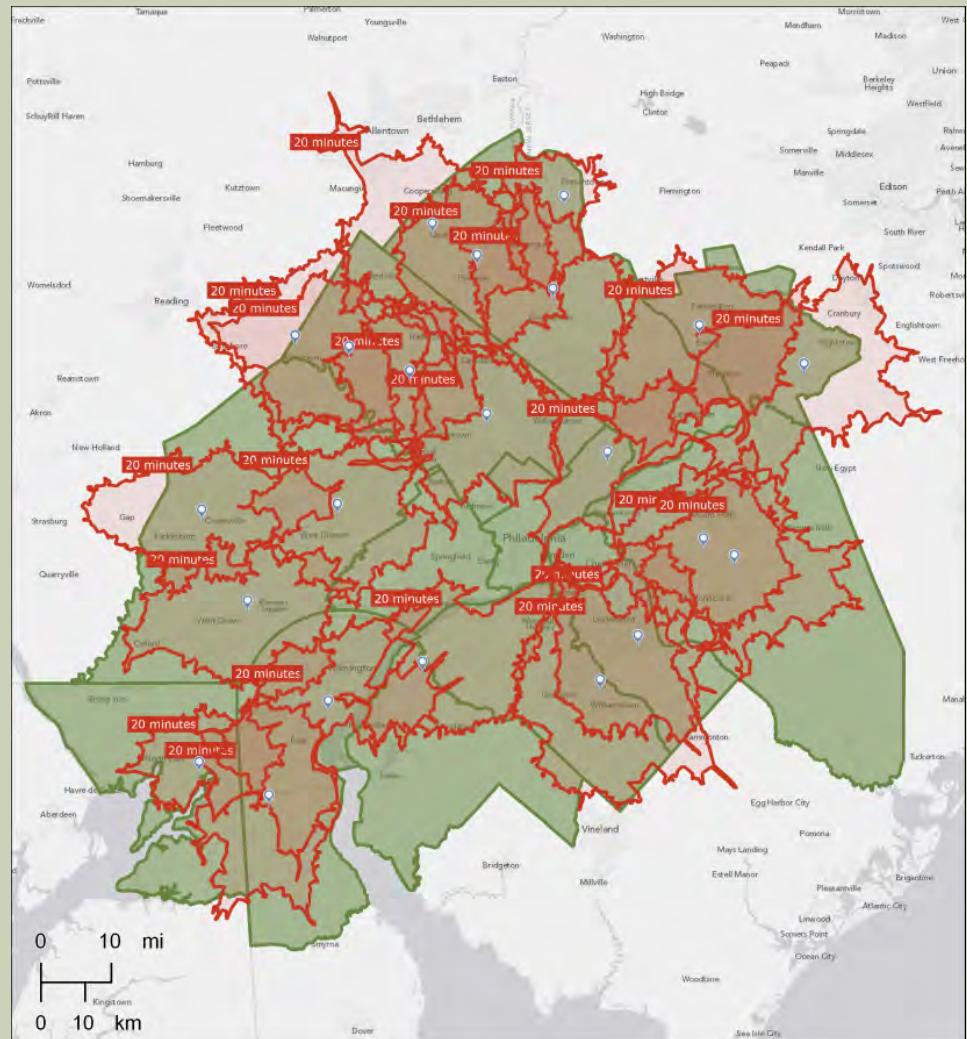
RASP PROCESS

- Plan recommendations discussed and finalized at May 20 RASP subcommittee meeting.
- Final draft of RASP prepared in May/June.
- RASP overview presented at June 20 RAC meeting for comment.
- RASP findings and recommendations presented to June 26 DVRPC board meeting for comment.
- Comments from RAC and DVRPC board incorporated into final draft and submission to FAA by July 15 for review and comment.
- Internal review and editing in July/August and target publication for September.

AIRPORT MARKET AREAS

ongoing

- Population range:
 - 22,000 to 888,000
 - Increase 1.7% to 27%
- Employees range:
 - 6,000 to 358,000
- ERPR range:
 - 0.26 to 0.66



REGIONAL AIRCRAFT CAPACITY SURVEY

- Data obtained from all active airports
- Hangars at 100% at 9 of 23 airports
- Tie downs at 100% at 3 of 23 airports
- Only one airport at less than 50% of capacity
- Average capacity is 78% (93% hangars; 64% tie downs)
- Total regional capacity at 76% (92% hangars, 56% tie-downs)

REGIONAL AIRPORT CAPACITY SURVEY

Hangars

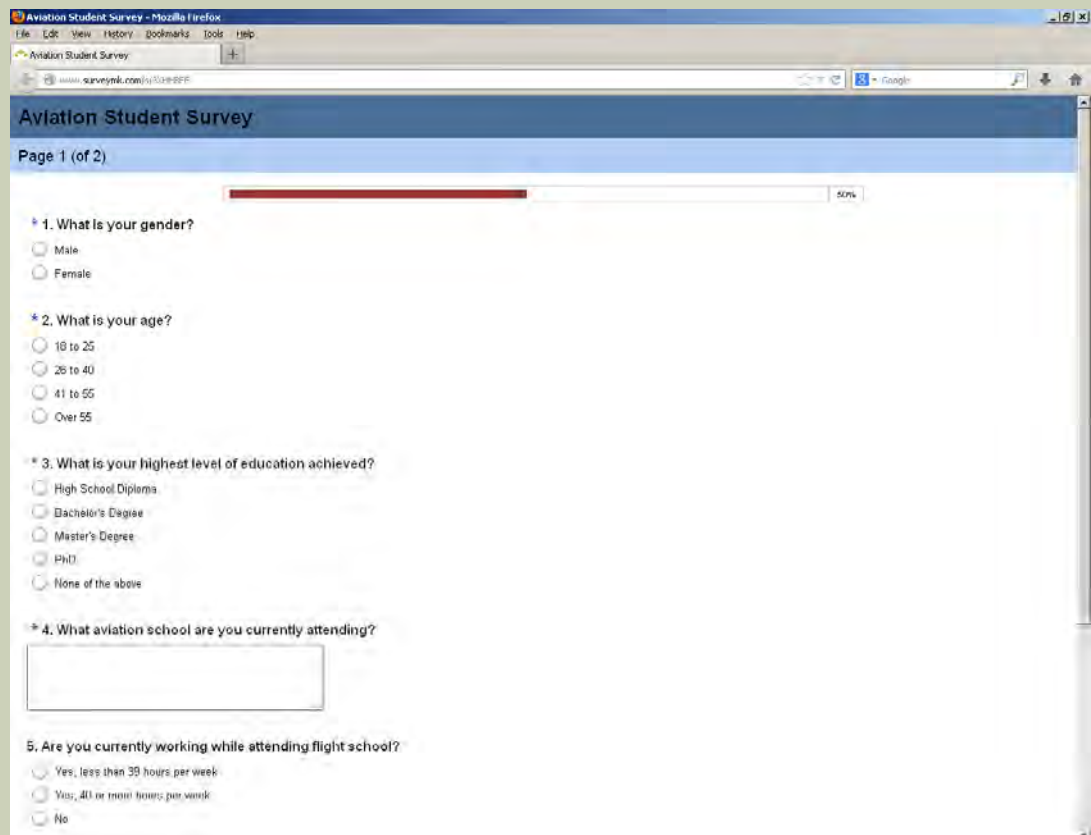
Code	Airport	Type	State	Based Aircraft	Capacity	Pct
EYV	Summit	Reliever	DE	47	53	89%
ILG	Wilmington	Commercial	DE	119	139	86%
58M	Cecil County	GA	MD	29	32	91%
19N	Camden County	GA	NJ	10	10	100%
17N	Cross Keys	GA	NJ	8	9	89%
N14	Flying W	GA	NJ	49	54	91%
N73	Red Lion	GA	NJ	9	9	100%
VAY	South Jersey	Reliever	NJ	56	71	79%
7N7	Spitfire	GA	NJ	10	10	100%
TTN	Trenton-Mercer	Commercial	NJ	37	53	70%
N87	Trenton-Robbinsville	Reliever	NJ			
OQN	Brandywine	Reliever	PA	88	92	96%
MQS	Chester County	Reliever	PA	107	121	88%
DYL	Doylestown	Reliever	PA	125	125	100%
PTW	Heritage	Reliever	PA	89	93	96%
N57	New Garden	Reliever	PA	105	105	100%
PNE	Northeast	Reliever	PA	128	145	88%
CKZ	Pennridge	GA	PA	36	36	100%
N10	Perkiomen Valley	GA	PA			
N47	Pottstown	GA	PA	33	36	92%
UKT	Quakertown	GA	PA	64	64	100%
9N1	Vansant	GA	PA	26	26	100%
KLOM	Wings	Reliever	PA	56	56	100%
Subtotal				1231	1339	92%

Tie-downs

Code	Airport	Type	State	Based Aircraft	Capacity	Pct
EYV	Summit	Reliever	DE	13	30	43%
ILG	Wilmington	Commercial	DE	17	22	77%
58M	Cecil County	GA	MD	11	24	46%
19N	Camden County	GA	NJ	18	40	45%
17N	Cross Keys	GA	NJ	30	72	42%
N14	Flying W	GA	NJ	45	60	75%
N73	Red Lion	GA	NJ	10	10	100%
VAY	South Jersey	Reliever	NJ	44	89	49%
7N7	Spitfire	GA	NJ	12	18	67%
TTN	Trenton-Mercer	Commercial	NJ	28	55	51%
N87	Trenton-Robbinsville	Reliever	NJ			
OQN	Brandywine	Reliever	PA	35	46	76%
MQS	Chester County	Reliever	PA	32	32	100%
DYL	Doylestown	Reliever	PA	54	81	67%
PTW	Heritage	Reliever	PA	30	45	67%
N57	New Garden	Reliever	PA	12	35	34%
PNE	Northeast	Reliever	PA	44	186	24%
CKZ	Pennridge	GA	PA	21	38	55%
N10	Perkiomen Valley	GA	PA			
N47	Pottstown	GA	PA	21	21	100%
UKT	Quakertown	GA	PA	20	30	67%
9N1	Vansant	GA	PA	17	27	63%
KLOM	Wings	Reliever	PA	55	62	89%
Subtotal				569	1023	56%

AVIATION STUDENT SURVEY

- Distributed by SurveyMonkey
- 16 questions
 - Demographics
 - Aviation experience
 - Career goals



The screenshot shows a web browser window titled "Aviation Student Survey - Mozilla Firefox". The address bar shows the URL "surveyml.com/s/3388FF". The page content includes a progress bar at 50% and five questions:

1. What is your gender?
 Male
 Female

2. What is your age?
 18 to 25
 26 to 40
 41 to 55
 Over 55

3. What is your highest level of education achieved?
 High School Diploma
 Bachelor's Degree
 Master's Degree
 PhD
 None of the above

4. What aviation school are you currently attending?

5. Are you currently working while attending flight school?
 Yes, less than 30 hours per week
 Yes, 41 or more hours per week
 No

AVIATION STUDENT SURVEY RESULTS

- Variety of schools, ages, and genders
- Variety of goals
- Few came to the region for aviation education
- Highly satisfied with education
- Only 20% indicated they will stay in the region

What is your gender?	What is your age?	What is your highest level of education achieved?	What aviation school are you currently attending?	Are you currently working while attending flight school?	Approximately how many flight hours do you currently have?
Male	41 to 55	Master's Degree or higher	Leading Edge Aviation	Yes, 40 or more hours per week	101 to 300
Female	41 to 55	Master's Degree or higher	Leading Edge Aviation.	Yes, less than 39 hours per week	51 to 100
Male	25 or under	Bachelor's Degree	Leading Edge Aviation	Yes, 40 or more hours per week	0 to 25
Male	56 or older	Master's Degree or higher	advanced wings	No	
Male	41 to 55	Bachelor's Degree	Leading Edge Dyl	Yes, 40 or more hours per week	101 to 300
Male	56 or older	High School Diploma or GED	Leading Edge Aviation	Yes, 40 or more hours per week	
Male	25 or under	High School Diploma or GED	Mercer flight academy at Mercer county community	Yes, less than 39 hours per week	101 to 300
Male	25 or under	High School Diploma or GED	Mercer County Community College	Yes, less than 39 hours per week	
Male	56 or older	Associate Degree or Vocational License	Mercer County Community College	Yes, 40 or more hours per week	101 to 300
Male	25 or under	High School Diploma or GED	Delaware State University	Yes, less than 39 hours per week	51 to 100
Male	25 or under	High School Diploma or GED	Mercer County Community College	Yes, less than 39 hours per week	0 to 25
Male	25 or under	High School Diploma or GED	Mercer county community college	Yes, less than 39 hours per week	0 to 25
Male	25 or under	High School Diploma or GED	Mercer County Community College	No	0 to 25
Male	25 or under	High School Diploma or GED	Delaware State University	No	0 to 25
Female	26 to 40	Associate Degree or Vocational License	Delaware State University	Yes, less than 39 hours per week	51 to 100
Male	25 or under	High School Diploma or GED	Delaware State University	Yes, 40 or more hours per week	N/A
Male	25 or under	High School Diploma or GED	Delaware State University	Yes, less than 39 hours per week	26 to 50
Male	25 or under	Bachelor's Degree	Delaware State University	Yes, less than 39 hours per week	0 to 25
Male	26 to 40	Bachelor's Degree	New Garden Flight	Yes, 40 or more hours	
Male	26 to 40	Bachelor's Degree	Advanced Wings, Wings	No	

QUESTIONS?

Kale Driemeier

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Transportation Planner

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WORK PROGRAM AMENDMENT

April 8th, 2014

Fang Yuan, Ph.D.

NEC Future Forecasting Work

Background:

- A comprehensive planning effort to define and evaluate future investments in the Northeast Corridor
- Service Development Plan
- Tier-1 Environmental Impact Statement
- Alternative analysis with travel forecasting models



NEC Future Forecasting Work



DVRPC's Role:

- Support the NEC Future team in the Tier 1 EIS (local impact analysis)
- Recalibrate/validate regional model as necessary
- Prepare future model runs (2040 land use assumptions)
- Provide ridership forecasts for one non-build and 6 build alternatives



Spring Means Bike Data!

**Cyclical Bike Count
Program and CyclePhilly
Smartphone Survey**

**G. Krykewycz, PP, AICP
RTC**

April 8, 2014

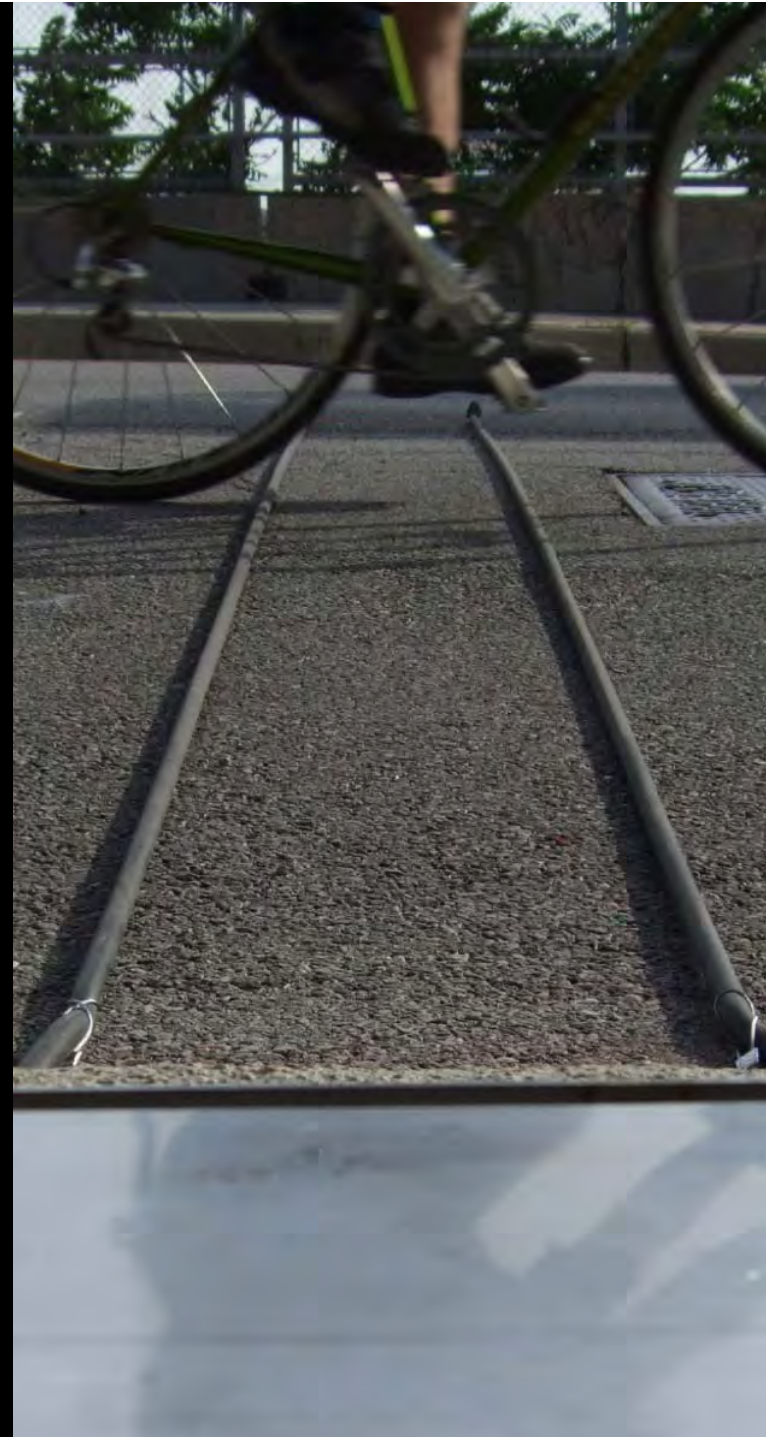
Cyclical Bike Count Program

- What?
 - Ongoing measurement of bike volumes in the DVRPC region (first of its kind)
 - Weeklong counts using tubes (on- or off-road facilities)
- Why?
 - New seasonal adjustment factors will permit better weeklong count data
 - Seek to improve regional travel demand model
 - General gap in bike data: opportunity to support your planning and ours
 - Building toward a new regional BikePed plan



Cyclical Bike Count Program

- When?
 - Saturation batch of counts in FY2015 (regional snapshot)
 - ~10 locations per county to be selected as cyclical count stations, to be counted on a rolling 3-year cycle
- *We need your help:*
 - Seeking count location suggestions (general or specific) for each county
 - Please submit count location suggestions by April 30th
 - We will review to ensure non-redundancy and regional representativeness



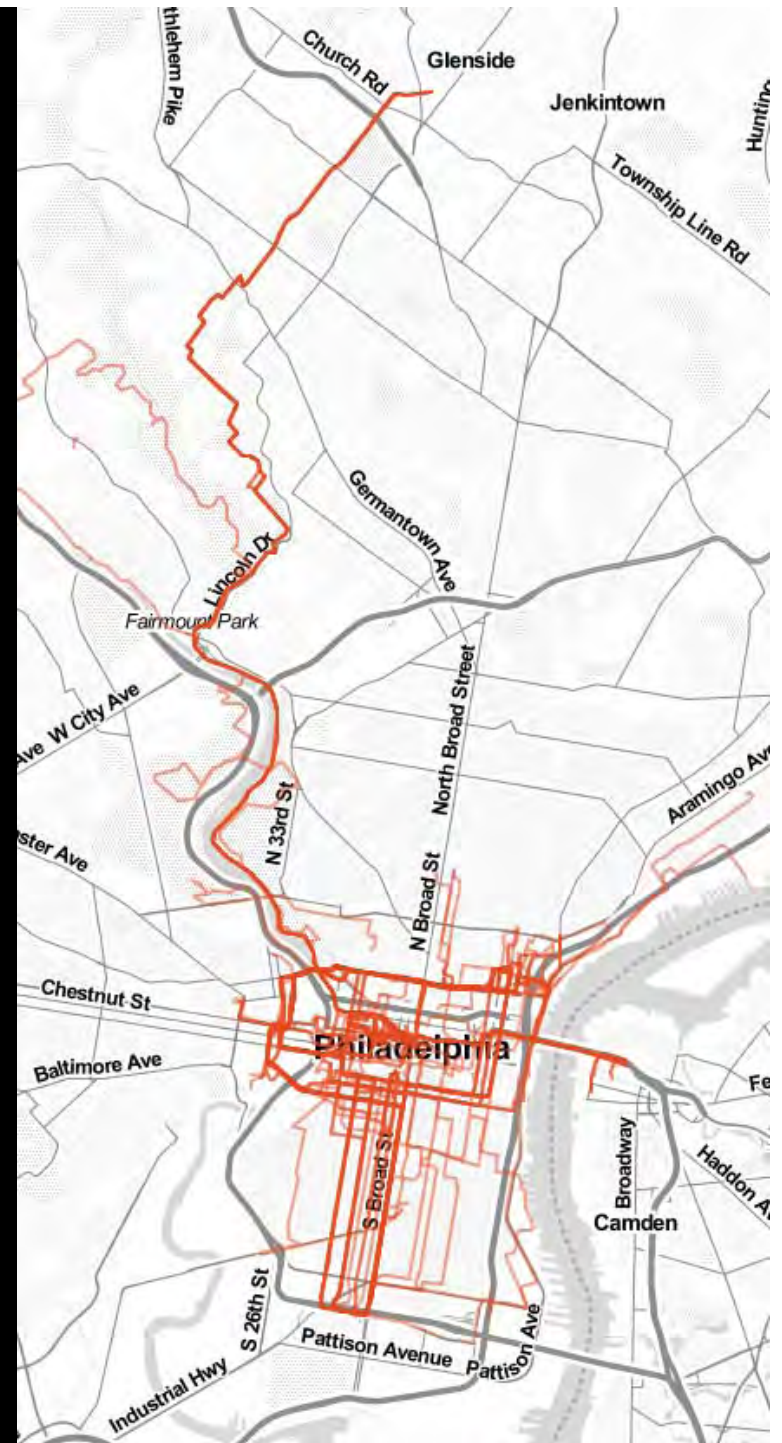
CyclePhilly Smartphone Survey

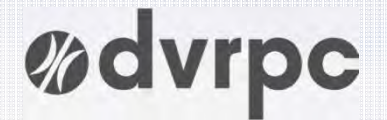
- Smartphone-based bicycle route choice survey (app and website platform)
- Developed by a team of technical volunteers from Code for Philly using an open source platform developed by SFCTA and refined for other cities (Atlanta, Montreal, others)
- DVRPC providing planning guidance, branding, promo, and coordination (BCGP, MOTU, SEPTA, others)
- Our version is the best one yet!
 - Privacy enhancements
 - Bike to transit focus
 - *But...*



CyclePhilly Smartphone Survey

- ...success will depend on levels of participation
- First version available now on Apple App Store (Android App / Google Play coming soon)
- *We need your help:*
 - Promo push for May 1-31 to get as much visibility and participation across the region as possible
 - Any promo assistance would be greatly appreciated!





Spring Means Bike Data!

**Cyclical Bike Count
Program and CyclePhilly
Smartphone Survey**

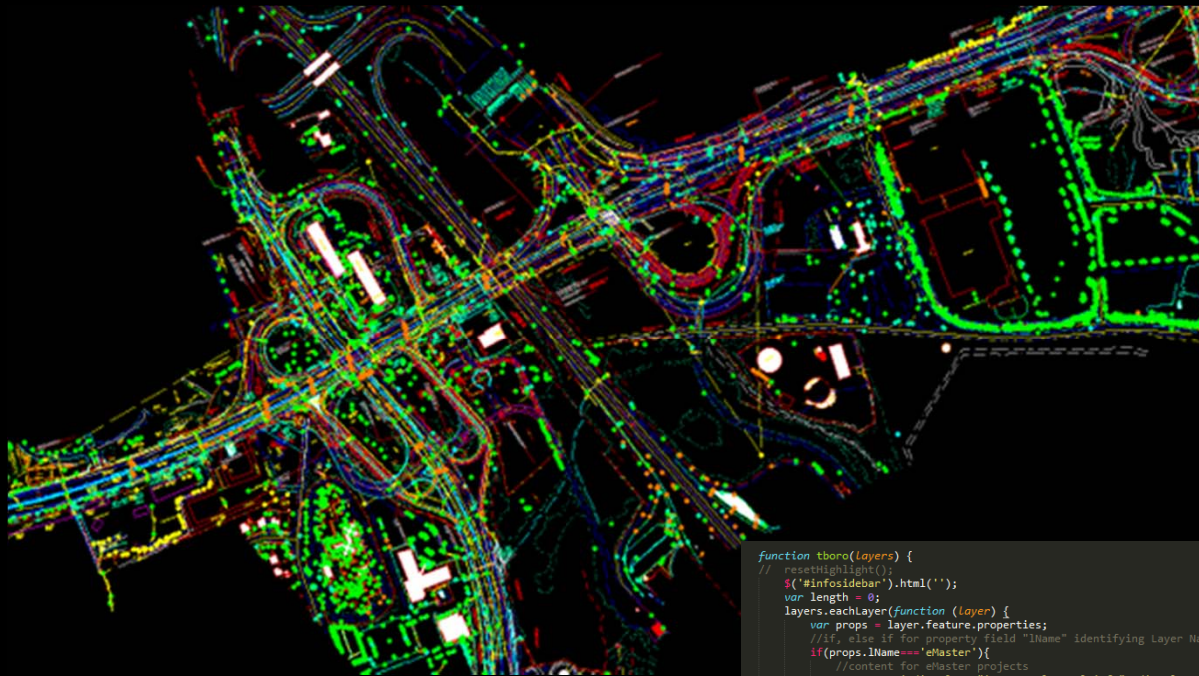
**G. Krykewycz, PP, AICP
RTC**

April 8, 2014

Web-based Geospatial Tools for Planning

www.dvrpc.org/Mapping

Christopher Pollard - Senior GIS Specialist



```
function thoro(layers) {
  // resetHighlight();
  $('#InfoSidebar').html('');
  var length = 0;
  layers.eachLayer(function (layer) {
    var props = layer.feature.properties;
    //if, else if for property field "lName" Identifying Layer Name
    if(props.lName=="eMaster"){
      //content for eMaster projects
      content = '<div class="item panel panel-info"><div class="panel-heading"><h3 class="panel-title">' + props.PUB_NAME + '</h3></div><div class="panel-body"><div class="col-sm-4"><a href="" + props.REPORT + ""></a></div><div class="col-sm-8"><dl><dt>Pub. Number</dt><dd>' + props.PUB_NUM + '</dd><dt>Year Published</dt><dd>' + props.FY + '</dd><dt>County</dt><dd>' + props.COUNTY + '</dd></dl></div></div></div>';
    }else if(props.lName=="Master"){
      //content for Master projects
      content = '<div class="item panel panel-info"><div class="panel-heading"><h3 class="panel-title">' + props.PUB_NAME + '</h3></div><div class="panel-body"><div class="col-sm-4"><a href="" + props.REPORT + ""></a></div><div class="col-sm-8"><dl><dt>Pub. Number</dt><dd>' + props.PUB_NUM + '</dd><dt>Year Published</dt><dd>' + props.FY + '</dd><dt>County</dt><dd>' + props.COUNTY + '</dd></dl></div></div></div>';
    }else if(props.lName=="TCDI"){
      //content for TCDI projects
      content = '<div class="item panel panel-info"><div class="panel-heading"><h3 class="panel-title">' + props.PUB_NAME + '</h3></div><div class="panel-body"><div class="col-sm-4"><a href="" + props.REPORT + ""></a></div><div class="col-sm-8"><dl><dt>Amount</dt><dd>' + props.AMT_WEB + '</dd><dt>Year</dt><dd>' + props.FY + '</dd><dt>County</dt><dd>' + props.COUNTY + '</dd></dl></div></div></div>';
    }
  });
}
```

Regional Technical
Committee - April 8, 2014



Office of Geographic Information Systems (GIS)

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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Resources

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GIS / Mapping

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical efforts. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data, perform advanced analysis to discover relationships, patterns, and trends, and effectively present information to decision-makers and the public.

Click on images below to explore available GIS resources. Check back frequently for more updates.

- Geospatial Data**
- Interactive Maps**
- Map Gallery**
- Other Resources**

Announcements

Air quality activity workbook available just in time for Earth Day!

A new air quality activity workbook, titled "Where's Mike?" is now available. The workbook was designed with the input of educators, s...

Recent

DVRPC March-April Newsletter is now available!

DVRPC is offering free online business technology training for PA residents

Check out the redesigned Classic Towns of Greater Philadelphia website with new features!

[View All](#)

Calendar

- 4/8 Regional Technical Committee (RTC)
- 4/11 Bordentown Township Open House
- 4/11 Investing in People & Places
- 4/16 Delaware Valley Goods Movement Task Force

[View All](#)

Publications

The Future of Scenario Planning

This white paper reviews current practices in scenario planning. DVRPC's scenario planning experience and lessons learned...

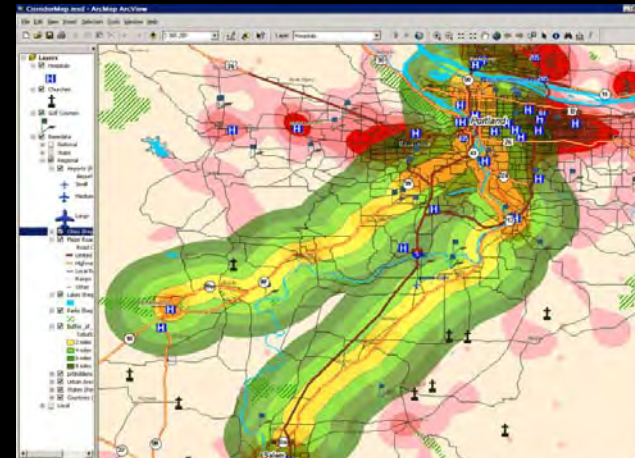
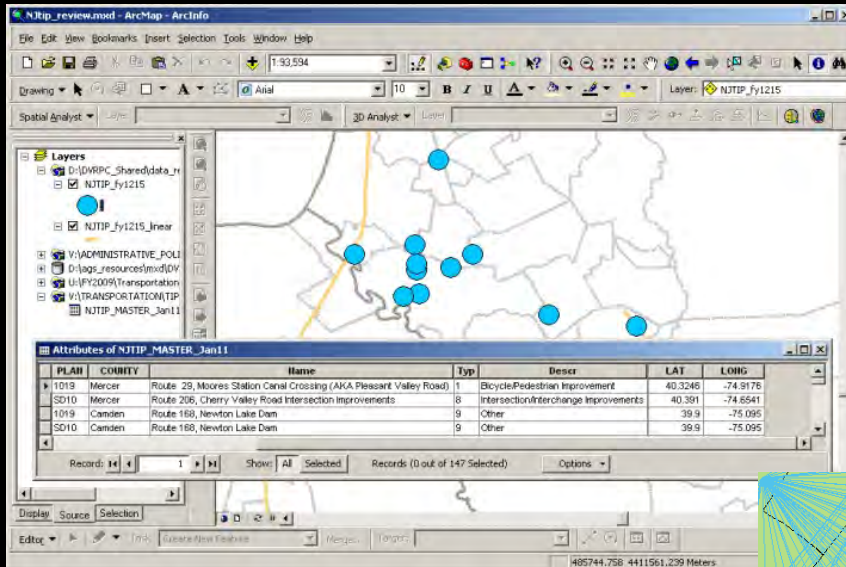
Recent

- Equity and Opportunity: DVRPC Title VI Compliance Plan
- DVRPC Planner's Methodology
- Funding Trails: A Guide to Funding Multi-Use Trails in Southeastern Pe...

Office of Geographic Information Systems (GIS)

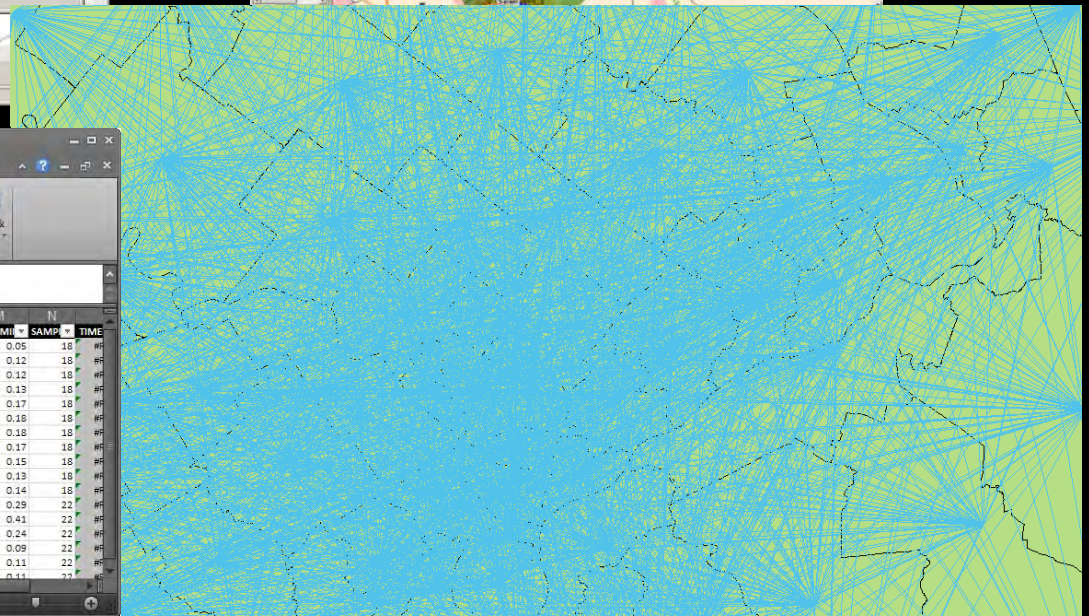
We do not just make static maps...

Data Creation - Spatial Analysis - Data Visualization



The screenshot shows a Microsoft Excel spreadsheet with a data table. The table has columns for ROUTE, DIRECTION, STOP, LOCATION, and several numerical columns. The data is organized in a grid format, with rows representing individual data points.

ROUTE	DIRECTION	STOP	LOCATION	OR	OR	TOP	LAT	LONG	DELTA	SAMP	TIME
137	N	20589N	1	S4TH ST & CITY AV	52	0	52	39.997274	-75.234149	0.05	18
138	N	20592N	3	CITY AV & 52ND ST	6	3	9	39.99782	-75.233051	0.12	18
139	N	6232N	4	CITY AV & BRYN MAWR AV	7	1	8	39.999004	-75.231026	0.12	18
140	N	30187N	5	CITY AV & BALA AV	6	0	6	39.999996	-75.228928	0.13	18
141	N	6233N	6	CITY AV & CONSHOCKEN AV	10	1	11	40.001476	-75.225780	0.17	18
142	N	6237N	7	CITY AV & 47TH ST - FS	26	2	28	40.002719	-75.223115	0.18	18
143	N	20587N	8	CITY AV & BELMONT AV - FS	10	1	12	40.004105	-75.220371	0.18	18
144	N	6251N	9	CITY AV & KINGS GRANT DR - F	14	0	15	40.005157	-75.217927	0.17	18
145	N	6234N	10	CITY AV & DECKER BLVD - FS	4	0	5	40.006276	-75.215549	0.15	18
146	N	20550N	11	CITY AV & MONUMENT RD	8	4	12	40.006966	-75.214010	0.13	18
147	N	659N	12	CITY AV & PRESIDENTIAL BLVD	27	4	32	40.008182	-75.211292	0.14	18
148	N	28N	13	WISSAHICKON TRANS CTR - ONSI	111	11	123	40.014675	-75.206946	0.29	22
149	N	18394N	14	RIDGE AV & SCHOOL HOUSE LN -	29	8	37	40.014089	-75.204619	0.41	22
150	N	18395N	15	RIDGE AV & SCHOOL HOUSE LN	1	3	4	40.013160	-75.202553	0.24	22
151	N	24116N	16	RIDGE AV & SCHOOL HOUSE LN -	0	0	0	40.012220	-75.201230	0.09	22
152	N	24117N	17	RIDGE AV & MERRICK RD - MBNS	0	0	0	40.011078	-75.199295	0.11	22
153	N	15286N	18	RIDGE AV & MERRICK RD	2	2	4	40.010260	-75.197665	0.11	22



Office of Geographic Information Systems (GIS)

How do we make our maps move and data accessible? **Web Mapping technology**



ArcGIS Services Directory

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- [CamdenParking](#) (MapServer)
- [census](#) (MapServer)
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- [CI2_CustomRaster](#) (MapServer)
- [CI2_raster](#) (MapServer)
- [CI2_rasters](#) (MapServer)

dvrpc Pedestrian and Bicycle Counts

Enter a street address, city, state, zip code or place name
17th and market street, philadelphia, pa [Locate](#)

[Disclaimer](#) | [How to Use](#) | [Legend](#) | [Contact Info](#)

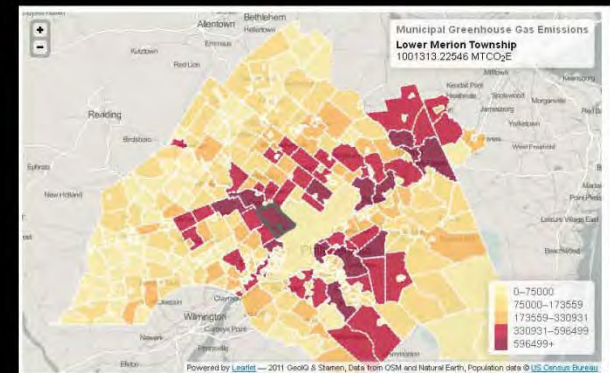
Count Data

1. Click on a count location to view information
2. Use the tabs to switch between the different count types
3. Select **Legend** to view detailed count information

- Pedestrian Count
- Bicycle Count

- click below to show/hide a layer
[Google Maps Bicycle](#)

Zoom to a county



dvrpc CI2

Standard Maps | Custom Maps

- Classified Landmark Index (CI2)
- Accessibility & Recreational Mapping
- Community & Economic Development
- Environmental
- Health/Superstive Participation
- Planning Activities
- Regional/County Datasets
- Selected Local Partners & Members

Opacity: [Slider]

Learn More Community Investment Policy Data System

dvrpc Environmental Justice

Enter a place or address [How to use](#) [about](#)

Choose a Population Group

- 0-4
- 4-8
- 8-12
- 12-16
- 16-20
- 20-24
- 24-28
- 28-32
- 32-36
- 36-40
- 40-44
- 44-48
- 48-52
- 52-56
- 56-60
- 60-64
- 64-68
- 68-72
- 72-76
- 76-80
- 80-84
- 84-88
- 88-92
- 92-96
- 96-100

Search by Date

Layers: [Legend](#) | [Contact Info](#)

Year	Population	Area	Value
2007	17,771	6,433	46
2008	17,066	6,339	46
2009	17,204	6,373	30
2010	15,786	6,032	43
2011	14,433	5,852	34
Totals	82,480	31,334	218

Sources: [PennDOT/NDOT](#), [DVRAC](#)

dvrpc CRASH DATA

[How to use](#) [about](#)

- # of CRASHES
- # of PEOPLE INJURED
- # of PEOPLE KILLED

Total Fatalities (2007-2011)

- 0
- 1-6
- 7-18
- 19-75
- 76-425

Camden County, New Jersey

Year	Crashes	Injured	Killed
2007	17,771	6,433	46
2008	17,066	6,339	46
2009	17,204	6,373	30
2010	15,786	6,032	43
2011	14,433	5,852	34
Totals	82,480	31,334	218

Sources: [PennDOT/NDOT](#), [DVRAC](#)



<http://leafletjs.com/>

- open-source javascript mapping library
- Simple, light-weight and easy to learn API
- Huge amount of extendable plugins
- Can easily overlay geospatial data in GeoJson format

<http://www.dvrpc.org/webmaps/corridor/>

dvrpc Corridor Studies Database

About Studies Search by study name

Corridor Studies by County

Pennsylvania	New Jersey
Bucks County	Burlington County
Chester County	Camden County
Delaware County	Gloucester County
Montgomery County	Mercer County
Philadelphia County	Multi-County

Click map to view information

Street Road Corridor Study


Pub Number	07012
Year	2007
County	Bucks
Report	View abstract...

Map showing the Street Road Corridor Study area in Bucks County, Pennsylvania, and surrounding regions in New Jersey. The map includes labels for various locations such as Allentown, Reading, Philadelphia, and Atlantic City. A scale bar indicates 20 km and 10 mi.

Leaflet | Imagery from MapBox — Map data © OpenStreetMap contributors, CC-BY-SA

- Javascript library for manipulating documents based on data
- Bring data to life using HTML, SVG and CSS
- Powerful visualization tools

<http://www.dvrpc.org/webmaps/retail/>

 Suburban Retail Districts

[About](#)
[Tools and Data](#)

Collingswood Borough

Haddon Ave. / Collings Ave., Camden County, NJ

[2040 Town Center](#)
[Center](#)
[Classic Town](#)
[Historic District \(NRHP\)](#)

[Transit-Oriented](#)

Transit and Accessibility

Number of Blocks
5-6 blocks

Maximum Sidewalk Width
8

Maximum Cartway Width
48

Demographics
within 1/2 mile

Population
14686

Households
7004

Median Household Income
\$68292

Management Structure

Business Improvement District
Collingswood Partners

Business Association
Collingswood Business Improvement District

RETAIL MIX

Category	Percentage
Residential	18.3%
F & B	17.0%
GAFO	23.3%
Office	13.3%
Civic & Cultural	7.2%
Vacant	3.5%

Use Mix

Category	Percentage
Residential	18.3%
F & B	17.7%
GAFO	23.3%
Office	17.0%
Civic/Cultural	3.5%
Vacant	7.2%

Management: Collingswood Partners, Collingswood Business Association (collingswood.com/shopping/collingswood-partners)

Sidewalk Width: 8 feet

Walk Score: 91

Parking Options: kiosk street parking, public parking lots

Anchored: Borough Hall, PATCO station

Population within 1/2 mile: 14,686

Median Household Income within 1/4 mile: \$ 68,292

No. of Blocks in Study Area: 21

	Q	R
V		
g		
1		
T		
2	HOUSEHOLDS IN 1/2 MILE	MEDIAN HH INCOME IN 1/4 MILE
F	3 2,566	56,027
E	4 2,615	69,595
N	5 1,910	87,521
F	6 971	66,521
L	7 1,707	66,222
S	8 2,043	42,776
	9 2,203	40,940
	10 2,352	76,247

www.dvrpc.org/LandUse/SOS/xls/DVRPC_Retail_District_Data_011714.xls



- Mobile friendly front-end framework for faster and easier web development

<http://getbootstrap.com>



RideECO | RideECO is also now on Facebook, Twitter, and LinkedIn.

CONNECTIONS 2040 CHOICES & VOICES V2.0

CREATE YOUR VISION FOR GREATER PHILADELPHIA

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

- Introduction
- How Should We Grow?
- Transportation Funding
- Transportation Projects**
- Results

Transportation Projects

You have **\$116.7 billion** to invest in transportation projects. You can use this to maintain the system, make operational improvements, or build new highway or transit projects.

System Preservation

How do you want to maintain roads and bridges over the next 27 years?

The region recently weight-restricted more than 130 bridges, amongst a considerable backlog of repair needs, due to inadequate funding. Failure to properly maintain roads and bridges reduces safety, increases vehicle operating costs, increases travel delay, and vehicle emissions.

\$43.5

\$ 43.5 billion - Maintain current conditions

- Click here to maintain current funding levels, current conditions worsen
- Click here to maintain current conditions
- Click here to achieve and maintain a state-of-good-repair

(or use slider bar above to select an amount in between)

At what level would you like to maintain transit infrastructure, including rail infrastructure, transit vehicles, and transit stations over the next 27 years?

Failure to properly maintain transit infrastructure could lead to significant closures of the region's passenger rail and trolley lines, it also reduces the safety and reliability of the system as well as the comfort level of the user, all of which lead to lower ridership levels.

...Your Vision for the Future

TODAY -----> 2040

Budget Remaining: \$60.6 billion

- 2%** 1,103,200 Acres Developed
- 1%** 7,450 Vehicle Miles Driven
- 7%** 107 Biking & Walking Trips
- 6%** 59 Transit Trips
- 4%** \$13,540 Transportation & Energy Costs
- 57%** 34.4 Hours of Congestion
- 6%** 7.2 Greenhouse Gas Emissions
- 4%** 7.4 Road Fatalities

[How To Use](#)



What are PhillyFreightFinder's capabilities?



Standard Data
 To build consistency in the information about facilities throughout the region

- Name
- Owner
- Operator
- Size
- Municipal
- Location

Indicators
 To better understand the use and role of facilities in the larger regional system

- Capacity
- Activity
- Related Reports

Standard data and indicators establish a framework for creation of performance measures and an improved DVRPC counting program.

New features released in 2014

Regional and County Indicators
 Reporting of freight facility capacity and activity in a tabular format with integration of:

- Facility counts
- FHWA Freight Analysis Framework

Framework for future performance measures and enhanced regional indicators

Fast and flexible
 Our new application is light and great for rapid development of new tools to enhance interaction with our data.



Where does the data come from?

DVRPC
 Much of the data available was produced by DVRPC through various technical studies and regional inventories.

Our Partners
 The success of our data program relies on key partners from the private and public sector:

- State Departments of Transportation
- Rail Carriers
- Maritime Exchange
- and other DVRPC Goods Movement Task Force Members

Who can use it?

Fully public
 This tool was developed to provide a comprehensive source for freight facility and activity data in the Delaware Valley.

- Transportation planners
- Economic development agencies
- Private businesses
- Curious public

Trucking/Highways

- Freeways (Interstate + Limited Access)
- Truck Parking
- NHS Connector
- Highway River Crossing

Freight Rail

- Rail Lines (Interstate + Secondary + Industrial)
- Class 1 Grade Crossing
- Rail Yard
- Intermodal Rail Yard
- Rail River Crossing

Ports/Waterways

- River (Deleware + Schuylkill)
- Anchorage
- Port Terminal

Airports

- Commercial
- Reliever
- Heliport

Freight Centers

- Mega Center
- Major Center
- Intermediate Center

Energy & Utilities

- Pipeline

Communities

- Freight as a Good Neighbor



For more information contact:
 Michael Ruane, DVRPC
 p. (215)238-2888
 e. mruane@dvrpc.org
 Ted DeHilburg, DVRPC
 p. (215)238-2944
 e. tdehilburg@dvrpc.org

Web Mapping Technologies

Future DVRPC Projects

RideScore
A SCREENING TOOL FOR IDENTIFYING CANDIDATE STATIONS FOR BICYCLE FACILITY INVESTMENT

Ardmore Station - Paoli/Thorndale Line
Lower Merion Township, Montgomery County

RideScore: 0 2 4 6 8 10

- Transit Volumes: 0 1 2 3 4 5
- Connectivity Score: 0 1 2 3 4 5
- Cultural: 0 1 2 3 4 5
- Circuit Proximity: 0 1 2 3 4 5
- Attractions: 0 1 2 3 4 5
- Walkable: 0 1 2 3 4 5
- Near Bicycle Facility: 0 1 2 3 4 5
- Population: 0 1 2 3 4 5
- Employees: 0 1 2 3 4 5
- Non-parking Boards: 0 1 2 3 4 5

dvrpc Interactive Airport Directory

DVRPC Region Airports

Results

Facility Name:	WINGS FIELD
Airport Code:	LOM
Owner:	WINGS FIELD PRESERVATION ASSOC
Location:	PHILADELPHIA, PA
Website:	Click Here

dvrpc CRASH DATA FOR THE DELAWARE VALLEY

of CRASHES

Total Injured (2008-2012)

- 0 - 1,111
- 1,112 - 3,848
- 3,849 - 9,569
- 9,570 - 15,674
- 15,675 - 53,621

of PEOPLE INJURED

of PEOPLE KILLED

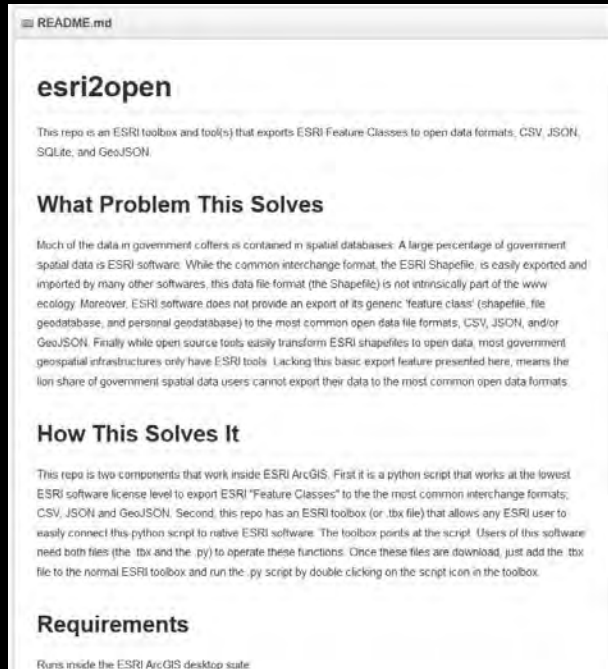
Click map to see details.

Lower Merion Township			
2008:	903	598	2
2009:	887	607	2
2010:	804	576	2
2011:	802	561	2
2012:	806	650	2
Totals:	4,202	2,992	10

Web Mapping Technologies

Open-source geospatial data tools

<https://github.com/CityOfPhiladelphia/arc-open>



esri2open

This repo is an ESRI toolbox and tool(s) that exports ESRI Feature Classes to open data formats, CSV, JSON, SQLite, and GeoJSON.

What Problem This Solves

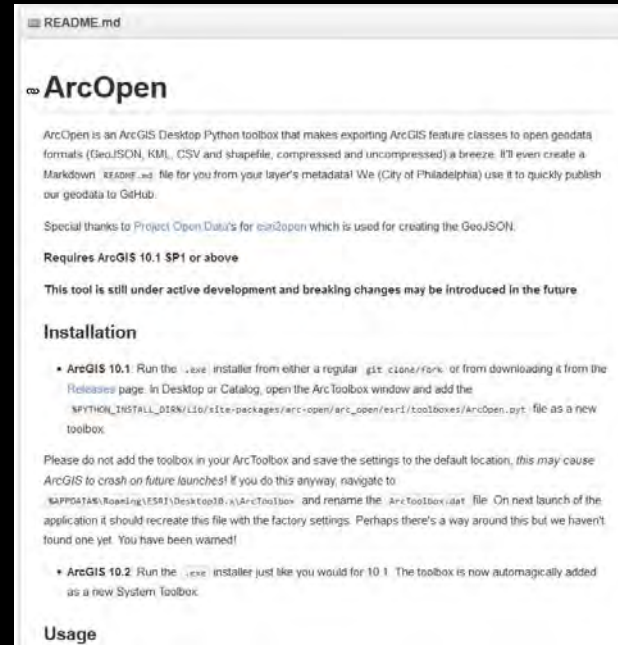
Much of the data in government coffers is contained in spatial databases. A large percentage of government spatial data is ESRI software. While the common interchange format, the ESRI Shapefile, is easily exported and imported by many other softwares, this data file format (the Shapefile) is not intrinsically part of the www ecology. Moreover, ESRI software does not provide an export of its generic 'feature class' (shapefile, file geodatabase, and personal geodatabase) to the most common open data file formats, CSV, JSON, and/or GeoJSON. Finally while open source tools easily transform ESRI shapefiles to open data, most government geospatial infrastructures only have ESRI tools. Lacking this basic export feature presented here, means the lion share of government spatial data users cannot export their data to the most common open data formats.

How This Solves It

This repo is two components that work inside ESRI ArcGIS. First it is a python script that works at the lowest ESRI software license level to export ESRI "Feature Classes" to the most common interchange formats, CSV, JSON and GeoJSON. Second, this repo has an ESRI toolbox (or .tbx file) that allows any ESRI user to easily connect this python script to native ESRI software. The toolbox points at the script. Users of this software need both files (the .tbx and the .py) to operate these functions. Once these files are download, just add the file to the normal ESRI toolbox and run the .py script by double clicking on the script icon in the toolbox.

Requirements

Runs inside the ESRI ArcGIS desktop suite



ArcOpen

ArcOpen is an ArcGIS Desktop Python toolbox that makes exporting ArcGIS feature classes to open geodata formats (GeoJSON, KML, CSV and shapefile, compressed and uncompressed) a breeze. It'll even create a Markdown 'README.md' file for you from your layer's metadata! We (City of Philadelphia) use it to quickly publish our geodata to GitHub.

Special thanks to Project Open Data's for `esri2open` which is used for creating the GeoJSON.

Requires ArcGIS 10.1 SP1 or above

This tool is still under active development and breaking changes may be introduced in the future

Installation

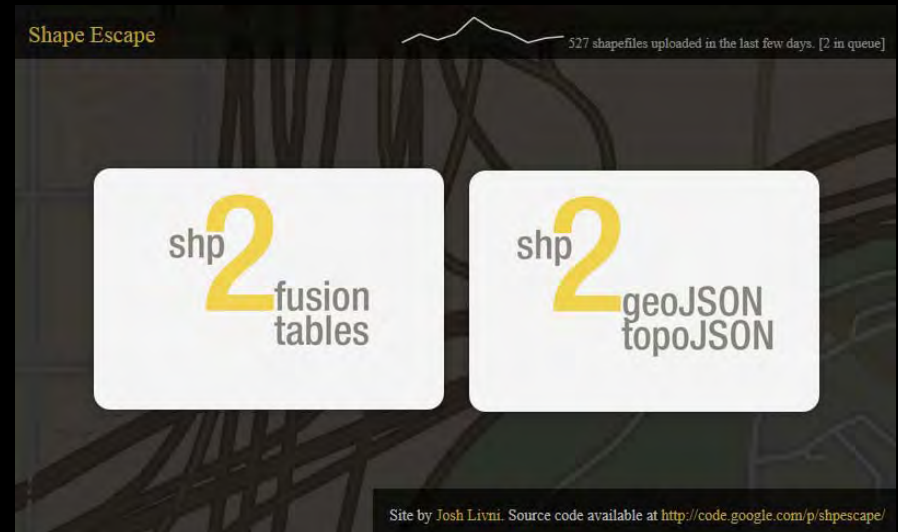
- ArcGIS 10.1** Run the .exe installer from either a regular `git clone` or from downloading it from the [Releases](#) page. In Desktop or Catalog, open the Arc Toolbox window and add the `%PYTHON_INSTALL_DIR%\Lib\site-packages\arc-open\arc_open\esri\toolboxes\ArcOpen.pyt` file as a new toolbox.

Please do not add the toolbox in your ArcToolbox and save the settings to the default location, *this may cause ArcGIS to crash on future launches!* If you do this anyway, navigate to `%APPDATA%\Roaming\ESRI\Desktop10.1\ArcToolbox` and rename the `ArcToolbox.dat` file. On next launch of the application it should recreate this file with the factory settings. Perhaps there's a way around this but we haven't found one yet. You have been warned!

- ArcGIS 10.2** Run the .exe installer just like you would for 10.1. The toolbox is now automatically added as a new System Toolbox.

Usage

<https://github.com/project-open-data/esri2open>



Shape Escape

527 shapefiles uploaded in the last few days. [2 in queue]

shp 2 fusion tables

shp 2 geoJSON topoJSON

Site by Josh Livini. Source code available at <http://code.google.com/p/shpescape/>

<http://www.shpescape.com/>

ArcGIS Online

- platform that provides both infrastructure for maintaining data and delivering it in a form or service that can be quickly applied to making a decision or solving problems

HOME GALLERY MAP GROUPS MY CONTENT MY ORGANIZATION 9 Christopher

dvrpc gis

DVRPC Traffic Signal Inventory

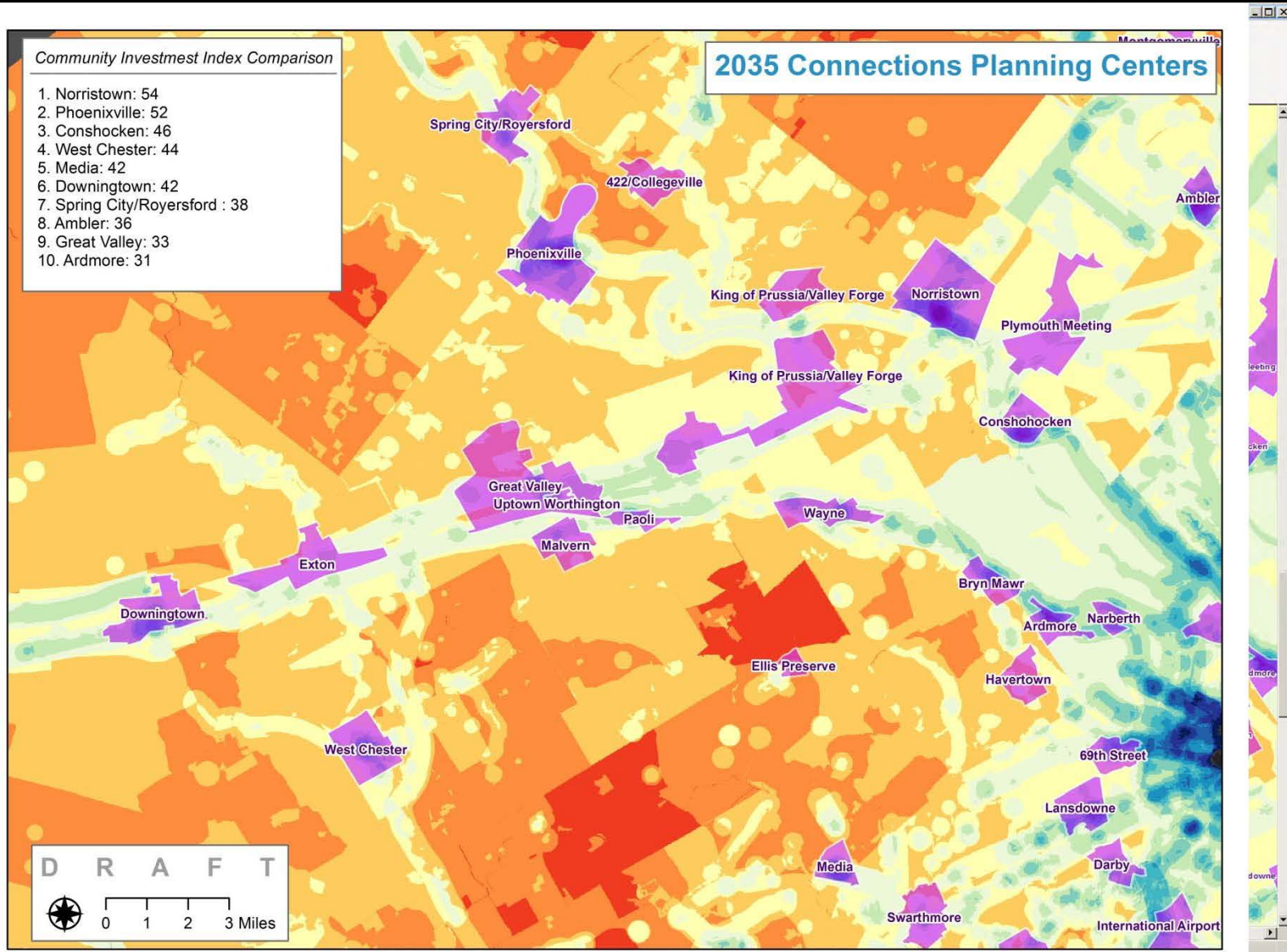
DVRPC_Signals

The Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization for the Greater Philadelphia Region. This site provides a platform for DVRPC to share geospatial information with our member governments and agencies and the public.

Esri.com | ArcGIS Marketplace | Help | Terms of Use | Privacy | Contact Esri | Report Abuse

ArcGIS Desktop Integration with ArcGIS.com

Add CI² ArcGIS Server Map Services right into ArcGIS desktop



Web Mapping Technologies

Maps and ready to use data for live meetings

Regional Trails Program (applications selection committee)

Neshaminy Creek Greenway - Phase 3

Agency :
Requested Amount : \$500,000.00
Match Amount: \$125,000.00
Type: Design/Construction

County: Bucks
MCD(s): New Britain Township, New Britain Borough, Chalfont Borough

[View Application](#)

[Zoom to](#)



BUCKS COUNTY PLANNING COMMISSION

The Ambassador - Neshaminy Manor Center - 1200 Amberson Road
Delaware, Pennsylvania 19311-215-545-5400 FAX 215-545-3886
E-mail: bcpc@co.bucks.pa.us

COUNTY COMMISSIONERS:
Charles H. Martin, Chairman
Robert C. Langley, Vice-Chairman
Diane M. Biss-Mattingly, COM

PLANNING COMMISSION:
Edward Koefbeck, Chairman
David R. Nye, Vice-Chairman
William S. Wyrin, Secretary
Joseph A. Galles, III
Raymond W. Goodson
Dennis Hoffman, COM
Robert M. Polignone
Cass A. Perce
David H. Thau
Lynn T. Bredt, AEP
Executive Director

December 15, 2011

Mr. Chris Linn, Manager
Office of Environmental Planning
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Re: Neshaminy Creek Greenway – Multi-use Trail Feasibility Study

Organization Background

The Commissioners of Bucks County are pleased to submit this expression of interest to the Delaware Valley Regional Planning Commission (DVRPC) for consideration. The purpose of this project is to assess the feasibility of and to prepare preliminary planning documents for the establishment of a continuous 11.3 multi-use trail along the northern stretch of the Neshaminy Creek Greenway.

Founded in 1682 by William Penn, Bucks County, one of the three original counties in Pennsylvania, is comprised of roughly 608 square miles of land and 16 square miles of water. With a population of over 625,000, Bucks County is the fourth most populous county in Pennsylvania and experienced 4.6 percent growth since 2000.

Over the past 58 years, since the establishment of the Bucks County Department of Parks and Recreation in 1953, the County has worked to develop an extensive network of park and recreational facilities throughout the county. Today that department is responsible for the development and preservation of more than 8,600 acres of open space and regional parks including 13 developed parks and nature centers providing a variety of passive and active recreational opportunities; 2 historical sites; 3 special use parks including the Bucks County Horse Park, Van Sant Airport, and the Weisel Youth Hostel; and 6 undeveloped park areas, including two linear parks – Dark Hollow Park along the Neshaminy Creek in middle Bucks County and Black Ditch Park along Black Ditch Creek in lower Bucks County.

Proposed Project Area/Description of Project

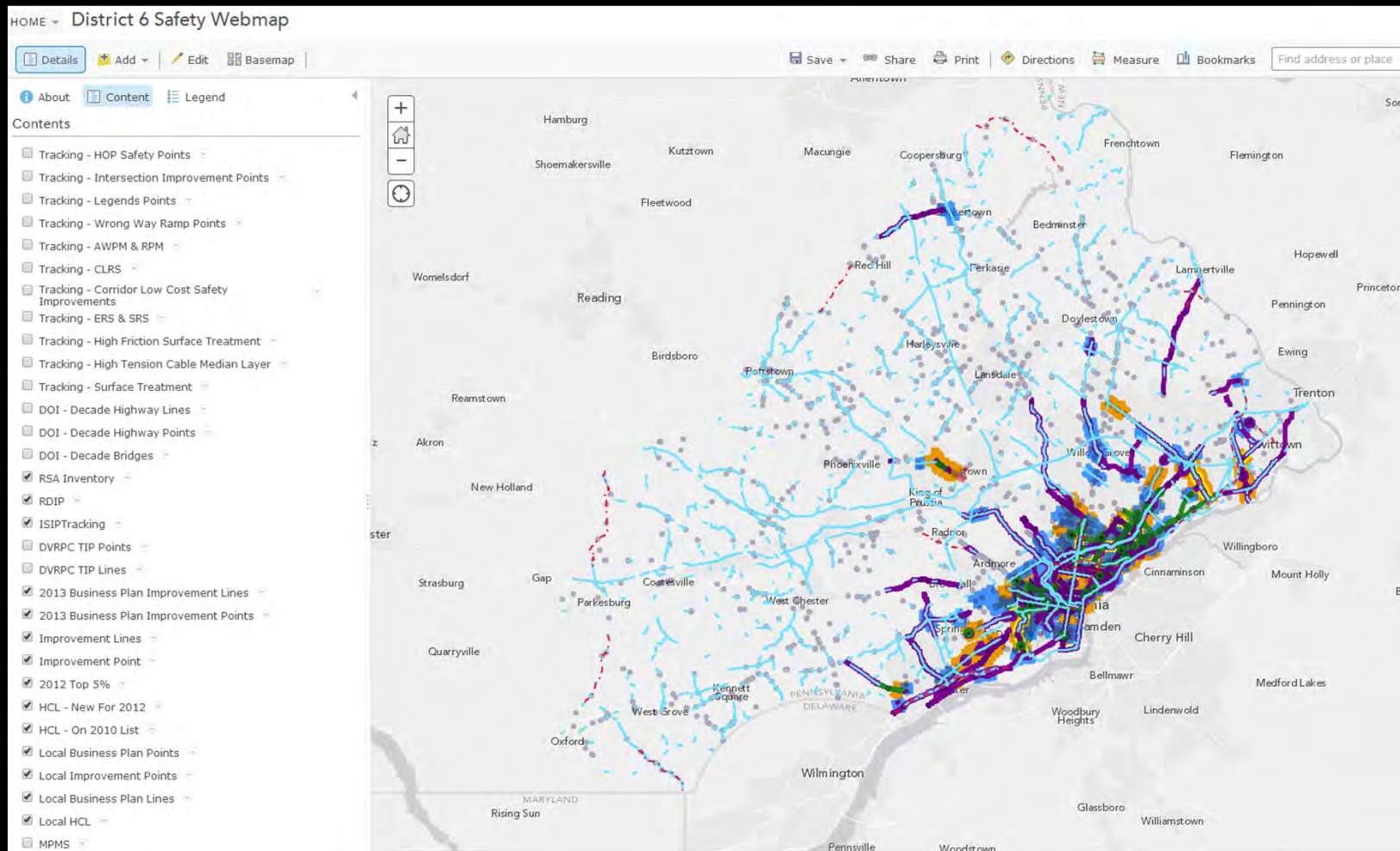
As early as 1955, the Bucks County Park Board proposed the creation of a stream valley linear park system in the County to include portions of the stream valleys in lower Bucks County including the Neshaminy and Black Ditch creeks. The need for the establishment of link parks was also recommended in the *Bucks County Park Plan* (1974) and the *Bucks County Park and Recreation Plan* (1986). More recently, with the adoption of the *Bucks County Open Space and Greenways Plan* (2011), the county

Visit us at: www.buckscounty.org

Web Mapping Technologies

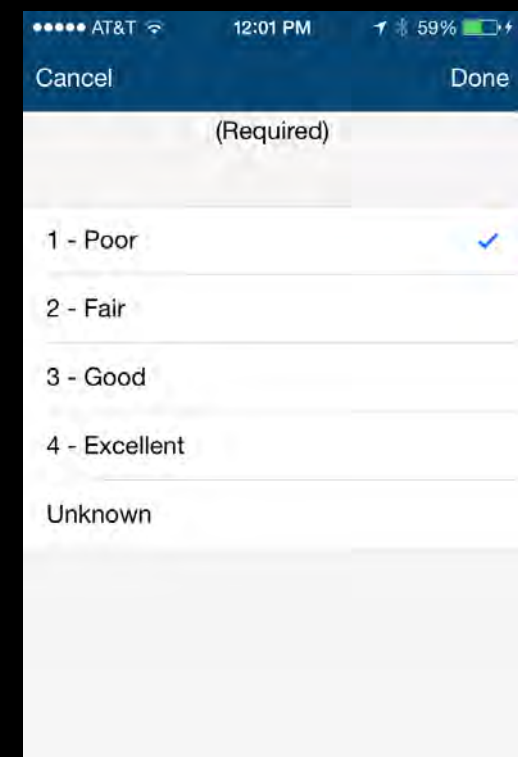
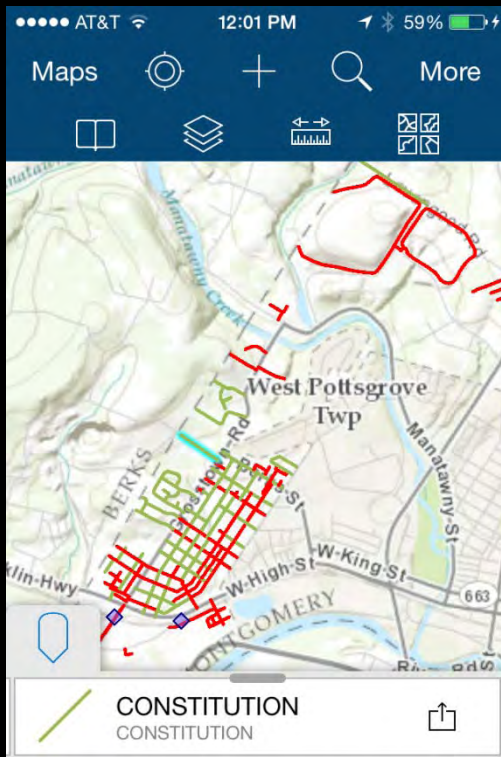
ArcGIS.com (view, track and edit live data)

- safety data associated with their safety improvement analysis.
- Track projects, update data and map new project locations without having to share a spreadsheet among many



Web Mapping Technologies

Collector for ArcGIS (for use with smartphone and tablet)



- Field data collection solution
- Recent Projects: North Maple Ave (CR 607) Road Safety Audit
- Future projects: Sidewalk and curb ramp inventory in Camden City

Web Mapping Technologies

Collector example...



	G	H	I	J	K	L	M	N	O	P	Q	R
1	ISSUE	ISSTYP	APPLOC	ROADSID	LOCINFO	PROB1	PROB2	PROB3	PROBNOTE	WEATHER	EXPOS	PROJSEV
2	Site-Specific											
3	Site-Specific	Design	Midblock	Northbound	Shopping center access point	Turning Movement				Clear		
4	Site-Specific	Maintenance										
5												
6	Site-Specific	Design	Intersection			Access Management	Drainage	Turning Movement	@Weave SB fr LTturn lane	Clear	High	Medium
7	Corridor-Wide	Maintenance		Southbound		Drainage						
8	Site-Specific	Design	Midblock		Shopping center second access point	Turning Movement			Left turns			
9	Site-Specific		Sidewalk		Shopping center access point 2	Sidewalk Related			Not ADA compliant			
10	Site-Specific	Human Factor	Intersection		King ave	Human Factors	Turning Movement		1) Pulling out slowly from king ave when making right turn, car			
11	Site-Specific	Other/Unknown			Apartment drive	Delineation	Visibility		No crosswalk markings, no stop bar			
12	Site-Specific	Design	Intersection			Access Management	Turning Movement	Roadway Geometry	@pole Obstrctd view King	Clear	High	Medium
13	Corridor-Wide	Maintenance	Shoulder	Southbound		Vegetation	Other		Over grown veg blocking Ped access, prob for drainage along SB			
14	Corridor-Wide	Pedestrian	Sidewalk		Nieuw Amsterdam Apt entrance	Sidewalk Related	Access Management	Pedestrian Related	CW: Intermittent sidewalk	Clear	High	High
15	Site-Specific	Operational	Intersection	Northbound	N locust drive	Turning Movement			People don't stop at stop bar, and they creep forward before t			
16	Site-Specific	Design	Intersection		At Cluster 3	Turning Movement	Roadway Geometry	Vegetation	@crossings need impr/str	Clear	Medium	High
17	Site-Specific	Maintenance	Intersection			Drainage	Roadway Geometry		1) drainage: sand and gravel excessive on NW corner of inters			



Questions?

Christopher Pollard cpollard@dvrpc.org www.dvrpc.org/mapping

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Home | Products and Services | **GIS / Mapping**

Search DVRPC

Resources

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 - Census Data
 - Data Bulletins
 - Publications
 - GIS / Mapping**
 - Traffic Counts
 - Mobility Alternatives
 - Share-A-Ride
 - TransitChek
- Long-Range Plan
- Environment
- Funding Opportunities
- Transportation Improvement Program (TIP)
- Transportation
- Operations and ITS
- Land Use
- Economic Development
- Community Resources
- Other Links

Publications

Improving One Community at a Time

Improving One Community at a Time is a quarterly newsletter that highlights DVRPC's livability grant program, the Transp...

Recent

- Form-Based Codes: Lessons Learned from a Mount Holly, NJ Case Study
- Enhancing Local Mobility in Collegeville
- Taming Traffic: Bethlehem Phase 1 - Road Diet Evaluation

Search or View All

GIS / Mapping

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical efforts. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data, perform advanced analysis to discover relationships, patterns, and trends, and effectively present information to decision-makers and the public.

Click on images below to explore available GIS resources. Check back frequently for more updates.

- Geospatial Data**
Under Development
- Interactive Maps**
- Map Gallery**
Under Development
- Other Resources**

Announcements

Sign up now for the **May 1 Pedestrian Road Safety Audit Workshop**

Attendees will learn how to conduct a pedestrian-specific road safety audit including classroom and fieldwork activities, based on the...

Recent

- Deadline for submitting photos to Classic Towns Photo Contest is April 14
- DVRPC Hosting ITD Transportation and Land Use Workshop April 3-5
- March 20: Student Forum to focus on social media and the workplace

View All

Calendar

- 4/10 Regional Transportation Committee (RTC)
- 4/16 Philadelphia Diesel Difference Working Group
- 4/18 Delaware Valley Goods Movement Task Force
- 4/19 Safety Action Plan Work Session
- 4/20 Regional Student Forum
- 4/26 Board and Executive Committees

View All

United States Census

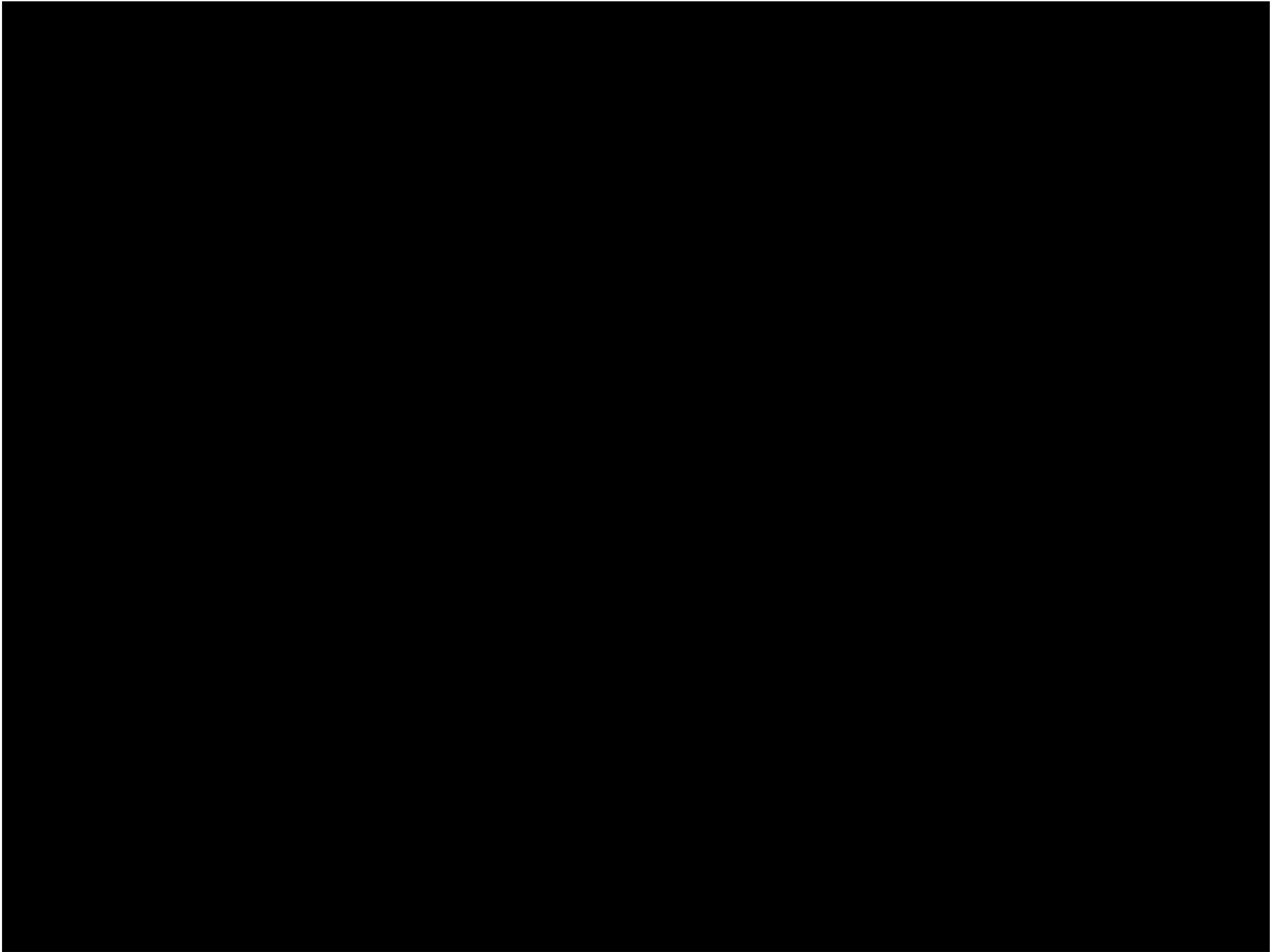
Learn about Census Data releases

DVRPC, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520, 215.592.1800

Comments/Suggestions: webmaster@dvrpc.org
Last Updated: 03/07/2012 | Copyright 1996-2011. All Rights Reserved.

William Stevens
Manager, Office of Geographic Information Systems
wstevens@dvrpc.org

Policies: Website | Public Disclosure | Help
Return to Top



Web Mapping Technologies

Other Leaflet examples

<http://www.phlcrimemapper.com/>



<http://gis.oregonmetro.gov/metromap/>

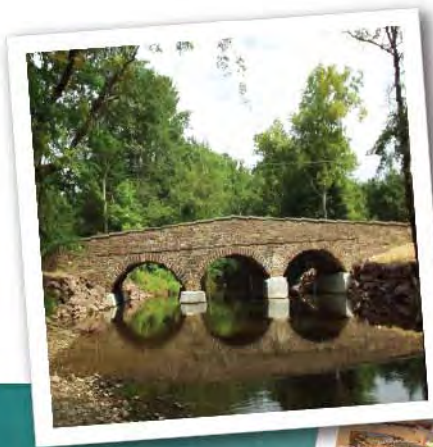


April 2014

★ TIP A-C-T-I-O-N-S

Transportation Improvement Program

New Jersey (FY2014-2017)
Pennsylvania (FY2013-2016)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



Add Proposed New Projects - PA

a. Congested Corridor Program Statewide Funding, Various Counties

❖ *Amend the TIP for PA by adding two (2) new Congested Corridor Program funded projects in the amount of \$3,750,000 (\$1,080,000 CMAQ/ \$2,270,00 STP/ \$400,000 State 581) for PE and CON in FY14.*

1. Newtown Bypass Adaptive Signal Controls, Bucks County - \$1,750,000

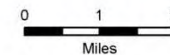
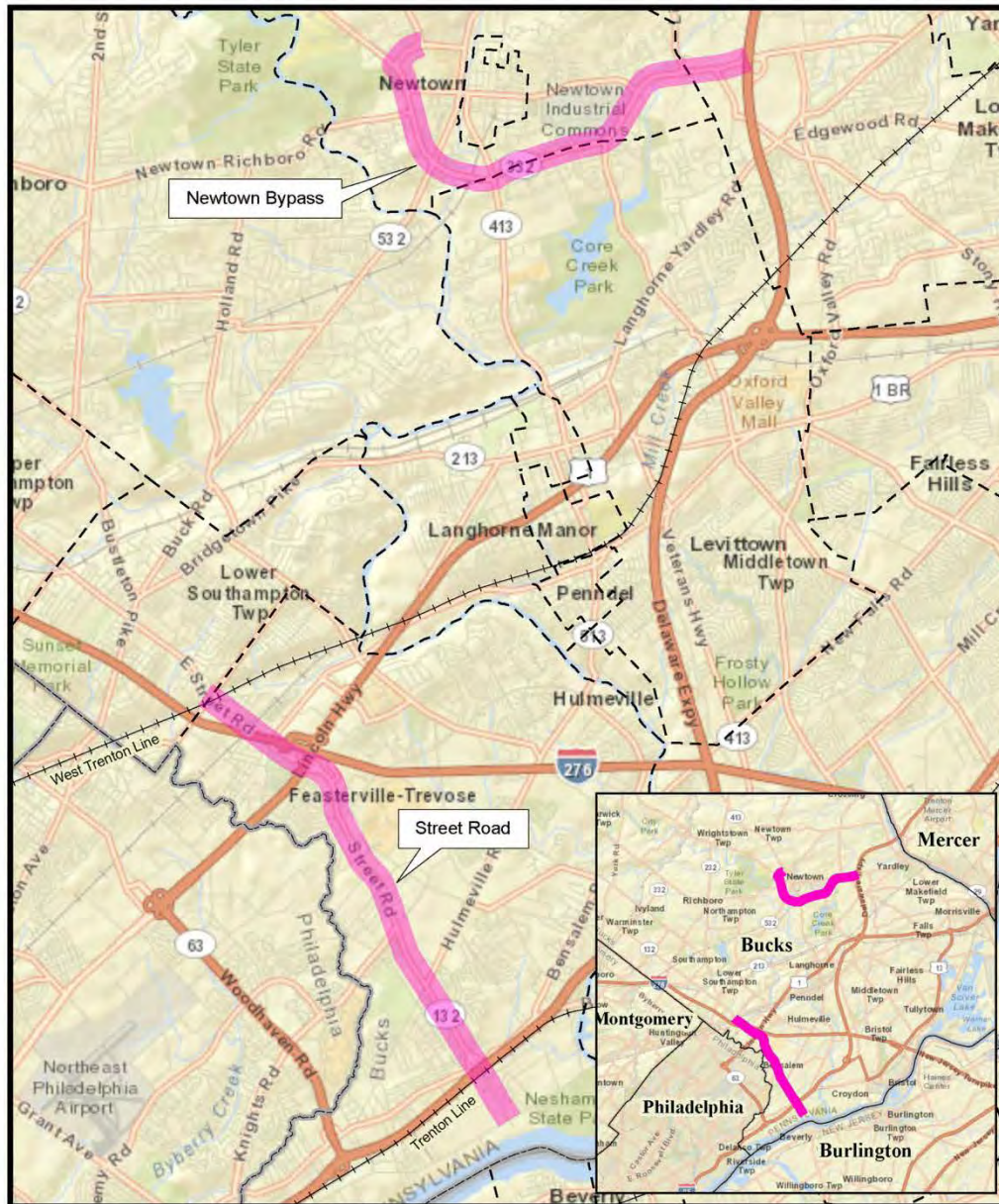
- FY14 PE (\$30,000 STP)
- FY14 CON (\$640,000 STP/ \$1,080,000 CMAQ)

2. I-476/I-95 Interchange, Delaware County - \$2,000,000

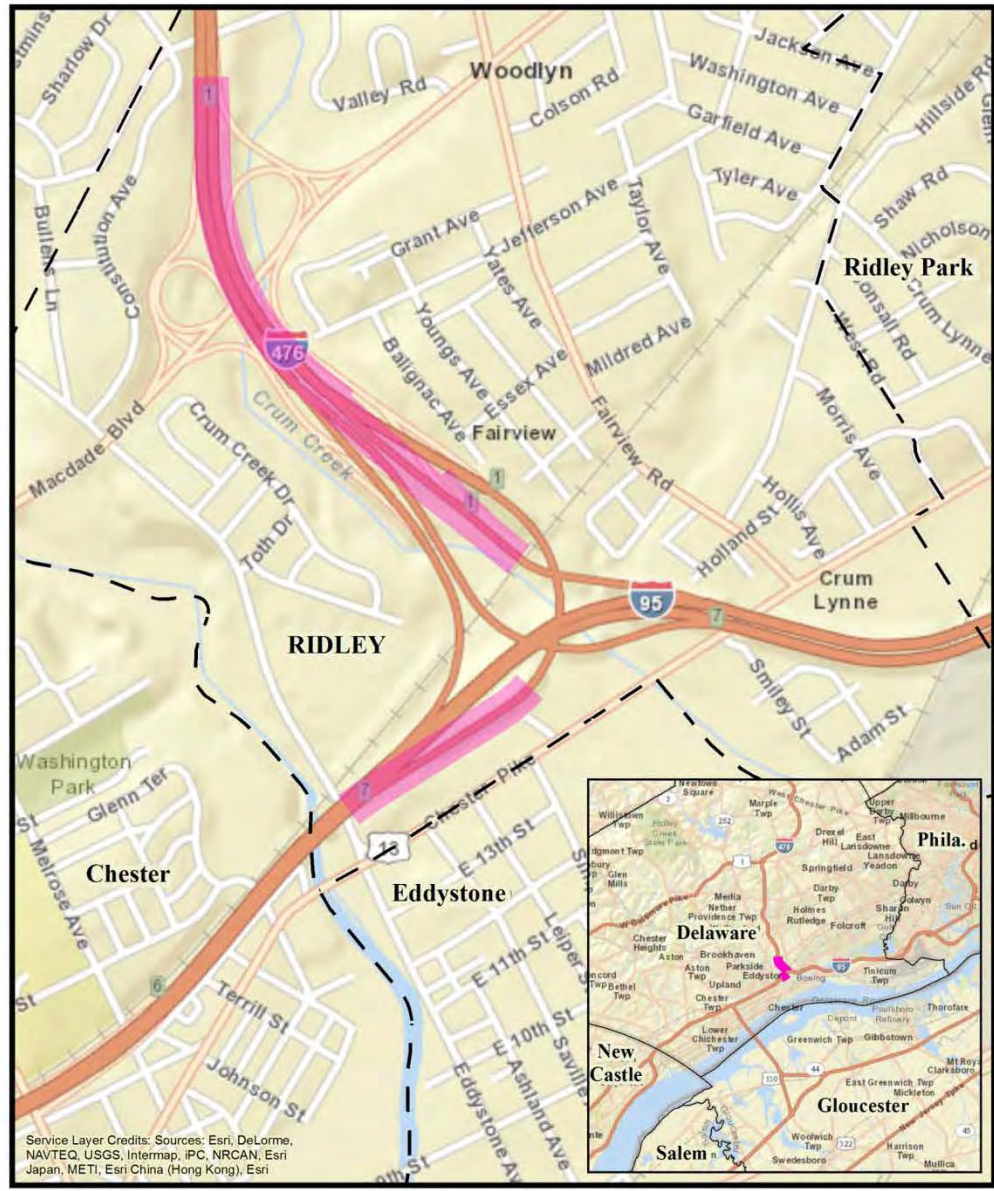
- FY14 PE (\$160,000 STP/ \$40,000 State 581)
- FY14 CON (\$1,440,000 STP/ \$360,000 State 581)

❖ *Region has been allocated \$3,750,000 out of \$8,867,000 funds from the Statewide Congested Corridor Program Reserve Line Item for FY14. These are additional funds to the region.*

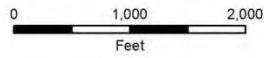
PA13-70: Congested Corridor Program Statewide Funding:
Newtown Bypass/Street Road Adaptive Signal Controls (MPMS# 102278)

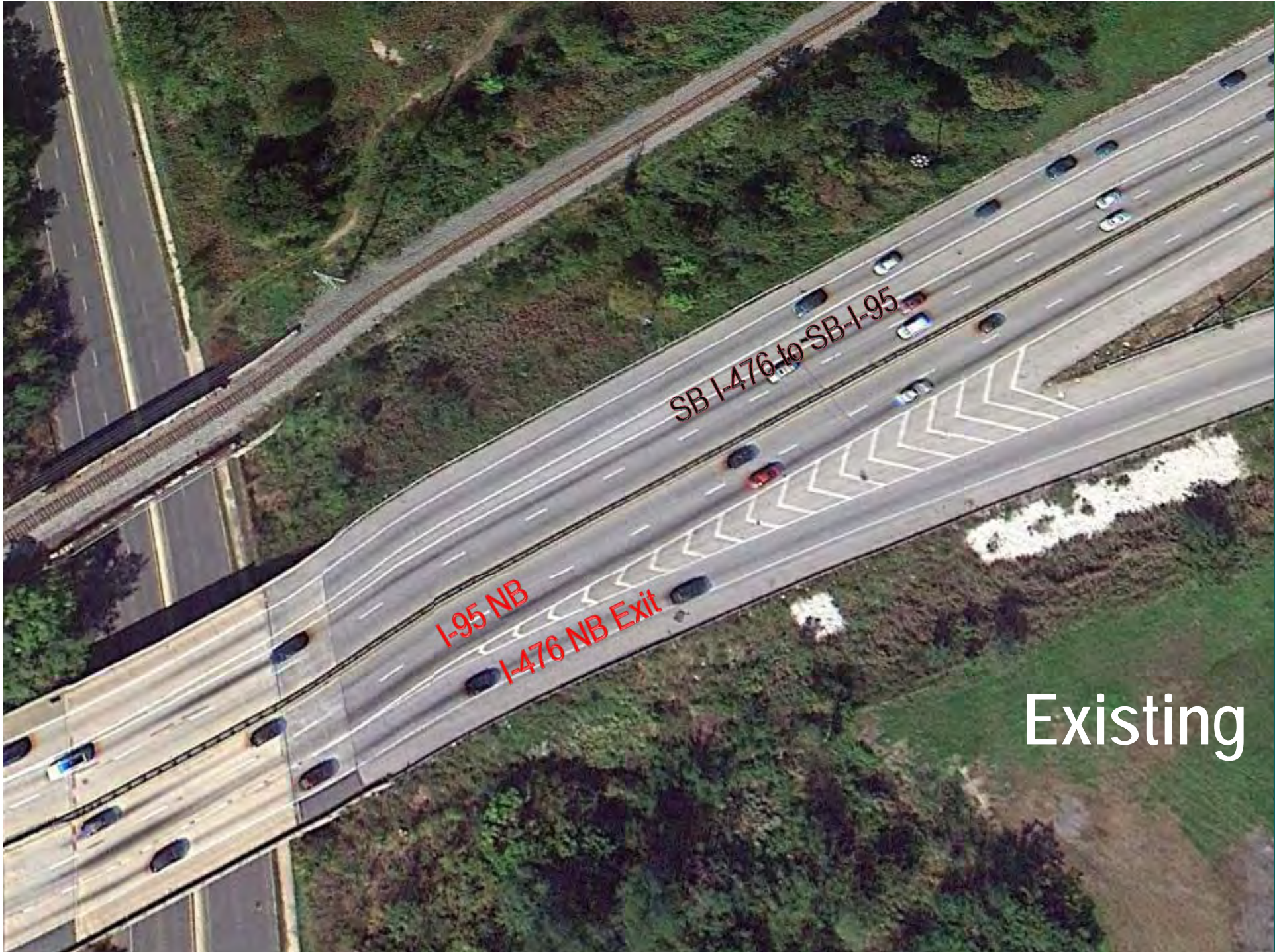


PA13-70: Congested Corridor Program Statewide Funding:
I-476/I-95 Interchange (MPMS# 102276)



Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri





I-95 NB

I-476 NB Exit

SB I-476 to SB-I-95

Existing



RIDLEY



WIDEN EXISTING SHOULDER

SB I-476 TO SB-95

RESTRIPE EXIT RAMP TO FORM TWO LANES

IMPROVEMENT 2
PROVIDE A TWO LANE EXIT FROM
NORTHBOUND I-95 TO NORTHBOUND I-476

CHESTER

EDDYSTONE

CHESTER PIKE

I-95-I-476 INTERCHANGE IMPROVEMENT
FEASIBILITY STUDY - PHASE 2

INTERCHANGE IMPROVEMENT PACKAGE B

Northbound Improvements 2, 4, and 5



June 2012

Figure 8

a. Congested Corridor Program Statewide Funding, Various Counties

Add two (2) new Congested Corridor Program funded projects to the TIP in the amount of \$3,750,000 (\$1,080,000 CMAQ/ \$2,270,00 STP/ \$400,000 State 581) for PE and CON in FY14.

1. Newtown Bypass Adaptive Signal Controls, Bucks County - \$1,750,000

– FY14 PE (\$30,000 STP)

– FY14 CON (\$640,000 STP/ \$1,080,000 CMAQ)

2. I-476/I-95 Interchange, Delaware County - \$2,000,000

–FY14 PE (\$160,000 STP/ \$40,000 State 581)

–FY14 CON (\$1,440,000 STP/ \$360,000 State 581)



Increase Funding - PA

b. Vehicle Overhaul Program, SEPTA

- ❖ *Modify the TIP for PA by increasing the FY14 and FY15 CAP phases overall by \$12,840,000 (\$7,207,000 Federal/ \$5,506,000 State/ \$127,000 Local):*
 - *FY14 CAP by \$9,853,000 from \$50,966,000 to \$60,819,000.
(increases by \$3,577,000 Section 5307/ \$4,630,000 Section 5309/ \$1,599,000 State 1514 Bond/ and \$47,000 Local)*
 - *FY15 CAP overall by \$2,987,000 from \$56,499,000 to \$59,486,000.
(\$1,000,000 Section 5307 decrease/ \$3,907,000 State 1514 Bond increase/ \$80,000 Local increase)*
- ❖ *These cost modifications will align SEPTA's federal funding in accordance MAP-21 and FFY14 appropriations.*
- ❖ *Funds for this program contributes to the systematic replacement or system upgrade of SEPTA's rolling stock, so vehicles can achieve maximum performance and thus improve service reliability.*



Vehicle Overhaul Program



b. Vehicle Overhaul Program, SEPTA

Modify the TIP for PA by increasing the FY14 and FY15 CAP phases overall by \$12,840,000 (\$7,207,000 Federal/ \$5,506,000 State/ \$127,000 Local):

- ❖ FY14 CAP by \$9,853,000 from \$50,966,000 to \$60,819,000.
(increases by \$3,577,000 Section 5307/ \$4,630,000 Section 5309/ \$1,599,000 State 1514 Bond/ and \$47,000 Local)
- ❖ FY15 CAP overall by \$2,987,000 from \$56,499,000 to \$59,486,000.
(\$1,000,000 Section 5307 decrease/ \$3,907,000 State 1514 Bond increase/ \$80,000 Local increase)

★ Federalize - NJ

c. Signs Program, Statewide, Various Counties

- ❖ *Amend the TIP for NJ by adding \$500,000 NHPP funds to each year from FY14 to FY18 totaling \$2,500,000 NHPP for EC and by including in the scope of work the replacement of signs that are not in compliance with the current Manual on Uniform Traffic Control Devices (MUTCD).*
- ❖ *This action would federalize (add federal funds to) NJDOT's Statewide Signs Program.*
- ❖ *Funds will provide for the systematic upgrade of State highway signs, including the refurbishment, installment, or replacement of signs that have deteriorated or are not in compliance with the current MUTCD. Specifically, existing mile marker signs on the Interstates will be replaced as they are not MUTCD-compliant, and the new signs will be placed every other tenth of a mile.*

★ Federalize - NJ



Source: [MUTCD for Streets and Highways, , Revision 1 and 2, 2009 Edition, Section 2H06, p. 296](#)

c. Signs Program, Statewide, Various Counties

Add \$500,000 NHPP funds to each year from FY14 to FY18 totaling \$2,500,000 NHPP for EC and include in the scope of work the replacement of signs that are not in compliance with the current Manual on Uniform Traffic Control Devices (MUTCD).



THANK YOU