



WORK PROGRAM AMENDMENT

Oct. 7th, 2014

Christopher M. Puchalsky, Ph.D.

Philadelphia Port Major River Crossing Impact

Background:

- DRPA: 4 Bridges + PATCO
- Bustling maritime economy under the bridges
- What are the impacts of a bridge failure?



Philadelphia Port Major River Crossing Impact

Tasks:

- Existing conditions inventory
- Identify risks and create scenarios
- Transportation impacts
- Economic impacts
- Mitigation strategies

→ Work with stakeholders throughout



Philadelphia Port Major River Crossing Impact

Details:

- \$300,000 DHS via DRPA
- 10 month timeline



DVRPC 2012-2013 Household Travel Survey

Regional Technical Committee

October 7, 2014

Ben Gruswitz, AICP

Office of Modeling & Analysis



Background on Survey



HOUSEHOLD TRAVEL SURVEY

SURVEY BACKGROUND

- 1-day paper diary survey
- 10,000 households goal, 9,384 actual complete good surveys (almost 900,000 attempted contacts)
- 3 day GPS sub-sample (500 HH goal, 380 actual)
- 12 month roughly equal sample, weekdays
- Diary data retrieved by either phone, web, or mail



DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

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Home > Transportation > Household Travel Survey

Resources

- Products and Services
- Long-Range Plan
- Environment
- Funding Opportunities
- Transportation Improvement Program (TIP)
- Transportation
 - Overview
 - Aviation
 - Congestion Management
 - Coordinated Human Services
 - Corridor Planning
 - Freight
 - Functional Classification
 - Highways and Bridges
 - Modeling and Analysis
 - Project Implementation
 - Regionally Significant Projects
 - Safety
 - Transit, Bicycle, and Pedestrian Planning
- Operations and ITS
- Land Use
- Economic Development
- Community Resources
- Other Links

Publications

Greener Pastures for New

Household Travel Survey

[Print](#) [Español](#)

DVRPC is the official Metropolitan Planning Organization for the Greater Philadelphia Region.

Welcome!

The Delaware Valley Region is growing and changing and with your help, the [Delaware Valley Regional Planning Commission](#) can plan now for our shared future. DVRPC is the Metropolitan Planning Organization for the Greater Philadelphia Region, and fosters regional cooperation to address key issues, including transportation, land use, environmental protection, and economic development. We're conducting a Household Travel Survey (HTS) to learn how people travel in our region to help planners take steps to improve mobility, safety, and the economic vitality of the Greater Philadelphia area.

Participation is easy and voluntary and information collected is confidential. We're currently inviting randomly selected households by phone and by mail; if you answer the call to join, you'll be asked to complete a diary of your travel on a single day. That's it!

To everyone who answers the call: *Thank you!*

[Learn More About HTS...](#)

If you have received a letter and wish to begin your survey, [click here](#) or call 1-800-334-4702.

START the HOUSEHOLD QUESTIONNAIRE

REPORT YOUR TRAVEL

More Information on the Household Travel Survey

- Home
- About
- How it Works
- FAQ
- Materials
- Contact

Announcements

DVRPC Board Adopts Greater Philadelphia's Comprehensive Economic Development Strategy

The DVRPC Board adopted Investing in People and Places: Greater Philadelphia's Comprehensive Economic Development Strategy at its meet...

Recent

Online Commenting is now available for the September 24 Board Action Items

September DVRPC Newsletter is now available

Join us on September 25 for Cooperative Marketing: A workshop for BIDs and Planning Practitioners

[View All](#)



Example PLACE

1 What time did you arrive at this place (record exact time) 9:00 am / pm

What is this place?

Home
 Primary Workplace
 School
 Secondary Workplace
 Transit Stop
 Other Location

Name of Place: Happy Kids Daycare

Street Address or Nearest Cross Streets: 801 Main Street

City: Anytown State: PA Zip Code: 88888

2 How did you travel there? (Write Code from "LIST 1-Method of Travel" from the foldout) 5

IF YOU TRAVELED BY PRIVATE VEHICLE (CODE 05, 06, 07 or 09 FROM LIST 1) PLEASE FILL OUT THE QUESTIONS BELOW IN THIS SECTION

How many other people traveled with you? (Don't include yourself) 4

How many were household members? (Don't include yourself) 3

Which household members? (Use person #s from label)
 P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15

Were you the driver? Yes No

Which household vehicle did you use? (Year/Make/Model): 2008 Honda Accord Did not use a household vehicle

Which toll road(s) did you use?
Pennsylvania Turnpike (I-76)

Which toll bridge(s) did you use?
 Betsy Ross Bridge
 Benjamin Franklin Bridge

Did you use a toll road or toll bridge?
 Yes - Toll road
 Yes - Toll bridge
 Yes - Both toll road and toll bridge
 No

Did you park at or near this location?
 Yes
 No

How many minutes did it take you to walk from the parking location to your destination? 5 Minutes

Did you pay to park?
 Yes, I paid \$ 2.00 per: Hour Quarter
 Day Semester
 Week Year
 Month Other _____

3 What activities did you do there? (Please include up to 4 codes from "List 2 - Activities")
 If you cannot find the appropriate code from List 2, please specify the activity.

Code	Specify If "Other"	How long did you do each activity?
Activity 1: <u>5</u>		→ <u>6</u> Hours <u>0</u> Minutes
Activity 2: <u>7</u>		→ _____ Hours <u>30</u> Minutes
Activity 3: _____		→ _____ Hours _____ Minutes
Activity 4: _____		→ _____ Hours _____ Minutes

4 What time did you LEAVE this place? 3:30 am / pm → **Move on to the next place**

I DID NOT LEAVE THIS PLACE → You are DONE. Thank you! Please remember to follow the instructions on the back cover.



Data Quality Assurance & Control

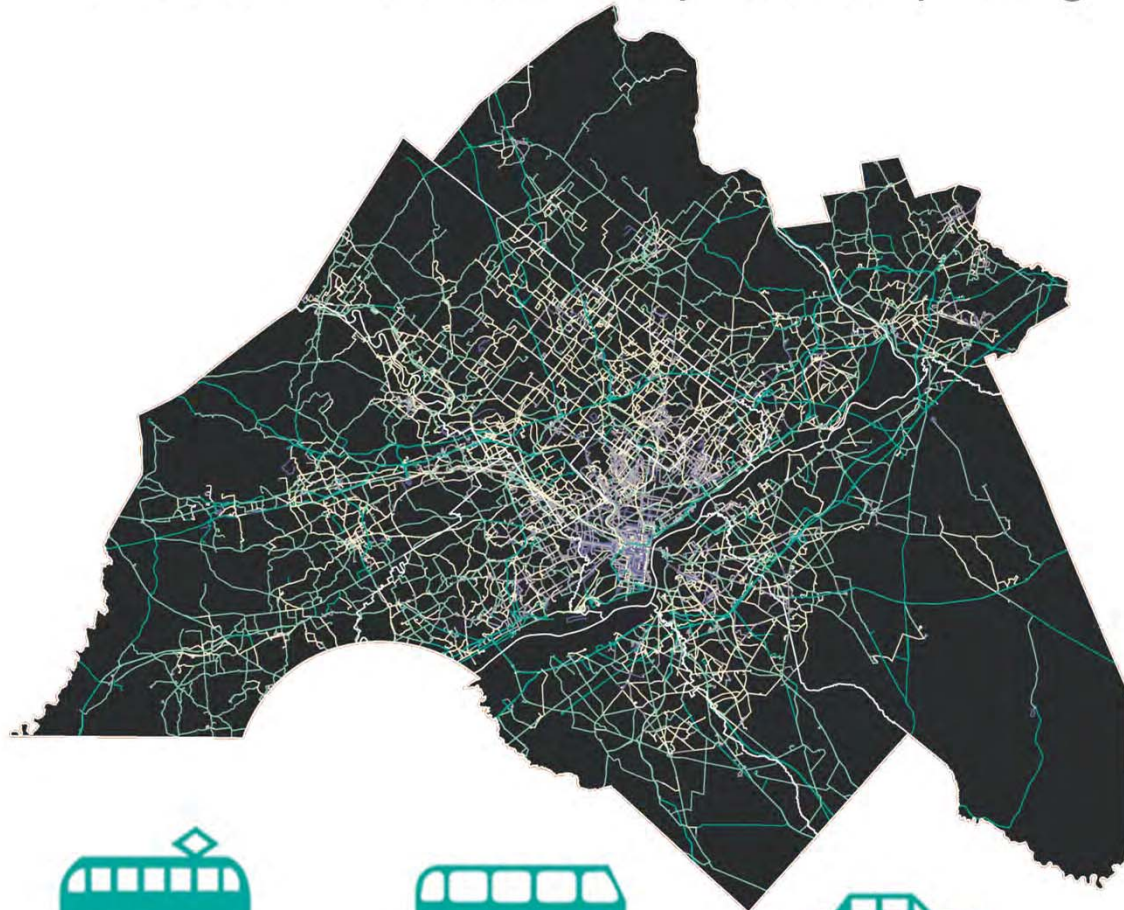
- Verbatim response recoding
- Geocoding
- Tour identification and classification
- Missing data and trip imputation
- Formatting
- Misaligned fields

Weighting

- Data weighted and expanded to reflect demographics by county and area type
- Household and Person weights



- Subset of households asked to carry GPS
- Intended to determine amount of trip underreporting



- Data will be used as input for TIM 3.0 model and for many other planning analyses
- Database will be publicly available soon (anonymity protections)
- Report will be published in November



Findings and Regional Trends



HTS ANSWERS QUESTIONS ABOUT



How much
Where When How
Why

residents are traveling in the Greater Philadelphia region?

How have these trends changed over time?
Comparisons between 2000 HTS to 2012-2013 HTS



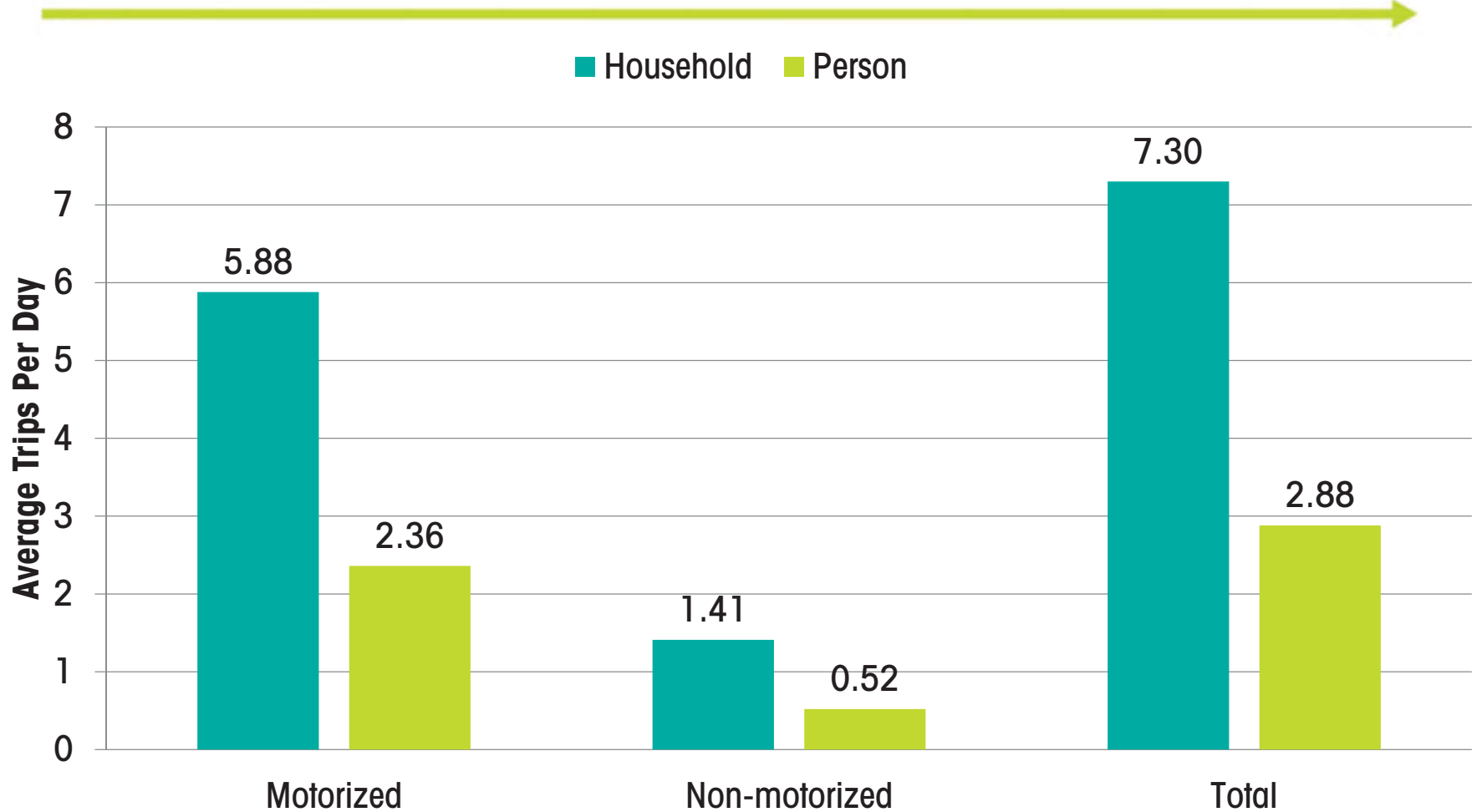
- Results presented in tables and charts are weighted and expanded
- Compare with Caution
 - Not all changes are due to changes in travel behavior
 - Survey questions and methods also changed
 - Much smaller sample size in 2000 (2,666 households)



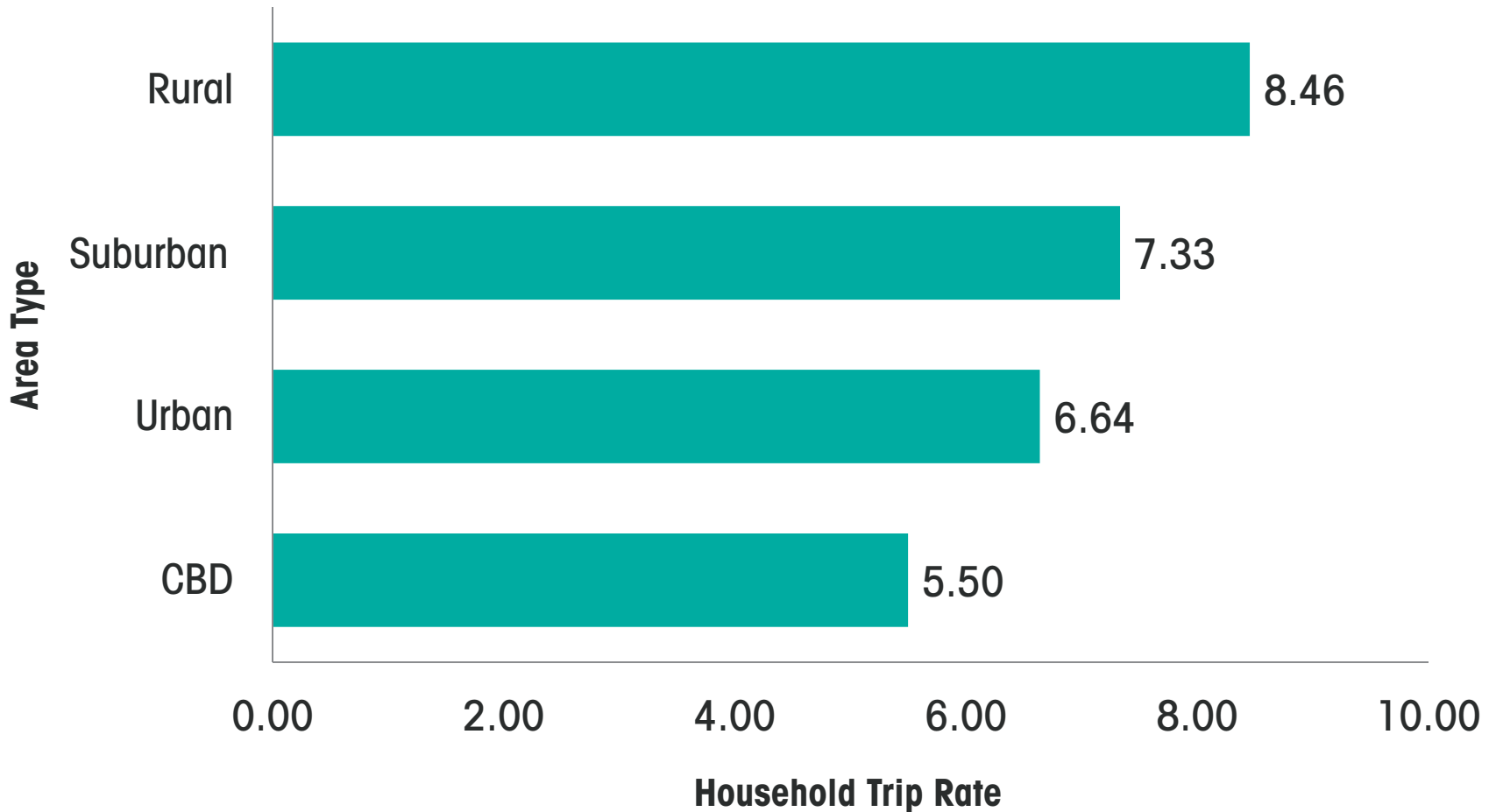
How much are people traveling?



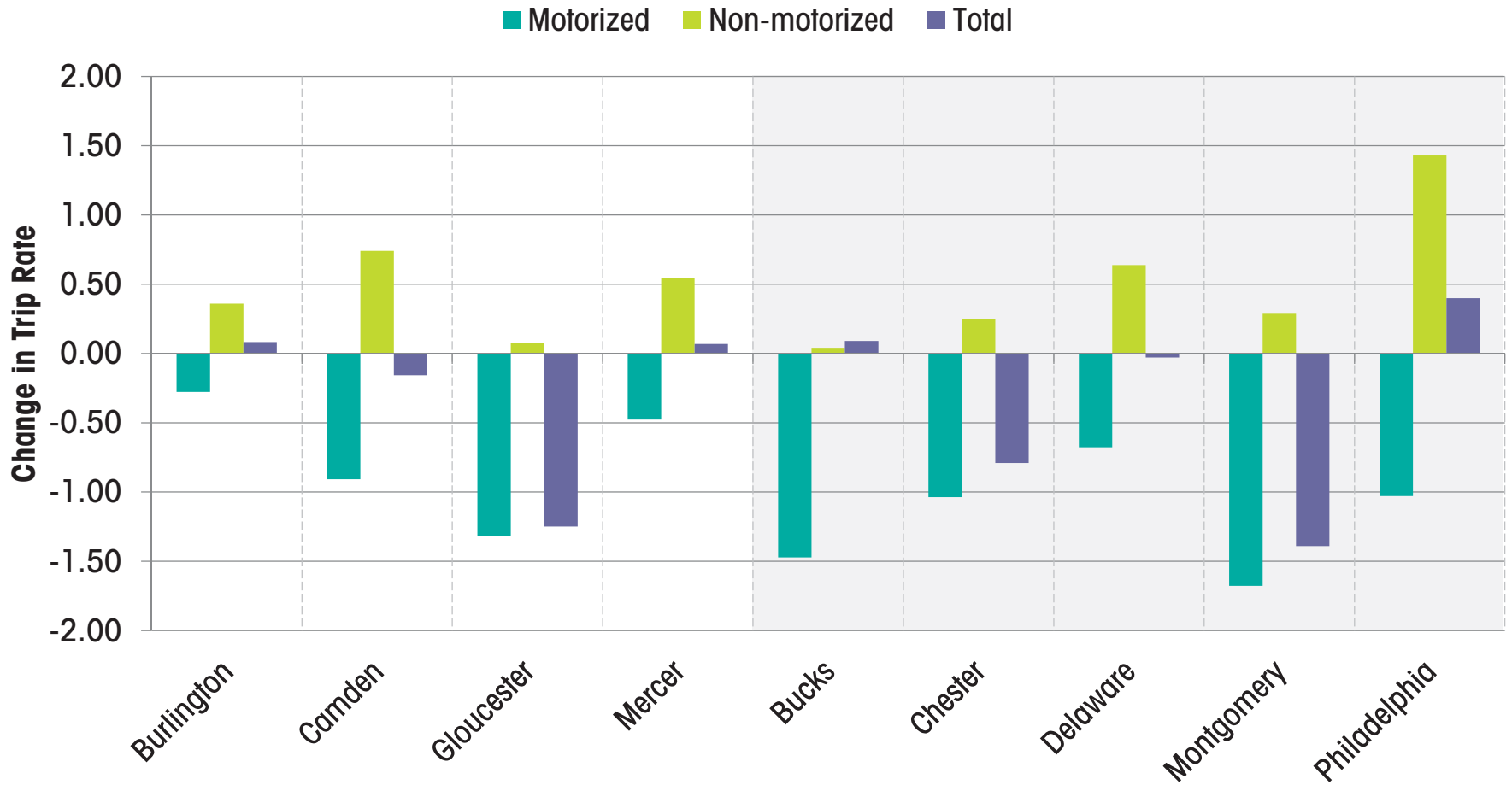
TRIP RATES



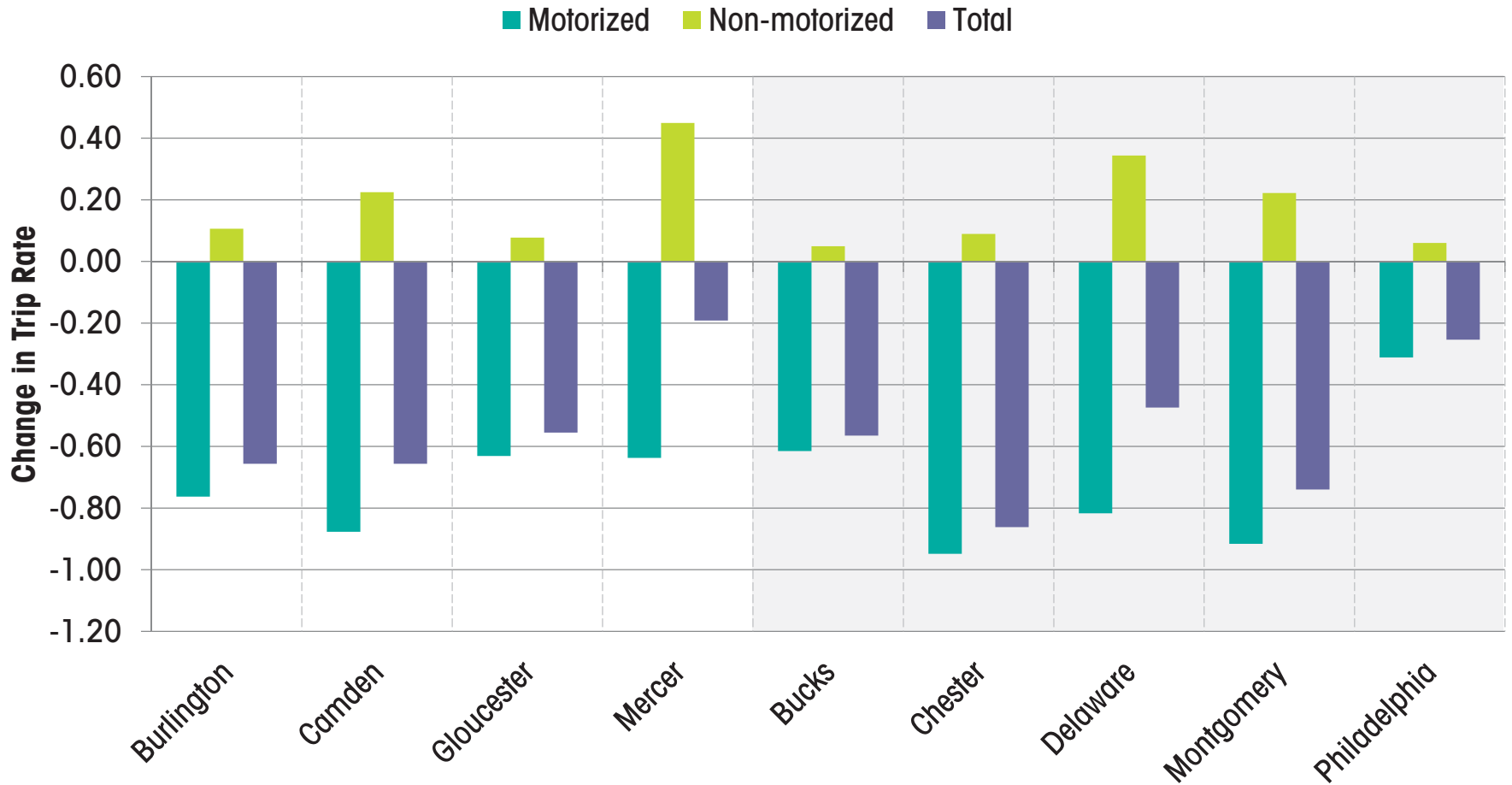
HOUSEHOLD TRIP RATE BY AREA TYPE



CHANGE IN HOUSEHOLD TRIP RATE



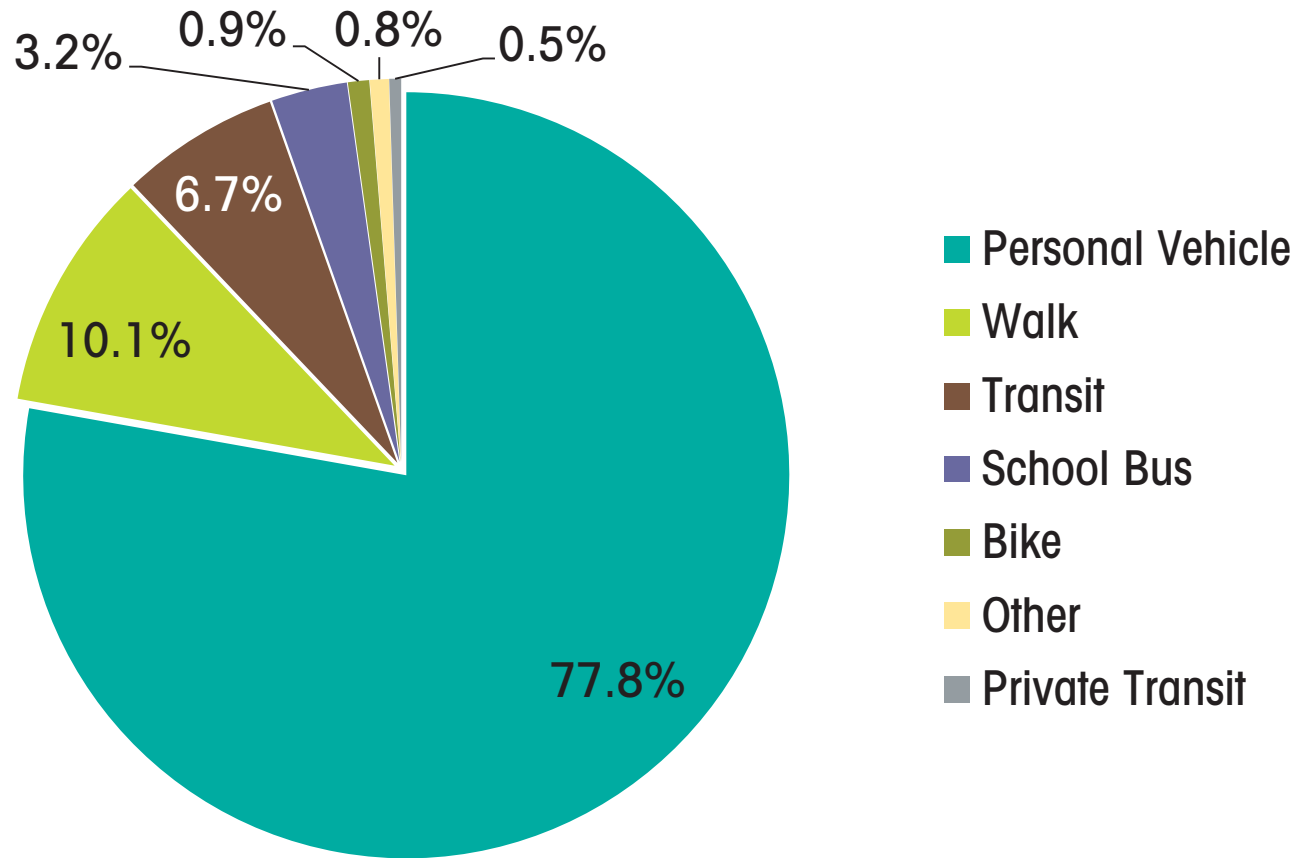
CHANGE IN PERSON TRIP RATE



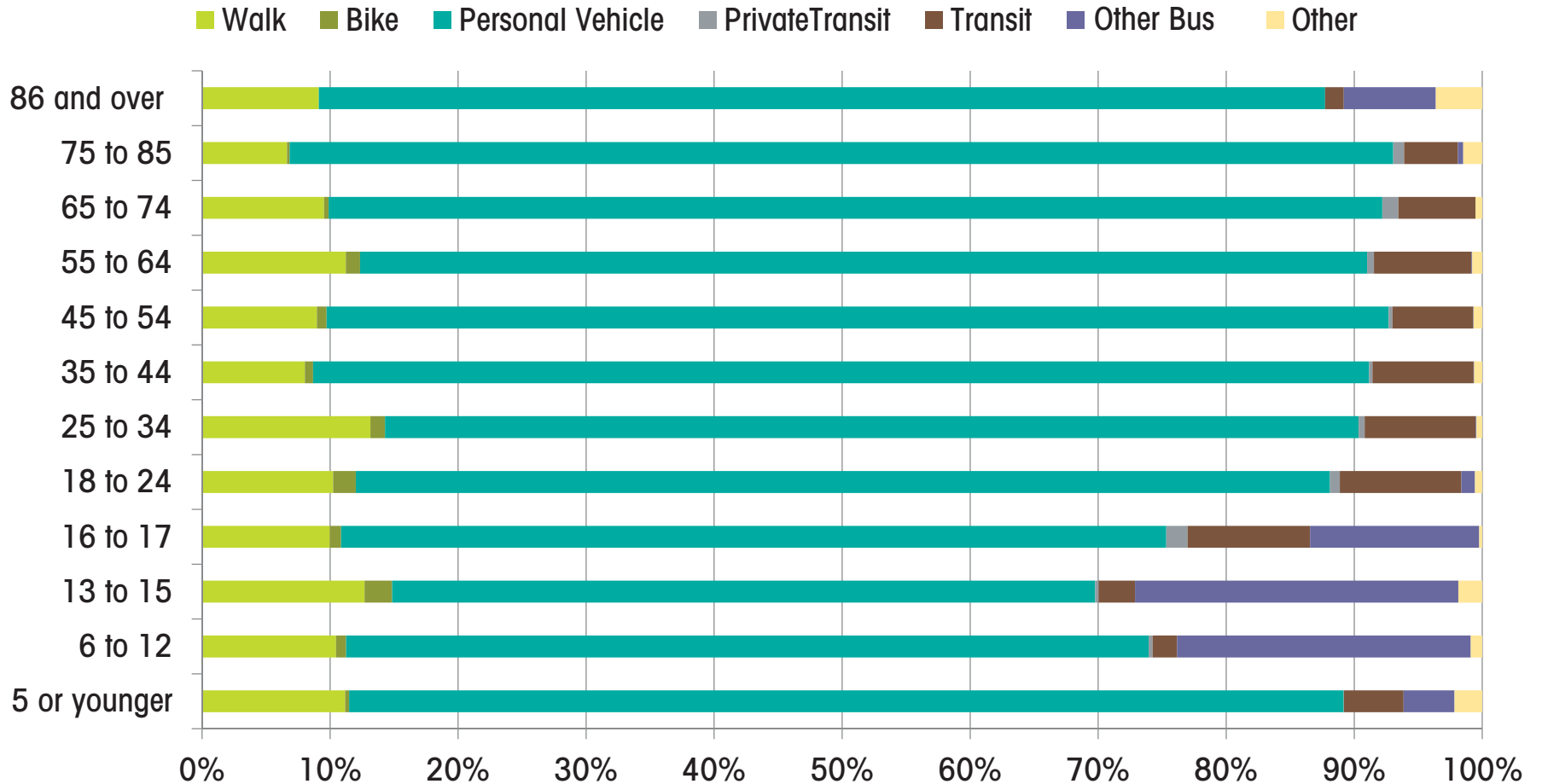
How are people traveling?



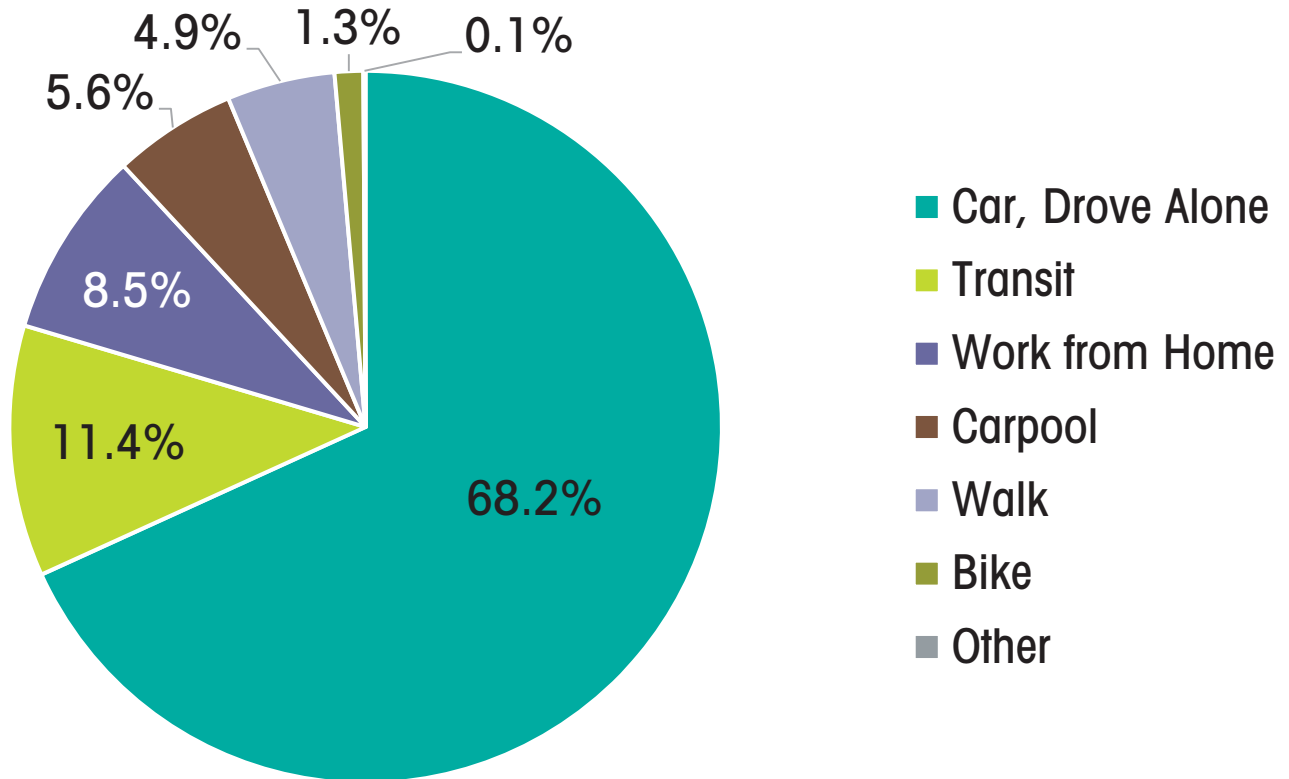
MODE SHARE



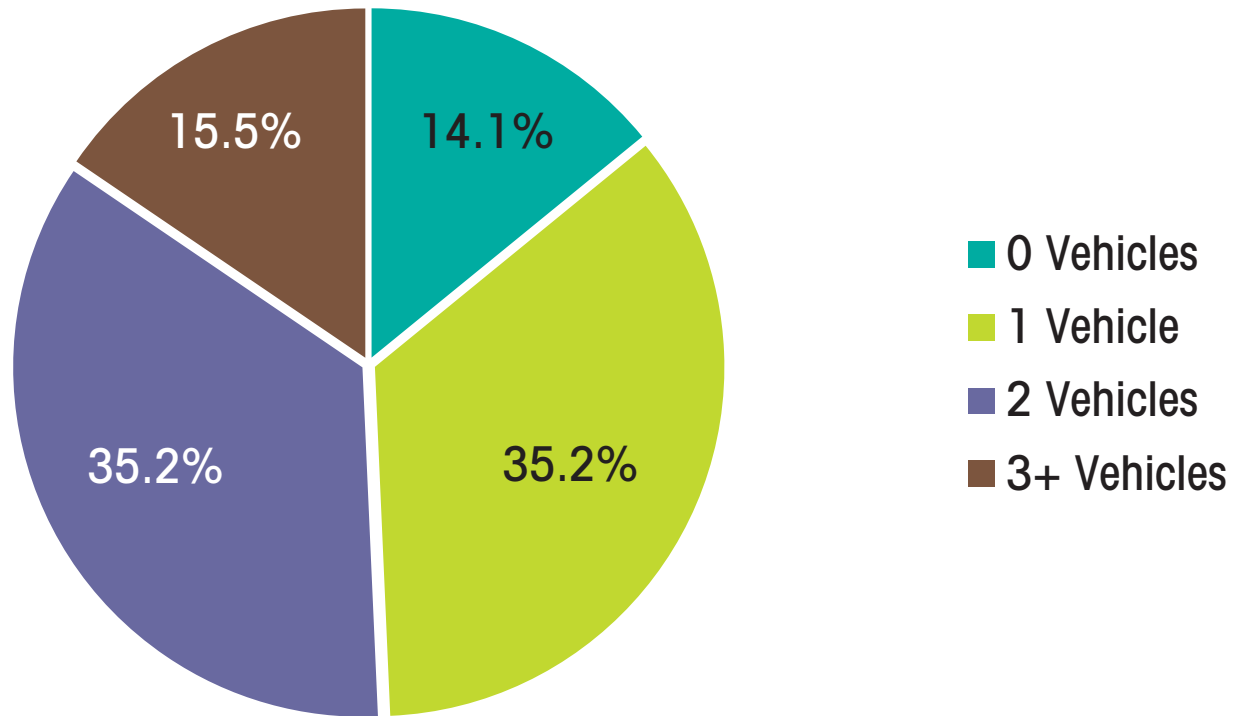
MODE DISTRIBUTION BY AGE



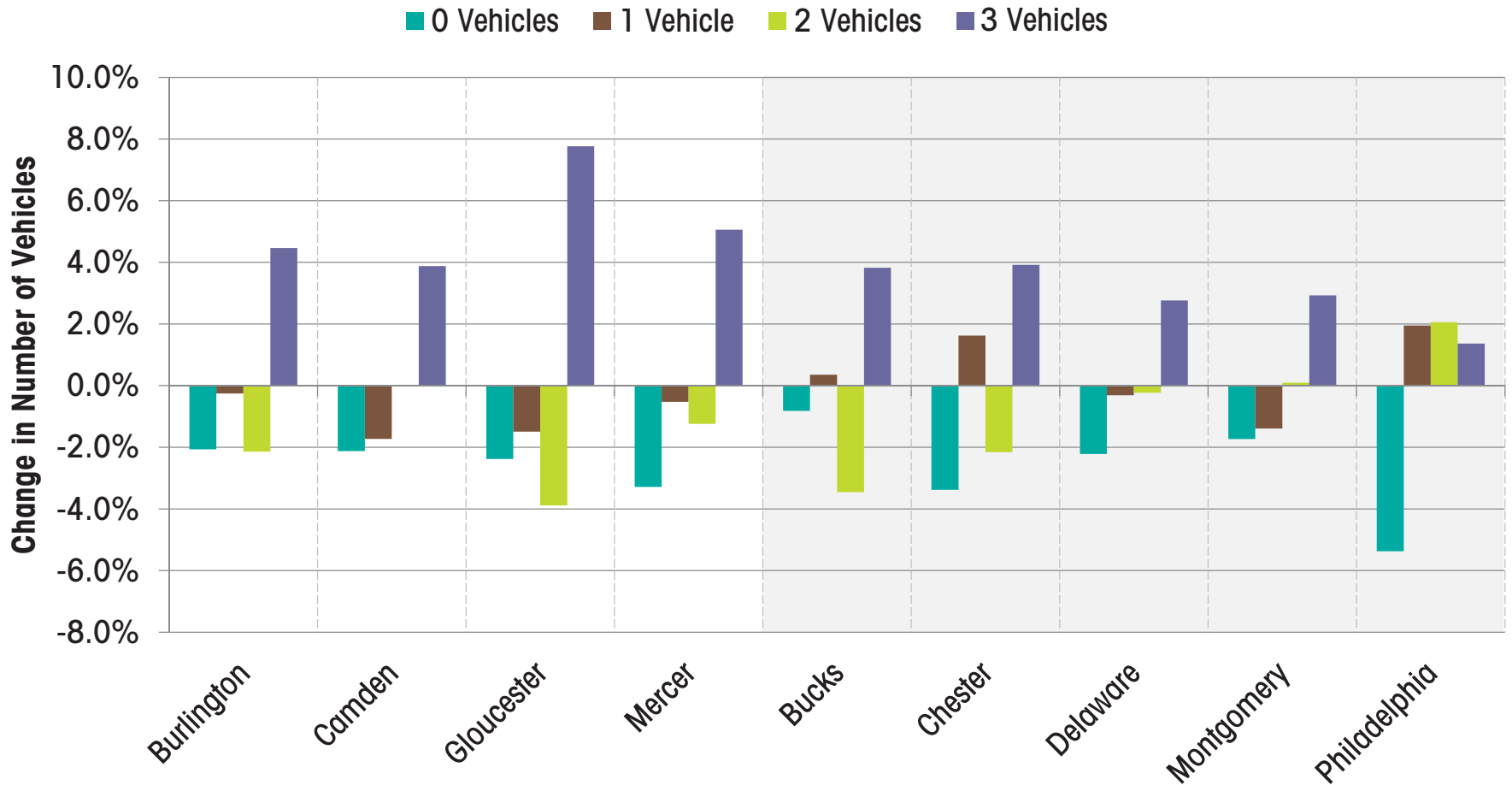
HOUSEHOLD TRAVEL SURVEY USUAL MODE TO WORK



HOUSEHOLD TRAVEL SURVEY VEHICLE AVAILABILITY



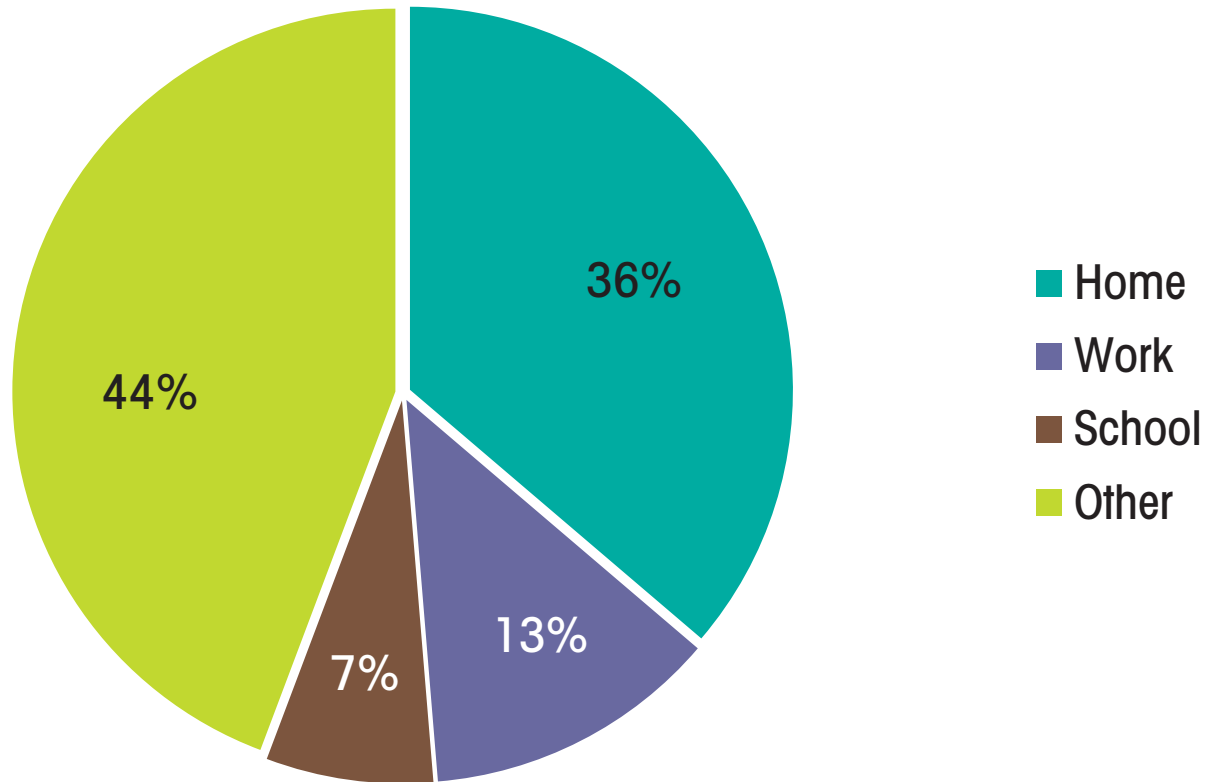
CHANGE IN NUMBER OF VEHICLES PER HH



Where are people traveling?



HOUSEHOLD TRAVEL SURVEY TRIP DESTINATIONS



TRIP MATRIX BY COUNTY

		County of Trip Destination									
		Burlington	Camden	Gloucester	Mercer	Bucks	Chester	Delaware	Montgomery	Philadelphia	Total
County of Trip Origin	County										
	Burlington	77.5%	11.6%	1.5%	4.8%	1.0%	0.2%	0.3%	0.5%	2.7%	100%
	Camden	9.1%	77.9%	5.2%	0.6%	0.3%	0.1%	0.3%	0.5%	5.9%	100%
	Gloucester	3.2%	10.5%	79.6%	0.3%	0.2%	0.5%	1.4%	0.3%	3.9%	100%
	Mercer	4.4%	0.8%	0.2%	88.3%	4.3%	0.1%	0.1%	0.6%	1.2%	100%
	Bucks	0.7%	0.2%	0.1%	3.1%	78.0%	0.2%	0.2%	7.7%	9.8%	100%
	Chester	0.2%	0.1%	0.4%	0.0%	0.4%	80.8%	7.5%	8.3%	2.2%	100%
	Delaware	0.1%	0.4%	0.4%	0.1%	0.5%	6.2%	76.3%	5.2%	10.8%	100%
	Montgomery	0.2%	0.4%	0.1%	0.2%	5.6%	4.4%	2.7%	74.7%	11.7%	100%
	Philadelphia	0.6%	2.2%	0.7%	0.3%	3.6%	0.6%	3.4%	6.9%	81.6%	100%
Total	7.2%	9.3%	4.5%	7.7%	11.1%	7.9%	8.9%	15.7%	27.7%	100%	



Home to Work Commutes by County

- Outside Counties
- DVRPC Counties
- County Centroids
- State Boundaries

Northbound/Eastbound Trips

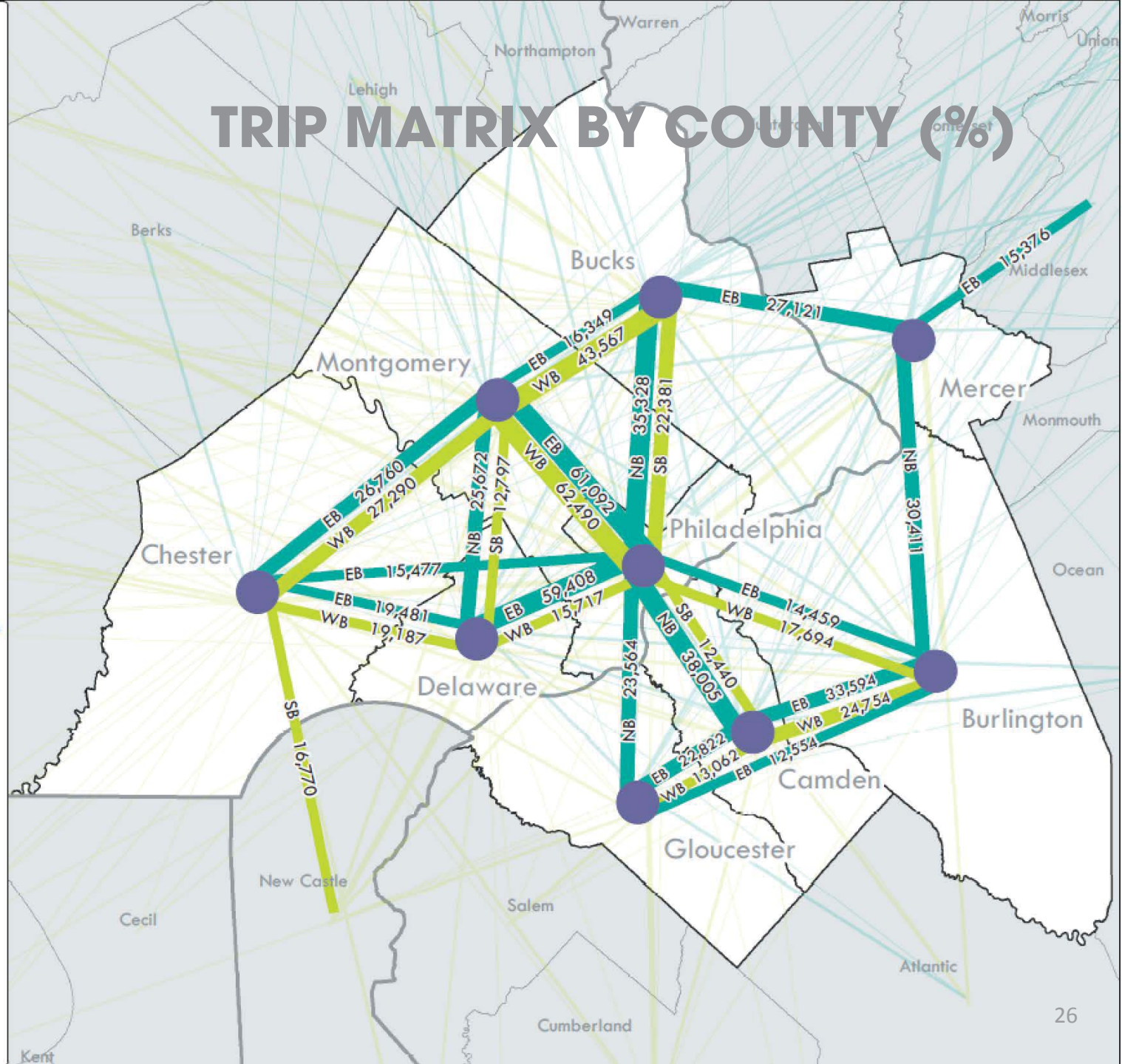
- 0-1,000
- 1,001-5,000
- 5,001-10,000
- 10,001-20,000
- 20,001-35,000
- 35,001-65,000

Southbound/Westbound Trips

- 0-1,000
- 1,001-5,000
- 5,001-10,000
- 10,001-20,000
- 20,001-35,000
- 35,001-65,000




0 2.5 5 10 Miles
 HTS 2012-13
 Weighted Data
 10 September 2014

TRIP MATRIX BY COUNTY (%)



Intra-County Home to Work Commutes

TRIP MATRIX BY COUNTY (%)

-  Outside Counties
-  DVRPC Counties
-  State Boundaries

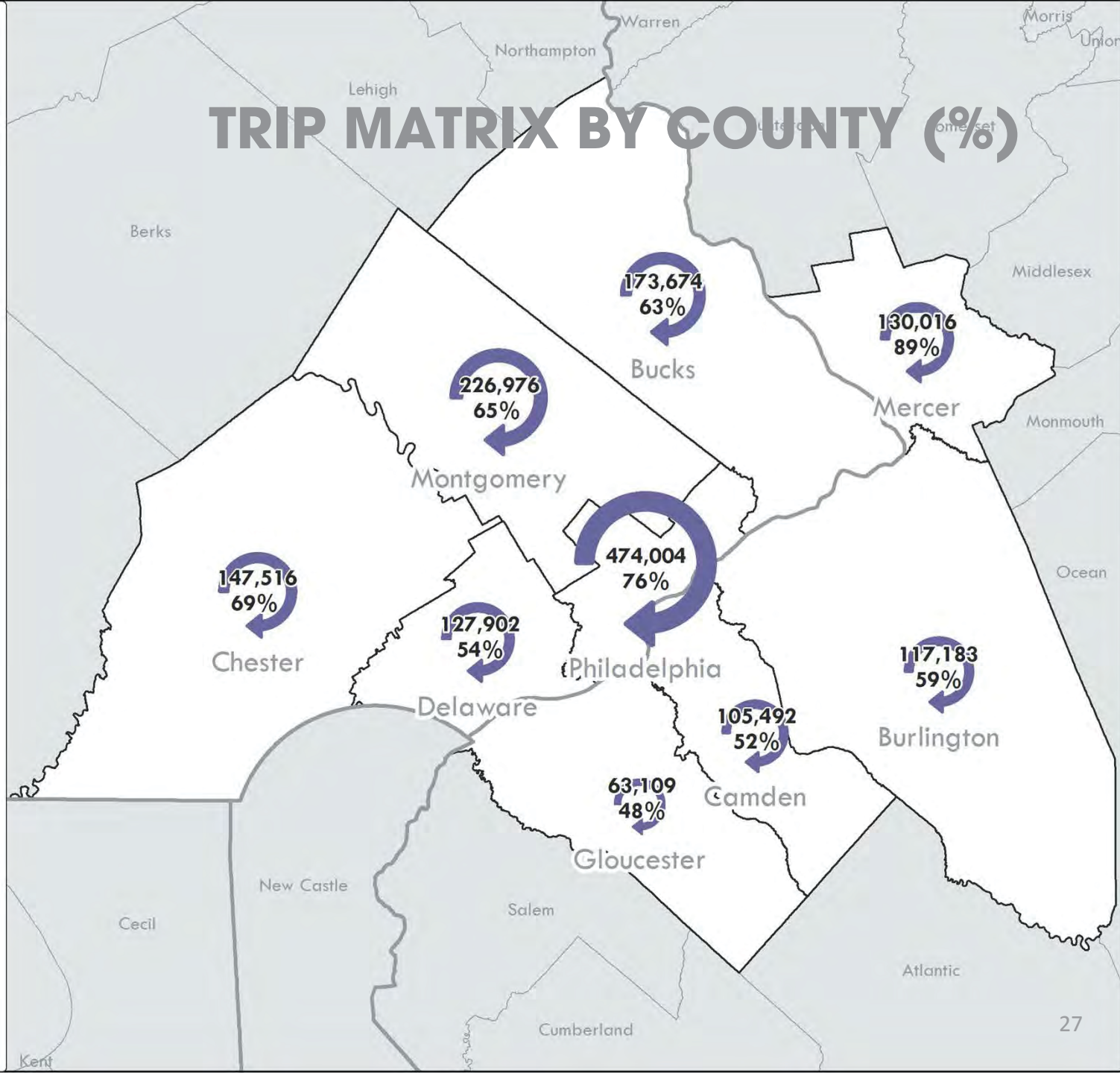
Intra- County Trips



0 2.5 5 10 Miles



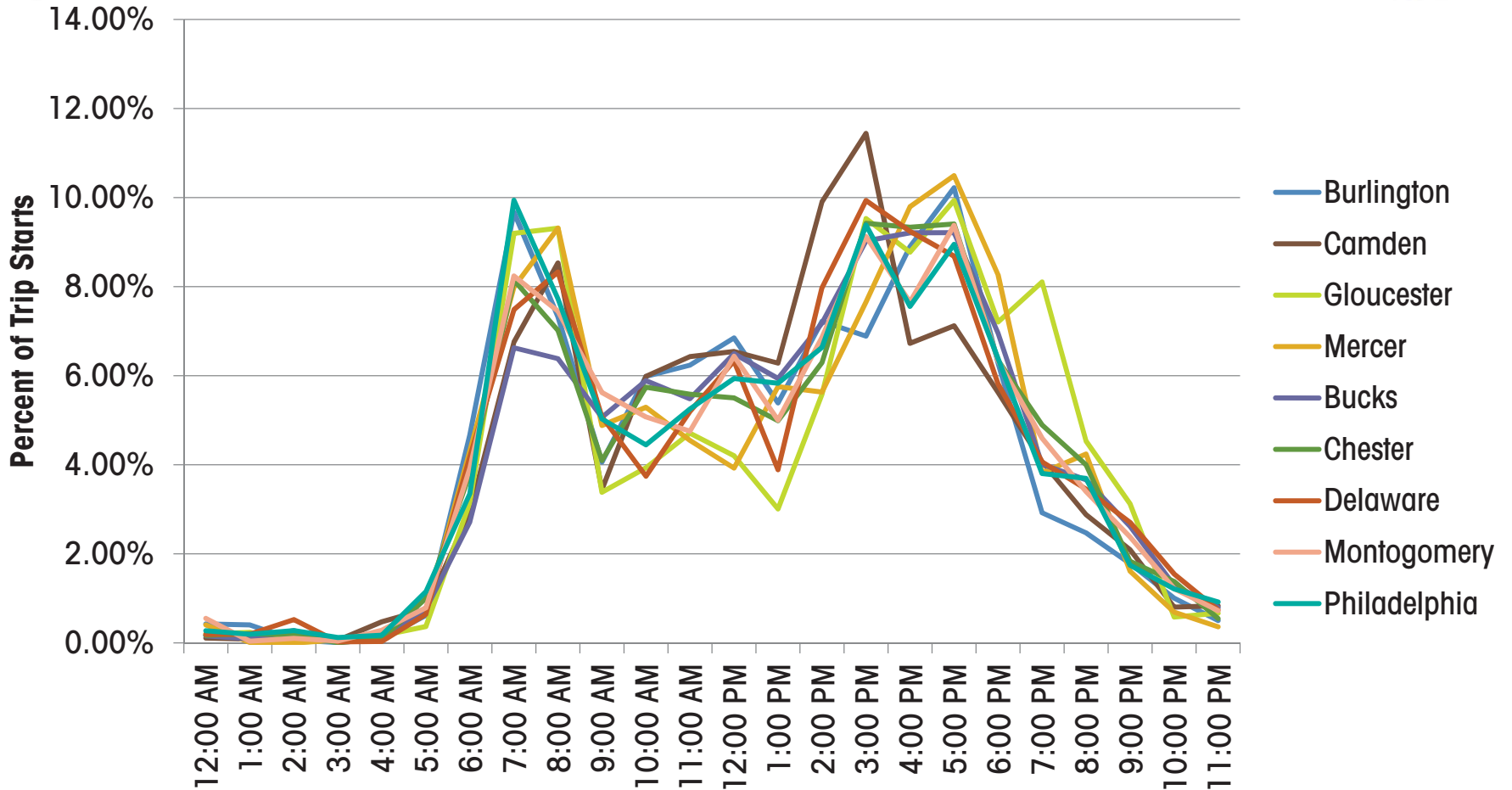
HTS 2012-13
Weighted Data
1 October 2014



When are people traveling?

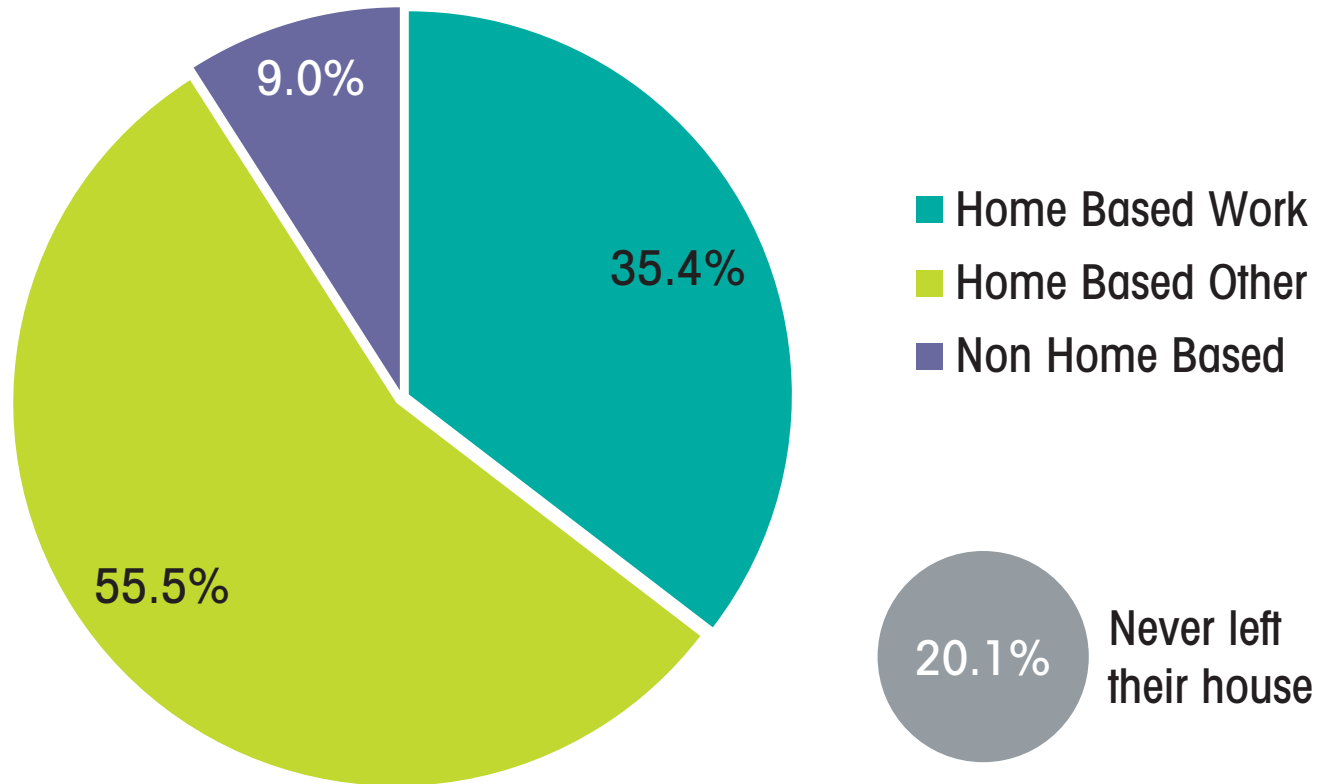


TIME OF TRIP STARTS BY COUNTY OF ORIGIN

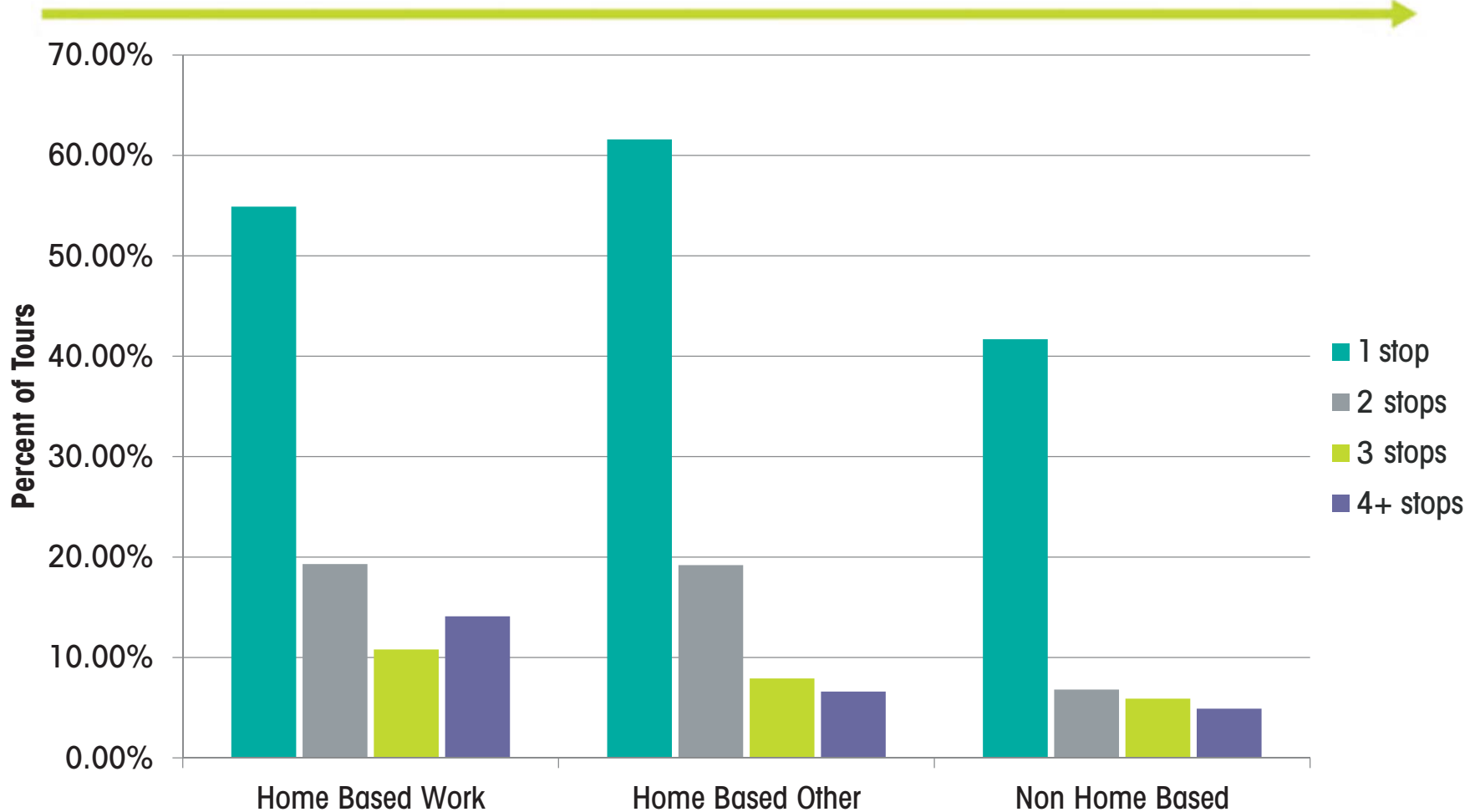


Why are people traveling?





STOPS PER TOUR



TOP 5 REPORTED ACTIVITIES

Rank	Activity	Percent
1	Home activities not related to work, school, or online	49.8%
2	Work for pay	11.1%
3	Everyday shopping (grocery, drug store, gas, etc.)	6.4%
4	Eat out (restaurant, drive-thru, etc.)	4.1%
5	Personal business (banking or ATM, salon, library)	3.9%
6-20	Other activities	24.7%
7	<i>Online shopping for products, services or goods</i>	<i>0.2%</i>
10	<i>Online personal business (banking, e-mail, etc.)</i>	<i>0.1%</i>



- Database is publicly available soon!

Questions?



DVRPC 2012-2013 Household Travel Survey

Regional Technical Committee

October 7, 2014

Ben Gruswitz, AICP

Transportation Planner - Office of Modeling & Analysis



DVRPC Regional Technical Committee -- October 7 , 2014

Pennsylvania MOU for Amending and Modifying the TIP

★**TIP** Transportation Improvement Program



Why Do We Have a TIP Memorandum of Understanding (MOU)?

- * Federal regulations allow expedited amendment or modification procedures to accomplish certain changes to a Transportation Improvement Program (TIP) if prior agreements have been established.
- * The PA MOU between DVRPC, PennDOT, and SEPTA establishes a tiered framework for determining what level of review and approvals should be required for the various potential TIP project or program changes :
 - * RTC review and/or Board approval (appear on RTC and Board monthly meeting “TIP Action” agendas)
 - * “Administrative” approval (DVRPC Executive Director)
 - * No Action required
- * Guides what “TIP Actions” appear on RTC and Board agenda’s
- * Maintain streamlined procedures, but still provide transparency

Will Changes continue to be made public?

- * Note that all changes to the TIP are provided for public and committee review via the “TIP Action Packages” prepared monthly for distribution, regardless of whether a project change requires formal committee review or not. Fiscal Constraint charts detail all financial changes to projects.
- * All project changes are reviewed for consistency with the MOU and posted on the DVRPC TIP website.
- * A few changes to the PA region’s MOU were required in order to be consistent with the PennDOT-FHWA/FTA MOU.

Reviewed in detail with the PA Subcommittee of the RTC

* Changes:

- * \$5 million project cost increase will be called an “Amendment” instead of a “Formal Modification.” (name change only)
- * Advancing a project from the fourth year of the TIP into any of the first three years will now be considered an “Administrative” change and will not require committee review and approval.
- * “federalizing” (adding federal funds to a 100% state funded project) with no cost or scope change will be “Administrative”
- * Addition of PE or FD phase below \$1,000,000 will now be considered an “Administrative” change and will not require committee review and approval.
- * Language to address “Statewide” programs (like HSIP, RRxing), TAP, and Keystone Corridor)

Reviewed in detail with the PA Subcommittee of the RTC

- * Changes (con't...):
 - * Note that all Interstate Management Program changes to DVRPC region projects be provided to DVRPC.
 - * Note August Redistribution information be provided to DVRPC.
 - * Removed “TIP Management Reports” section and replaced with “Administrative” section
 - * Removed “Meetings” section

Updated Language to Clarify on Page 2:

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be included in subsequent analysis as permitted by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements

(neglected to highlight this in GREEN in the revised version)

Updated Language to Clarify:

- * MAP-21
- * “Minor Amendments” and “Administrative Amendments”
- * Removed references to Line Items for Rrxings and Safety
- * Advancing projects from 2nd and 3rd four years of the 12 TYP
- * Utility and ROW phases
- * State funded projects addressed same as federally funded
- * Transition Projects
- * Removing projects where funds are already obligated
- * Language to acknowledge the PennDOT-FHWA/FTA MOU
- * Language to acknowledge Year of Expenditure costs

Proposed Action

**That the RTC recommend
the Board approve
the proposed revised
Memorandum of Understanding
for Procedures
to Amend or Modify
the DVRPC TIP for Pennsylvania**

THANK YOU.

Questions?



FY15 Work Program Amendment: *SHRP2 C16 Planning and Policy Assessment Tool*

October 7, 2014 RTC

Karin Morris

SHRP2 C16 Planning & Policy Assessment Tool

- SHRP2: From research to practice
- Capacity: Advanced Travel Analysis Tools for Integrated Travel Demand Modeling
- Joint FHWA/AASHTO Implementation Assistance Program (IAP)
- User Incentive Grant: \$50,000 to test the tool for Effects of Smart Growth Policies on Travel Demand
 - Three grantees
- C16 vs. TIM 2.0



SHRP2 C16 Planning & Policy Assessment Tool

- Estimates impacts of changes to:
 - Land use and built environment
 - Population and employment growth
 - Transportation supply and demand management strategies
- And their effects on travel demand:
 - Peak hour operating conditions
 - Accessibility across modes
 - Active travel
 - Fuel consumption & emissions
 - Accidents and their severity

SHRP2 C16 Planning & Policy Assessment Tool

- **Gloucester Co. Unified Land Use & Circulation Master Plan**
 - Model shifts in popn & employment into developed communities
 - Model % increases in transit supply, roadway supply, ITS lane miles
- **DVRPC's Choice and Voices 2.0 online scenario tool:**
 - Estimate impact of individuals choosing to move within the region
 - Identify delay reduction under different transportation operation funding levels and ITS lane miles
 - Identify the impacts of parking pricing scenarios

SHRP2 C16 Planning & Policy Assessment Tool

- Action Proposed: Amend the FY15 Work Program to include SHRP2 C16 Planning & Policy Assessment Tool

Solar Ready II



Powered by
SunShot
U.S. Department of Energy

DVRPC's Solar Ready II

Promote streamlined and standardized solar regulatory practices, and achieve measureable improvements in the region's solar market conditions

Solar Ready II will work with municipalities and stakeholders to:

- Identify existing conditions and barriers to solar photovoltaic (PV) adoption
- Develop and implement a plan to reduce **soft costs** of solar PV
- Provide free "light" technical assistance and training on solar PV best management practices

Funding Amount: \$90,000 (\$75,000 plus \$15,000 if goals are met)

Timeframe: Nov. 2013 – Dec. 2015 (Mar. – Dec. 2015 pending DOE approval)

U.S Department Of Energy SunShot
Initiative Rooftop Solar Challenge



U.S Department of Energy SunShot Initiative

The U.S. Department of Energy SunShot Initiative is a collaborative national effort that aggressively drives innovation to make solar energy fully cost-competitive with traditional energy sources before the end of the decade. Through SunShot, DOE supports efforts by private companies, academia, and national laboratories to drive down the cost of solar electricity to \$0.06 per kilowatt-hour.

U.S. Department of Energy SunShot Initiative Rooftop Solar Challenge

The U.S. Department of Energy SunShot Initiative Rooftop Solar Challenge incentivizes regional awardee teams to make it easier and more affordable for Americans to go solar. By streamlining permit processes, updating planning and zoning codes, improving standards for connecting solar power to the electric grid, and increasing access to financing, teams will clear a path for rapid expansion of solar energy and serve as models for other communities across the nation.

What is SunShot targeting?

Soft Costs



=

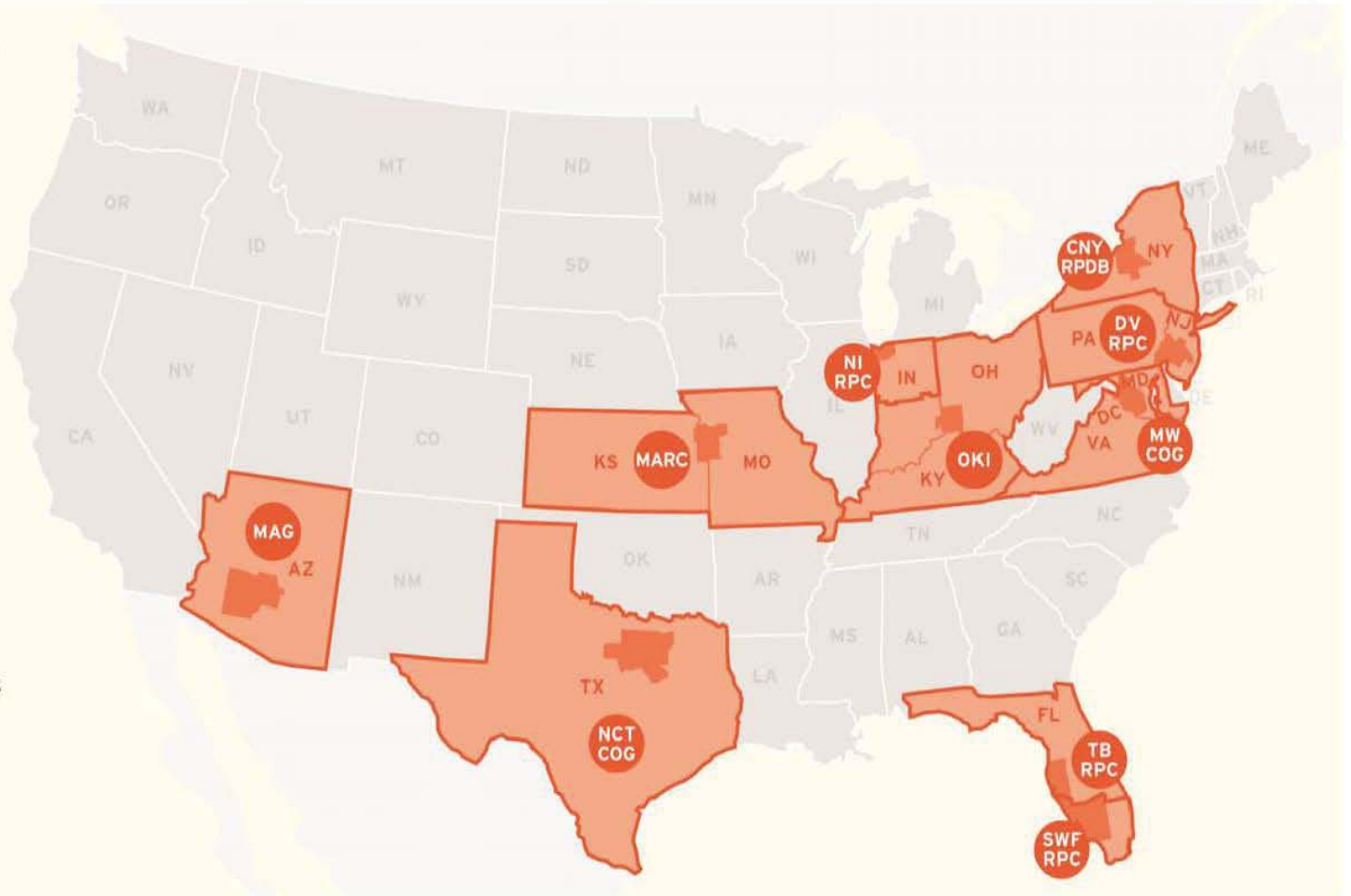
~~Up to 50%~~ **over 64%** of
the cost of a solar
installation

Solar Ready II

- Partnering with **Mid-America Regional Council (MARC)**, **National Association of Regional Councils (NARC)**, **Meister Consultants Group (MCG)**, and **Council of State Governments (CSG)**.
- Goals are to implement solar best management practices, training materials and methods, and other proven implementation strategies previously established by MARC's 2012 Solar Ready KC Initiative.
- Ultimately will result in more streamlined and standardized solar practices, and will achieve measurable improvements in solar market conditions and access for ten million people across the US.

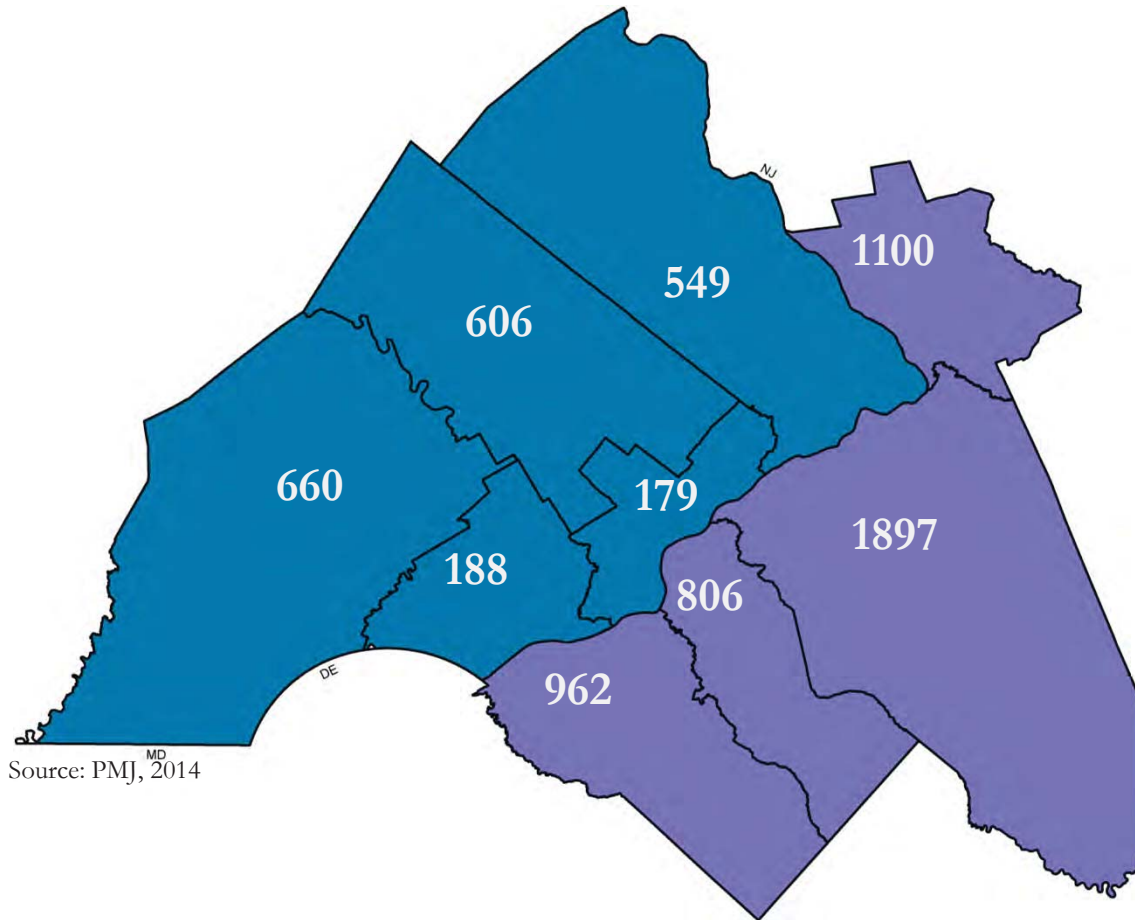
SOLAR READY II REGIONAL PARTNERS

- CNY RPDB** Central New York Regional Planning and Development Board
- DV RPC** Delaware Valley Regional Planning Commission
- MAG** Maricopa Association of Governments
- MW COG** Metropolitan Washington Council of Governments
- MARC** Mid-America Regional Council
- NCT COG** North Central Texas Council of Governments
- NI RPC** Northwestern Indiana Regional Planning Commission
- OKI** Ohio-Kentucky-Indiana Regional Council of Governments
- SWF RPC** Southwest Florida Regional Planning Council
- TB RPC** Tampa Bay Regional Planning Council



PV Installations in DVRPC Region

Count of solar PV systems installed by county



Source: PMJ, 2014

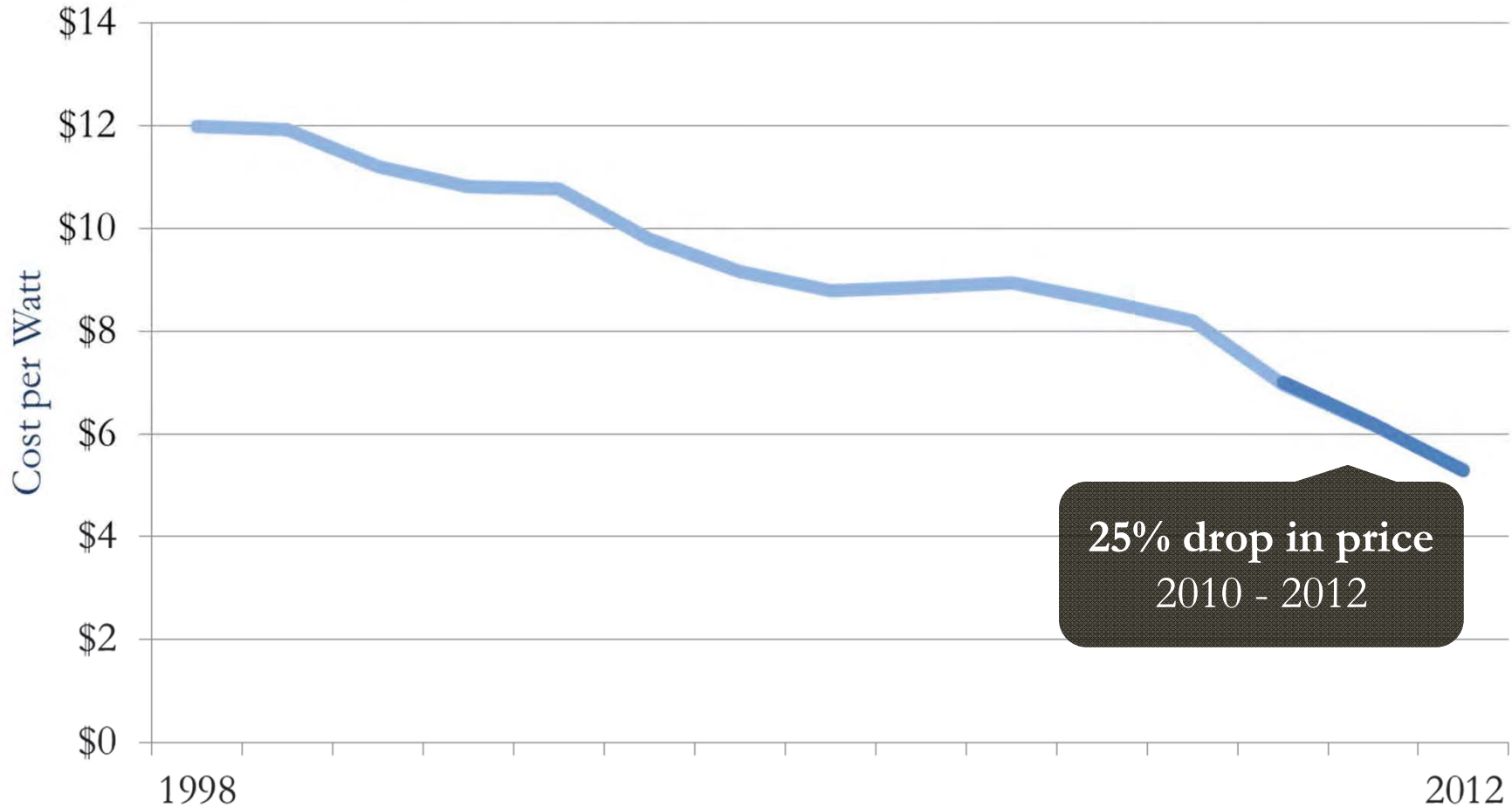
	PA	NJ
National Rank	10 th	2 nd
Av. System Size	2.8 kW	5.4 kW
SREC Price	\$40.00	\$160
\$/W installed (residential)	\$3.84	\$2.68
\$/W installed (commercial)	\$4.61	\$3.96

Source: NREL, 2014; PMJ, 2014; srectrade.com

Solar installations spiked in 2010, but demand still present

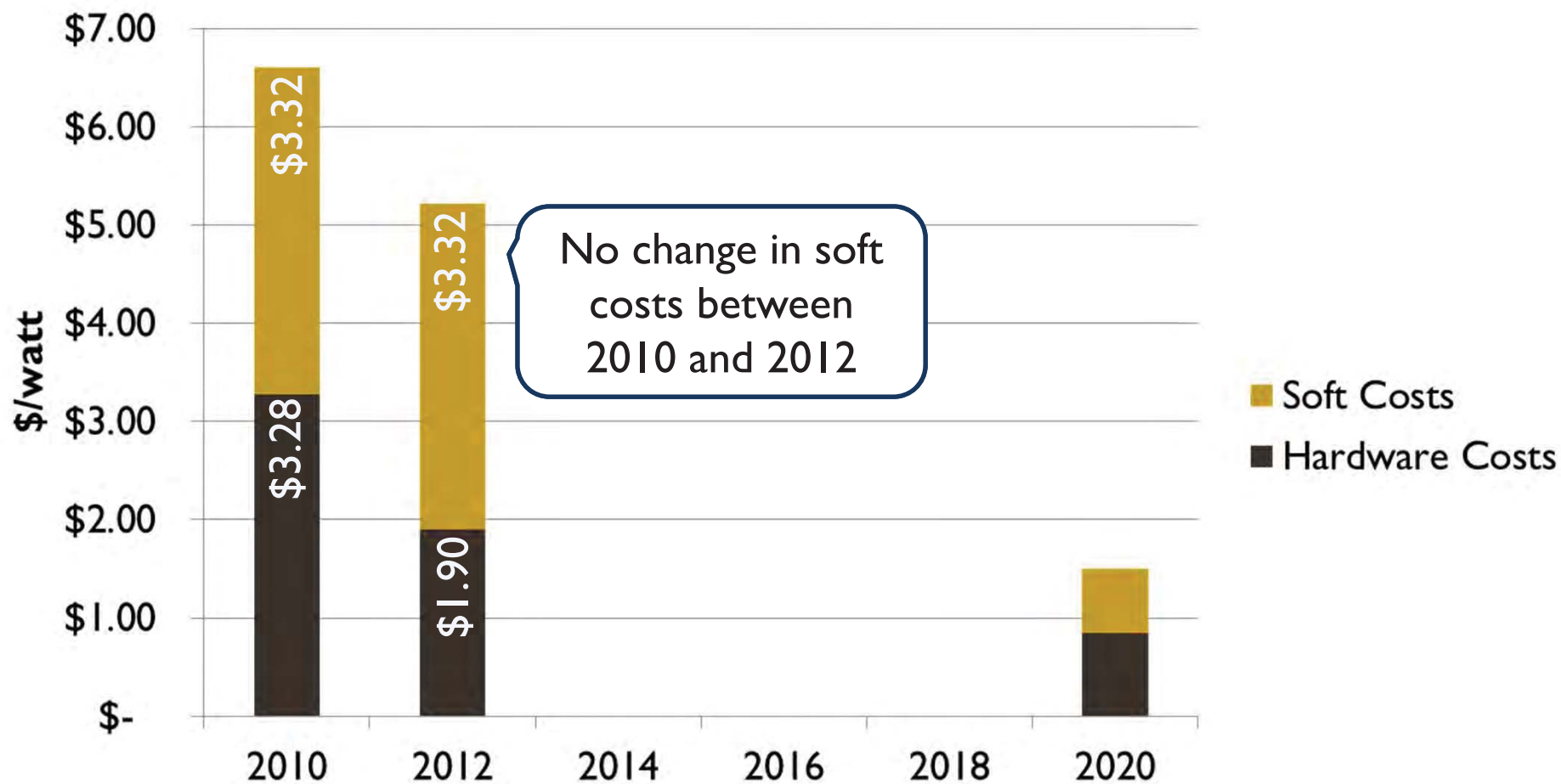
The Cost of Solar PV

US Average Installed Cost for Behind-the-Meter Residential PV



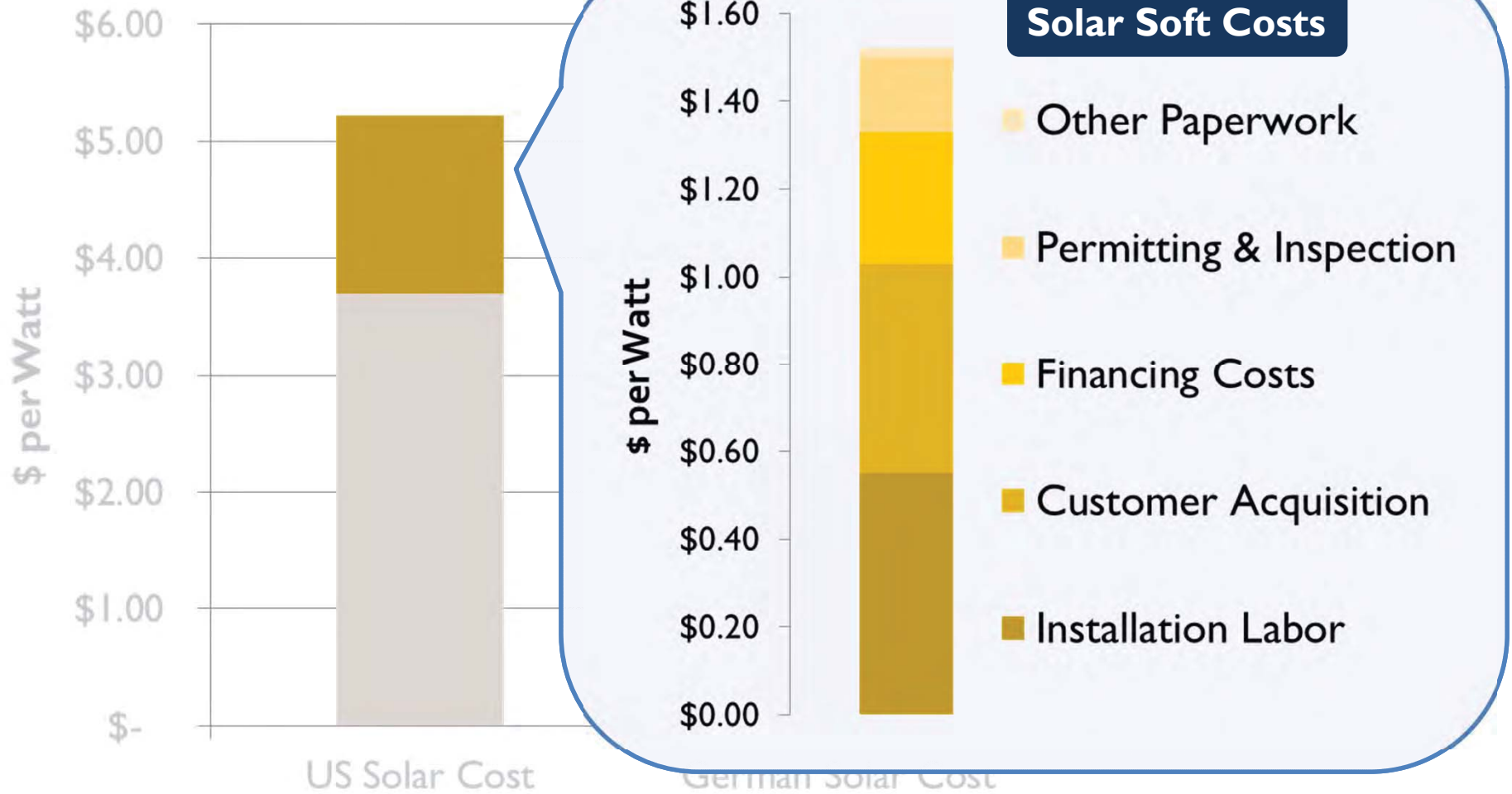
The Cost of Solar in the US

Change in Soft Costs and Hardware Costs Over Time



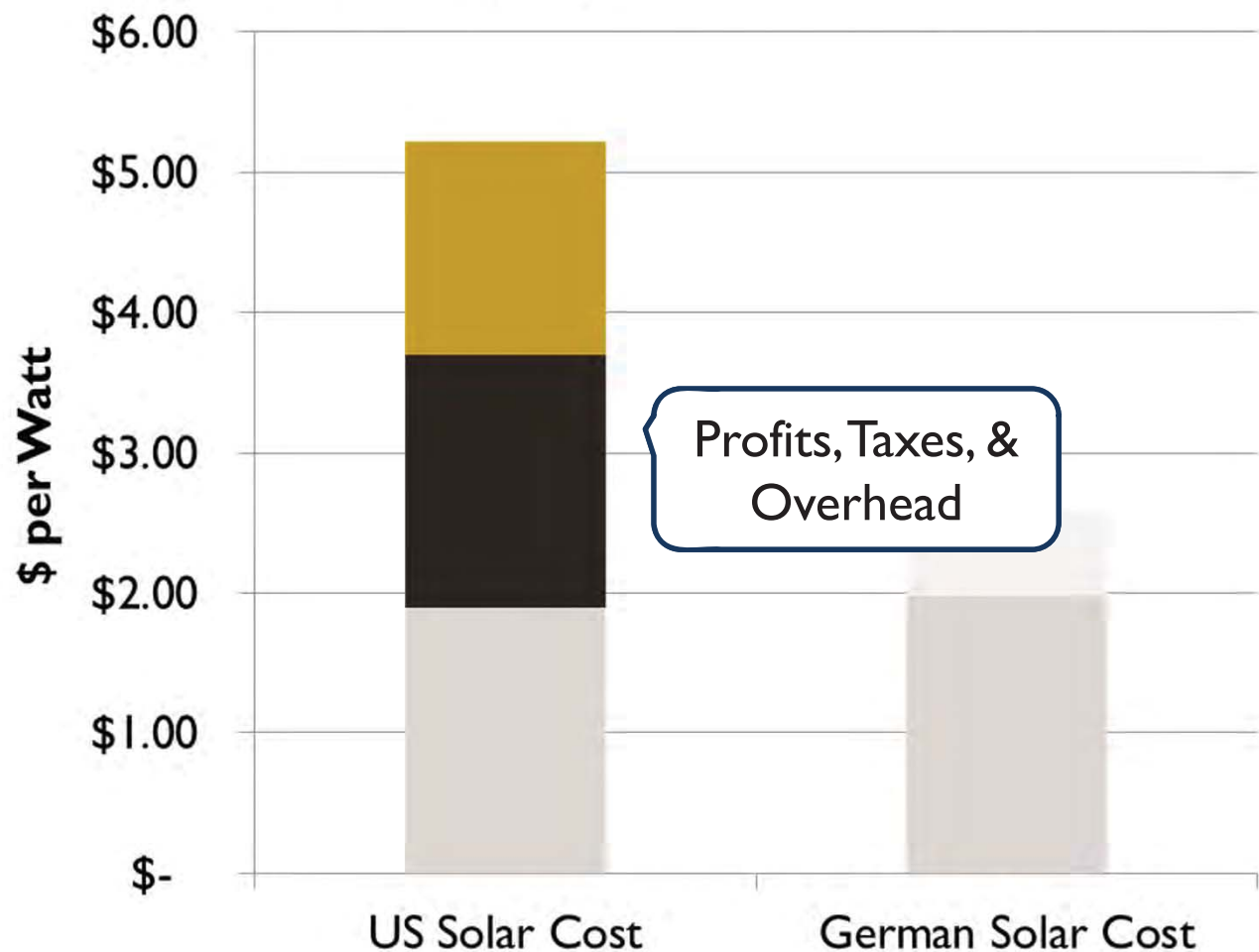
The Cost of Solar in the US

Comparison of US and German Solar Costs

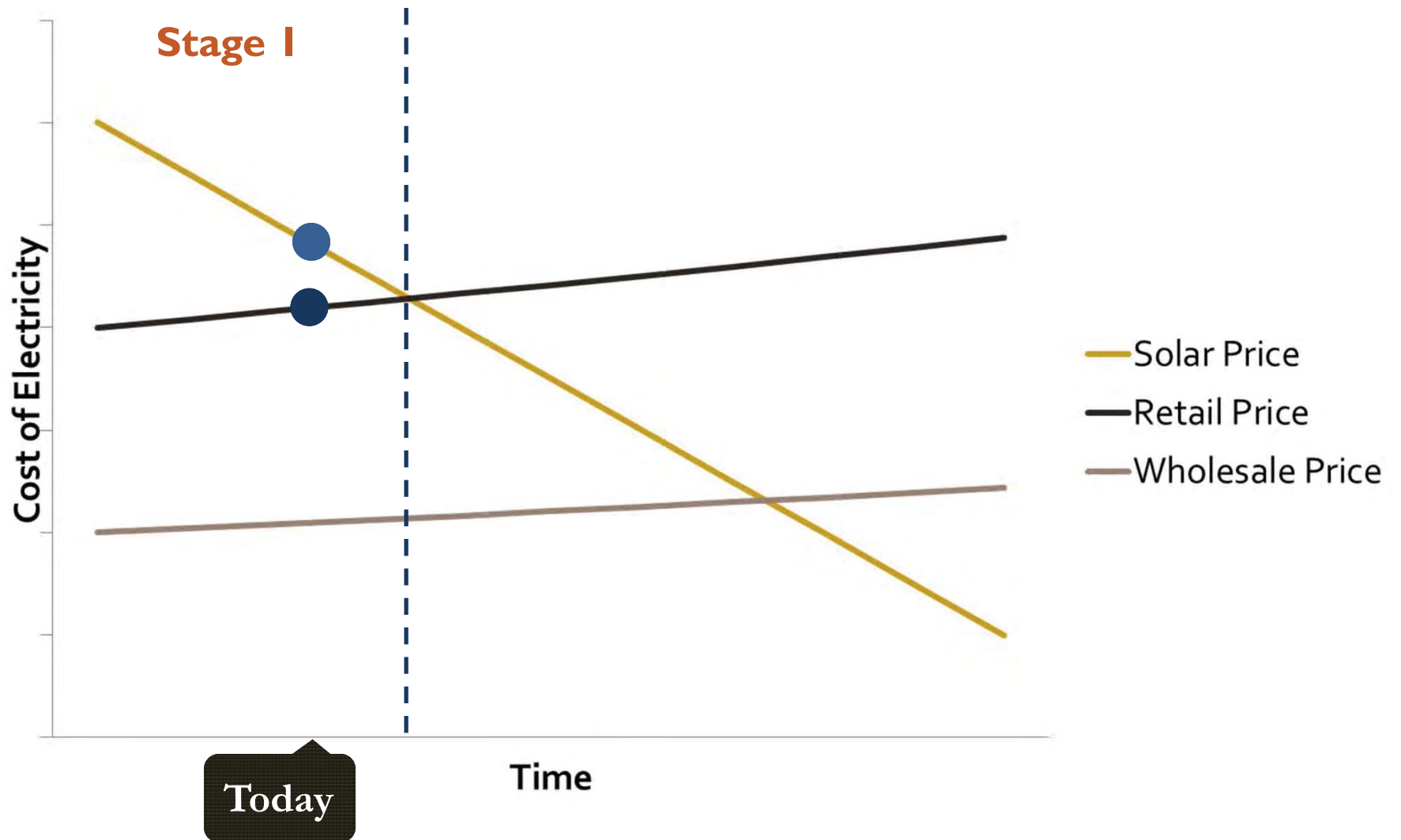


The Cost of Solar in the US

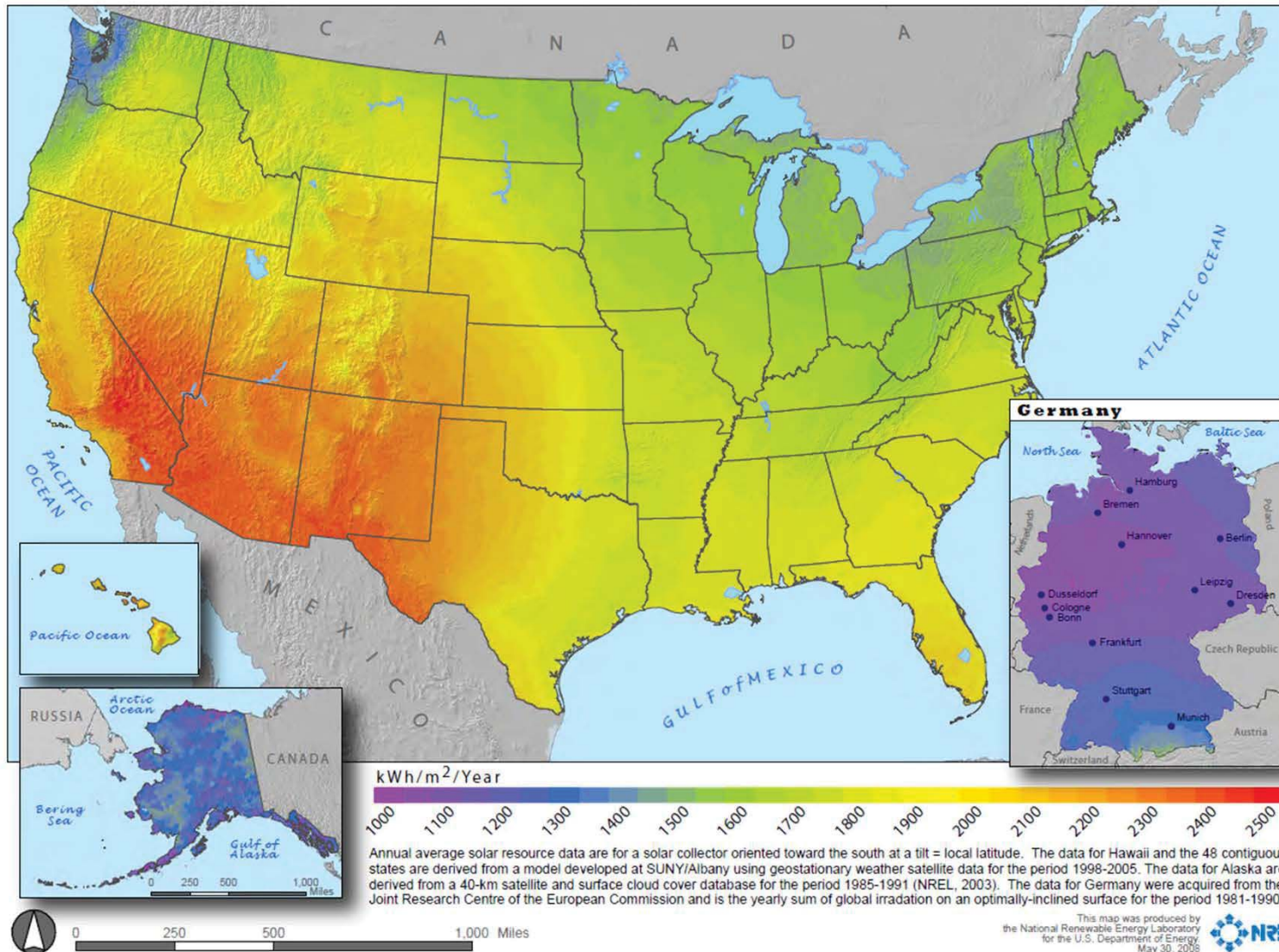
Comparison of US and German Solar Costs



The Cost of Solar in the US



Solar Resource in the US



Best Management Practices

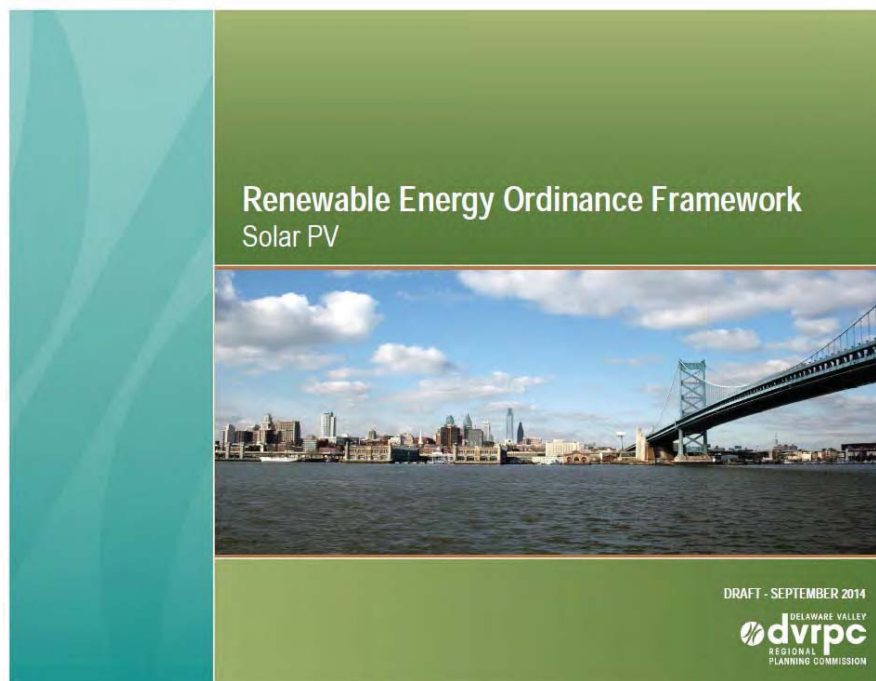
Process	Improve Permitting Process	Prequalify Installers	Utility Coordination
Planning	Zoning Code Improvements	Improve Solar Access	Educate Developers + Homeowners
Financing & Adoption	Distribute Cost Survey to Installers	Enact Solarize Program	Engage Local Lenders

Best Management Practices

Focus on **Permit Process, Zoning, and Customer Acquisition**

- Permitting guide and technical assistance
- Incorporate solar in zoning code
- Link municipalities to First Responder Safety training opportunities
- Solar 101 Training Modules

BMP: Zoning Assistance



Provide model regulatory language that encourages responsible solar development while preserving the public health, safety, welfare, and character of a community.

BMP: Permit Process



Efforts from Rooftop Solar Challenge I teams

12% lower permitting costs

and

40% faster permitting time

BMP: Promote First Responder Safety



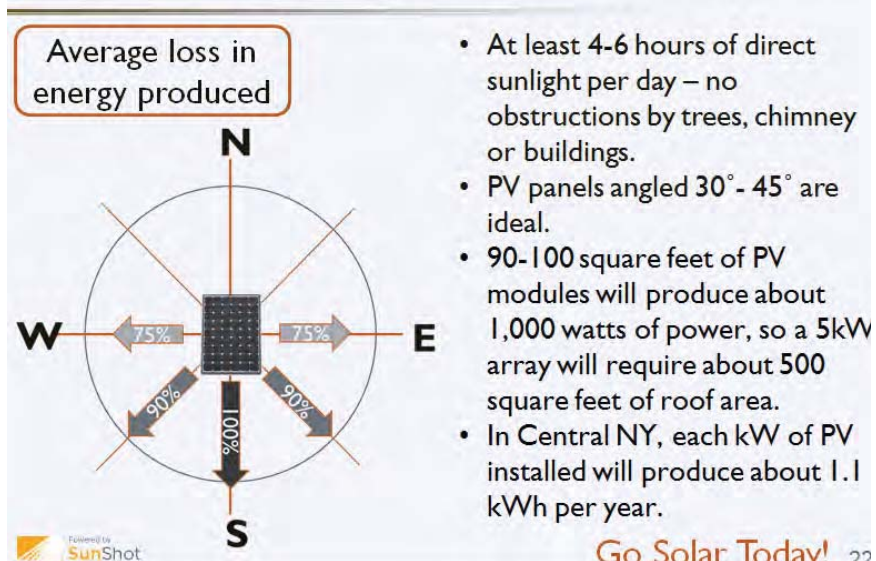
BMP: Customer Acquisition

5 % of homeowners that request a quote choose to install solar. (source: EnergySage)

Barriers:

- High upfront cost (perceived as even higher)
- Complexity
- Customer inertia

What Makes a Good Site for Solar?



Major Deliverables and Milestones

Subtask	Target Date
Engage stakeholders	Dec. 2013 and ongoing
Evaluate existing processes/policies and update with Best Management Practices (BMPs)	February 2014 and ongoing
Jurisdiction Questionnaires and Data Gathering	March 2014 and ongoing
Engage 10-30 local governments as committed participants	March 2014 and ongoing
Conduct trainings on determined best practices	May 2014 and ongoing

For More Information

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610-891-5219

www.dvrpc.org/EnergyClimate/aeowg.htm

www.narc.org/solarready



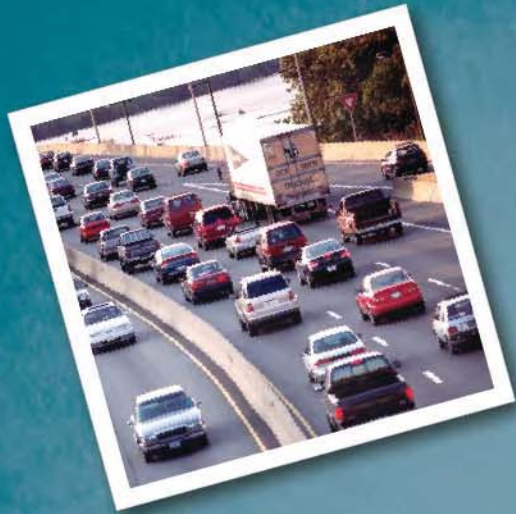
Mia Colson
National Contact
National Association of Regional Councils

Mia@narc.org
(202) 986-1032, x218
www.narc.org/solarready

<http://www.eere.energy.gov/solarchallenge/index.html>

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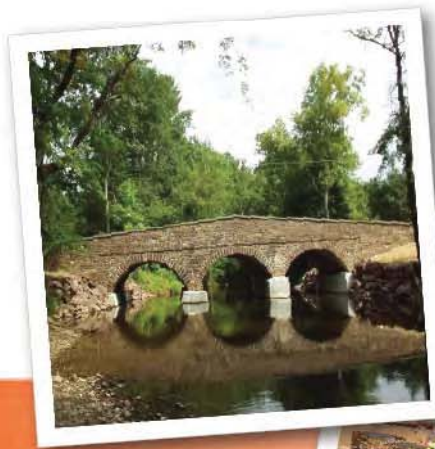


October 2014

★ TIP A-C-T-I-O-N-S

Transportation Improvement Program

New Jersey (FY2014-2017)
Pennsylvania (FY2015-2018)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



Add a Proposed New Program - PA

a. Resiliency Program, SEPTA (PA15-03)

- *Amend the TIP for PA TIP by adding a new \$115,677,000 Resiliency Program (MPMS #103626) for Capital Acquisition Phase (CAP) in FY15 (\$86,768,000 Federal 5324/ \$27,986,000 State 1514/ \$933,000 Local).*
- *Federal Hurricane Sandy Disaster Relief/Resiliency funds (Section 5324) are additional to the region.*
- *Funds will provide for the advancement of 7 resiliency projects that will protect SEPTA's transit system from future natural disasters.*

HURRICANE* SANDY

OCT 22-31, 2012

148 KILLED (DIRECT)
(138 INDIRECT)

DAMAGE: \$68 BILLION
(2012 USD)

SECOND-COSTLIEST
HURRICANE IN
U.S. HISTORY

*AKA "FRANKENSTORM"
AND "SUPERSTORM SANDY"

Landfall
10-29

- HURRICANE
- TROPICAL STORM
- TROPICAL DEPRESSION

1. Sharon Hill Line Flood Mitigation - \$5,000,000
(\$3,700,000 Federal 5324/ \$1,260,000 State 1514/ \$40,000 Local)



2. Subway Pump Room Emergency Power - \$5,000,000 (\$3,700,000 Federal 5324/ \$1,260,000 State 1514/ \$40,000 Local)



3. Manayunk/Norristown Line Shoreline Stabilization - \$6,000,000 (\$4,500,000 Federal 5324/ \$1,450,000 State 1514/ \$50,000 Local)



4. Ancillary Control Center - \$12,000,000

(\$9,000,000 Federal 5324/ \$2,900,000 State 1514/ \$100,000 Local)



5. Flood Mitigation at Jenkintown - \$19,900,000

(\$14,900,000 Federal 5324/ \$4,800,000 State 1514/ \$200,00 Local)



6. Railroad Embankment/Slope Stabilization - \$25,000,000

(\$18,700,000 Federal 5324/ \$6,100,000 State 1514/ \$200,000 Local)



7. Railroad Signal Power Reinforcement - \$42,700,000

(\$32,000,000 Federal 5324/ \$10,350,000 State 1514/ \$350,000 Local)



a. Resiliency Program, SEPTA (PA15-03)

Add a new \$115,677,000 Resiliency Program (MPMS #103626) for Capital Acquisition Phase (CAP) in FY15 (\$86,768,000 Federal 5324/ \$27,986,000 State 1514/ \$933,000 Local).

Note: Federal Hurricane Sandy Disaster Relief/Resiliency funds (Section 5324) are additional to the DVRPC region.



SEPTA'S INFRASTRUCTURE RESILIENCE PROGRAM

SEPTA AWARDED \$86.8 MILLION FOR SEVEN PROJECTS TO HARDEN CORE INFRASTRUCTURE

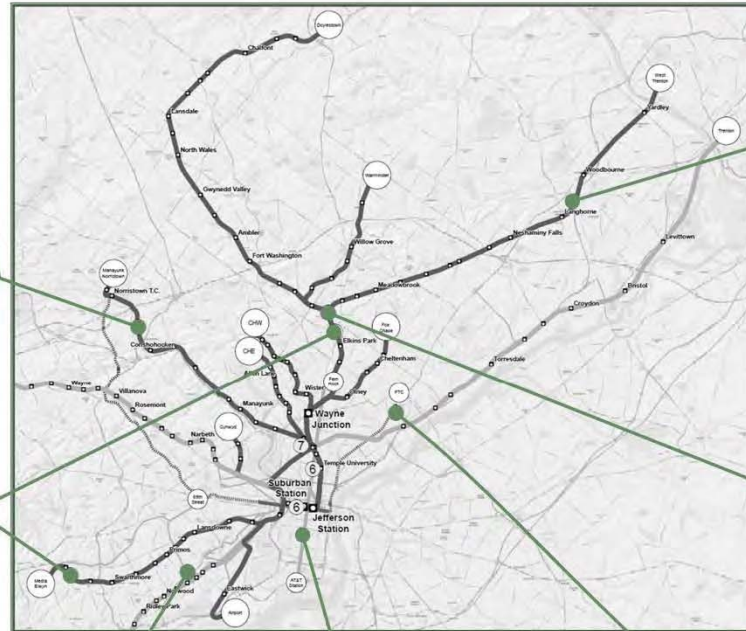
MANAYUNK / NORRISTOWN LINE SHORELINE STABILIZATION (\$4.5 M)



RAILROAD EMBANKMENT AND SLOPE STABILIZATION (\$18.7 M)



SHARON HILL LINE FLOOD MITIGATION (\$3.8 M)



RAILROAD SIGNAL POWER REINFORCEMENT (\$32.0 M)



JENKINTOWN AREA FLOOD MITIGATION (\$15.0 M)



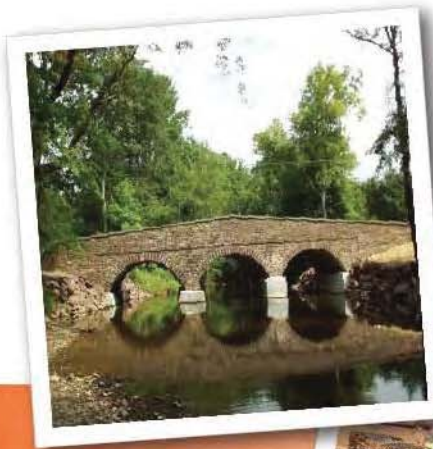
SUBWAY PUMP ROOM EMERGENCY POWER (\$3.7 M)



ANCILLARY CONTROL CENTER (\$9.0 M)



REINVESTING – IMPROVING – PRESERVING CORE INFRASTRUCTURE



THANK YOU

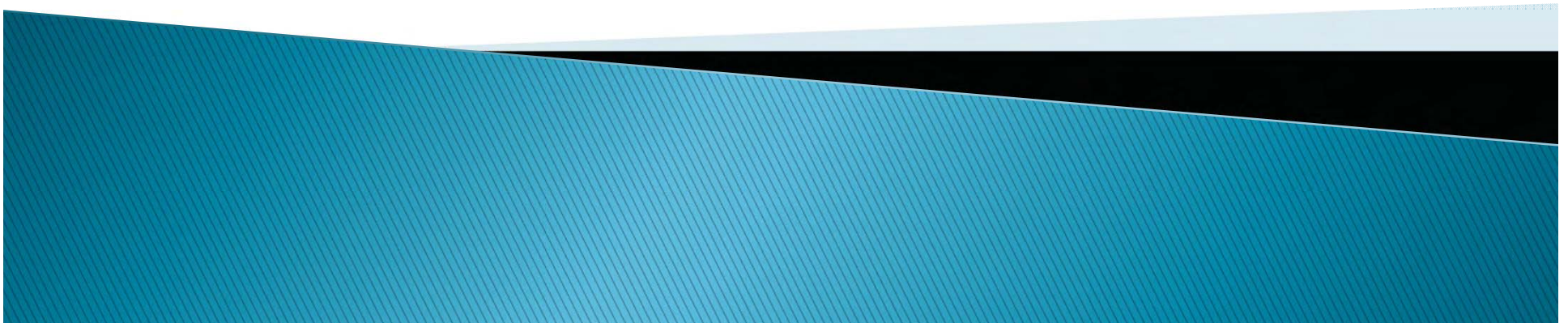
DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Philadelphia Regional On-Board Transit Survey

Regional Technical Committee

October 7, 2014

Brad S. Lane, AICP
Office of Modeling & Analysis



Agenda

- Why, How, When, the data was collected
- A look at some of the survey results
- Take-Aways, Lessons Learned, and Data Sharing



Why

- Last comprehensive survey of transit passengers done in 1990
- A lot of changes since then
- The old data was no longer representative

5. Cities are the new suburbs. While Millennials' affection for urban environments may not bode well for suburban real estate (might want to unload those McMansions sooner rather than later), it's a great sign that this generation is building a future with fewer cars and the vibrant, creative energy that defines urban life.

As Nielsen puts it, "The 'American Dream' is transitioning from the white picket fence in the suburbs to the historic brownstone stoop in the heart of the city."



Questions

If you would like to enter our drawing for free SEPTA rides, please include your name, home address, phone number and e-mail address. All previous questions must be answered.

Name _____
 Street Address _____
 Borough/Town _____ State _____ Zip Code _____
 Contact Phone number: () _____
 E-mail address: _____

Any additional comments?

Thank you for riding SEPTA and for participating in this survey!

Glue Strip

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
 190 N INDEPENDENCE MALL WEST 8TH FLR
 PHILADELPHIA PA 19106-9833

BUSINESS REPLY MAIL
 FIRST-CLASS MAIL PERMIT NO. 29894 PHILADELPHIA, PA
 POSTAGE WILL BE PAID BY ADDRESSEE

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES



Transit Customer Survey

SEPTA wants to serve you better. Please complete this survey and return it to the survey agent. You can also mail it back to us postage paid. Your personal information will be kept confidential. Fully completed surveys are eligible to win a prize.

For Your Trip Today...

1. Where did you board the Bus or Train you are on now?

Station OR Stop _____
 City _____ State _____ Zip Code _____

2. What time did you board this bus or train today?

hour : minutes AM PM

3. Where are you coming from?

- Home
- Work
- School (K-12 Student Only)
- School (Technical/College)
- Other (Please specify) _____
- Shopping
- Medical/Dental
- Personal Business
- Social/Recreational

4. What is the address of where you are coming from?

Number & Street OR Intersection OR Location

City/Town State Zip Code

5. Where are you going?

- Home
- Work/Work Related
- School (K-12 Student Only)
- School (Technical/College)
- Other (Please specify) _____
- Shopping
- Medical/Dental
- Personal Business
- Social/Recreational

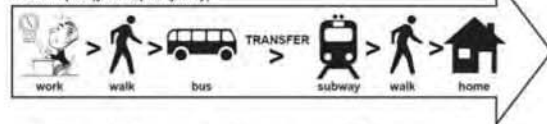
6. What is the address of where you are going?

Number & Street OR Intersection OR Location

City/Town State Zip Code

About Your One Way Trip Today...

for example: (your trip may vary)



7. How many buses/trains/trolleys/subways will you use for this trip? _____

8. How did you get to your FIRST bus/train/trolley/subway for this one-way trip?

- Walk
- Bicycle
- Car-Drive and park
- Other (Please Specify) _____
- Carpool
- Car-Drop Off
- Taxi

9. Which Route number/name will you use on this trip?

1st route 2nd route 3rd route 4th route

for example: (your trip may vary)

1st route 2nd route 3rd route 4th route
 47 Bus Market Frankford El

10. How will you get to your final destination after exiting the last bus/train/trolley/subway vehicle?

- Walk
- Bicycle
- Car-Drive and park
- Other (Please Specify) _____
- Carpool
- Car-Pick Up
- Taxi

11. Generally, how often do you ride SEPTA?

- 5 or more days a week
- 4 days a week
- 1-3 days a week
- 1-3 days a month
- First-time customer
- Other (Please Specify) _____

12. Which of the following statements best applies to you? (Check only one)

- I have no other way to travel
- I use SEPTA because it is the best choice for me
- I usually use another type of transportation, but I occasionally take SEPTA

13. What type of ticket are you using for this trip?

- Cash
- Transfer
- Monthly TrailPass/TranPass
- Intermediate Pass
- Other (Please Specify) _____
- Token or single ticket
- Weekly TrailPass/TranPass
- Cross County Pass
- Independence Pass

About You...

14. How many people, including yourself, live in your household?

- one
- two
- three
- four
- five or more

15. How many people in your household are currently employed?

- none
- one
- two
- three
- four
- five or more

16. How many vehicles are available in your household?

- none
- one
- two
- three
- four
- five or more

17. What is your approximate annual household income?

This question is asked to ensure that all income levels are served well.

- Under \$25,000
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000 and over

18. What is your occupation? (Choose One Only)

- Management/Professional
- Clerical/Secretarial
- Sales/Retail
- Non-Office Worker
- Technical/Skilled
- Teacher/Instructor
- Homemaker
- Student
- Not Currently Employed
- Retired
- Medical Professional
- Other (Please Specify) _____

Continue to the back >

Passengers

- Survey conducted from December 2010 to December 2011
- On the day a route was surveyed – every passenger who boarded the bus or train was **Offered** a survey (PATCO surveys handed out in the station)
- Most surveys were handed out between 6:30 AM and 3:00 PM
- And most passengers were able to fill out the form while on the bus or train



Routes

- ✓ SEPTA's buses and trains
 - ✓ PATCO
 - ✓ TMA shuttle bus routes like Upper Merion Rambler
- ✗ But NOT New Jersey Transit



Return Rate

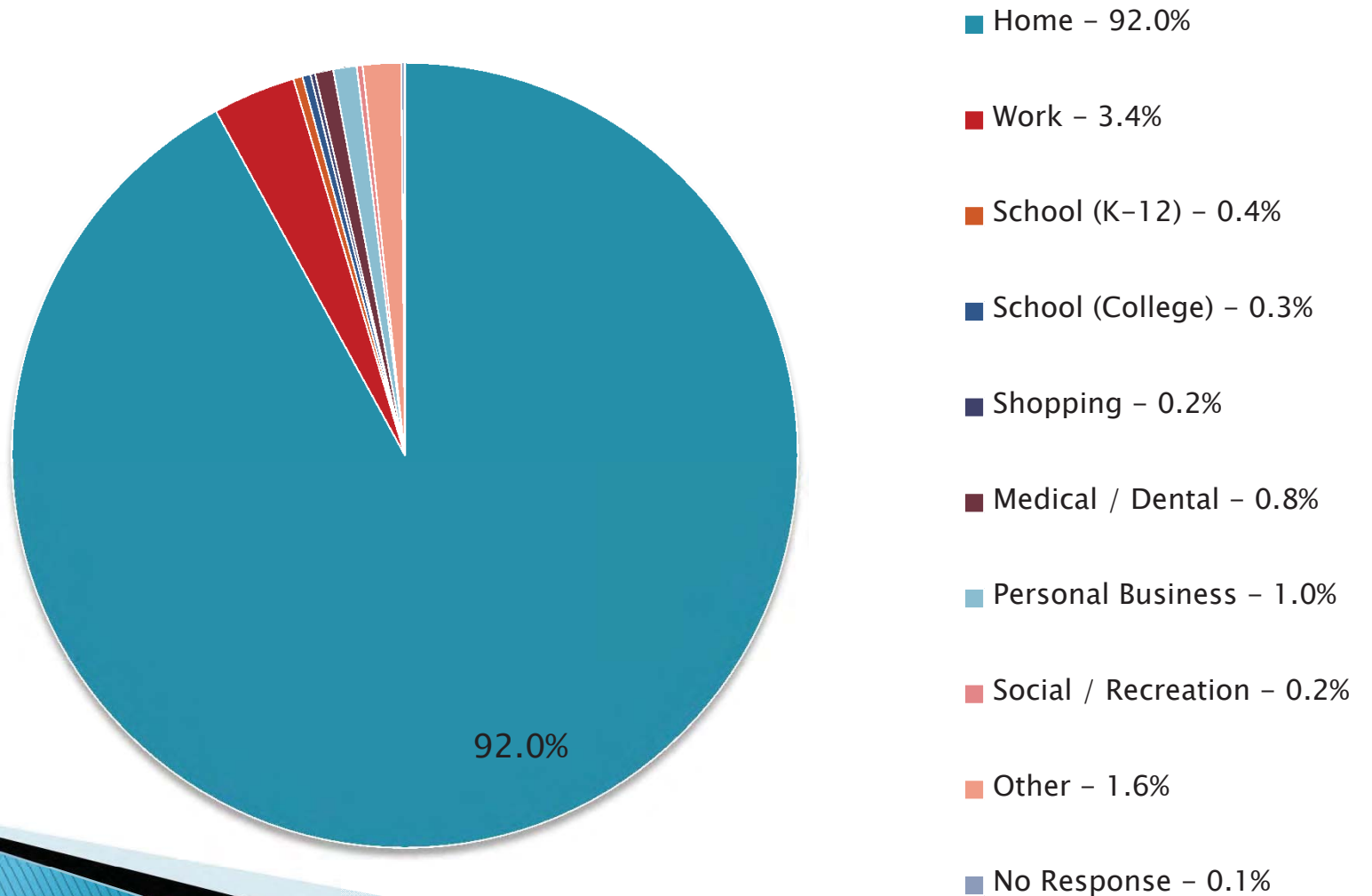
Agency	Average Weekday Ridership	Surveys Handed Out	Completed and Returned	Return Rate as a % of Handed Out	Return Rate as a % of Ridership
SEPTA	1,059,237	147,910	19,473	13.2%	1.8%
PATCO	33,783	11,000	2,100	19.1%	6.2%
TMA's	925	710	5	0.7%	0.5%
TOTAL	1,093,945	159,620	21,578	13.5%	2.0%



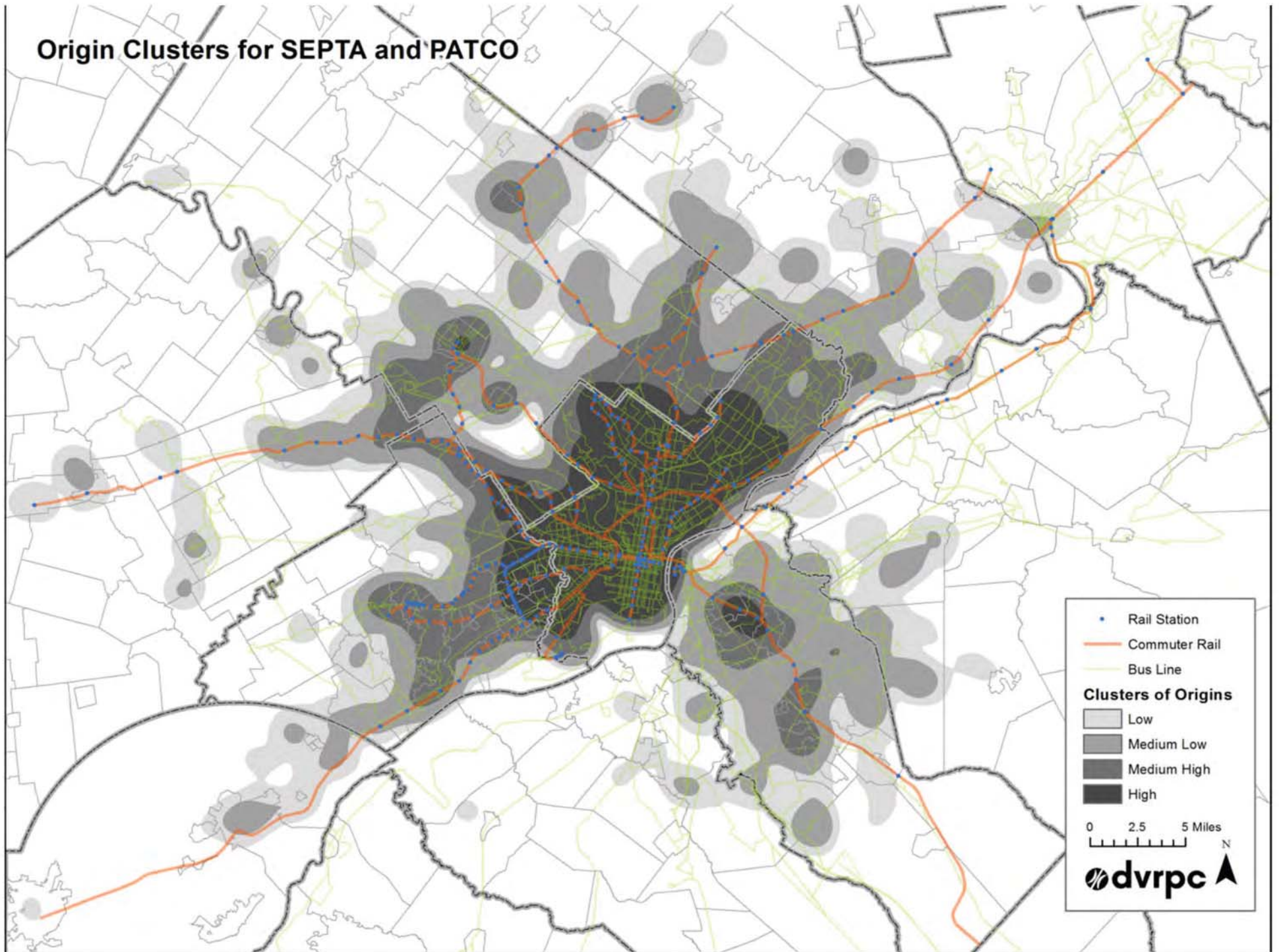
Survey Results – Trips



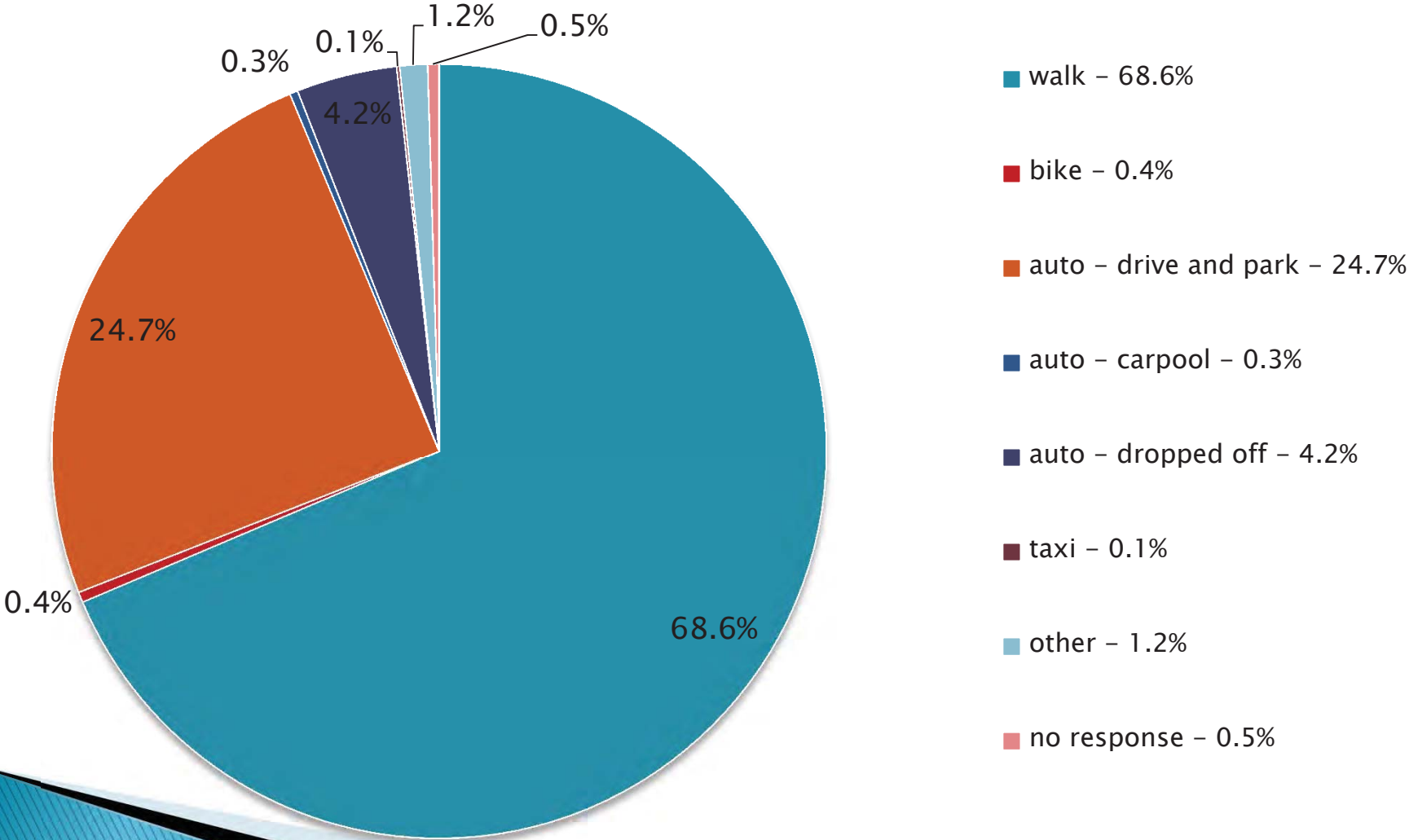
AM Origin – Where did the Trip begin?



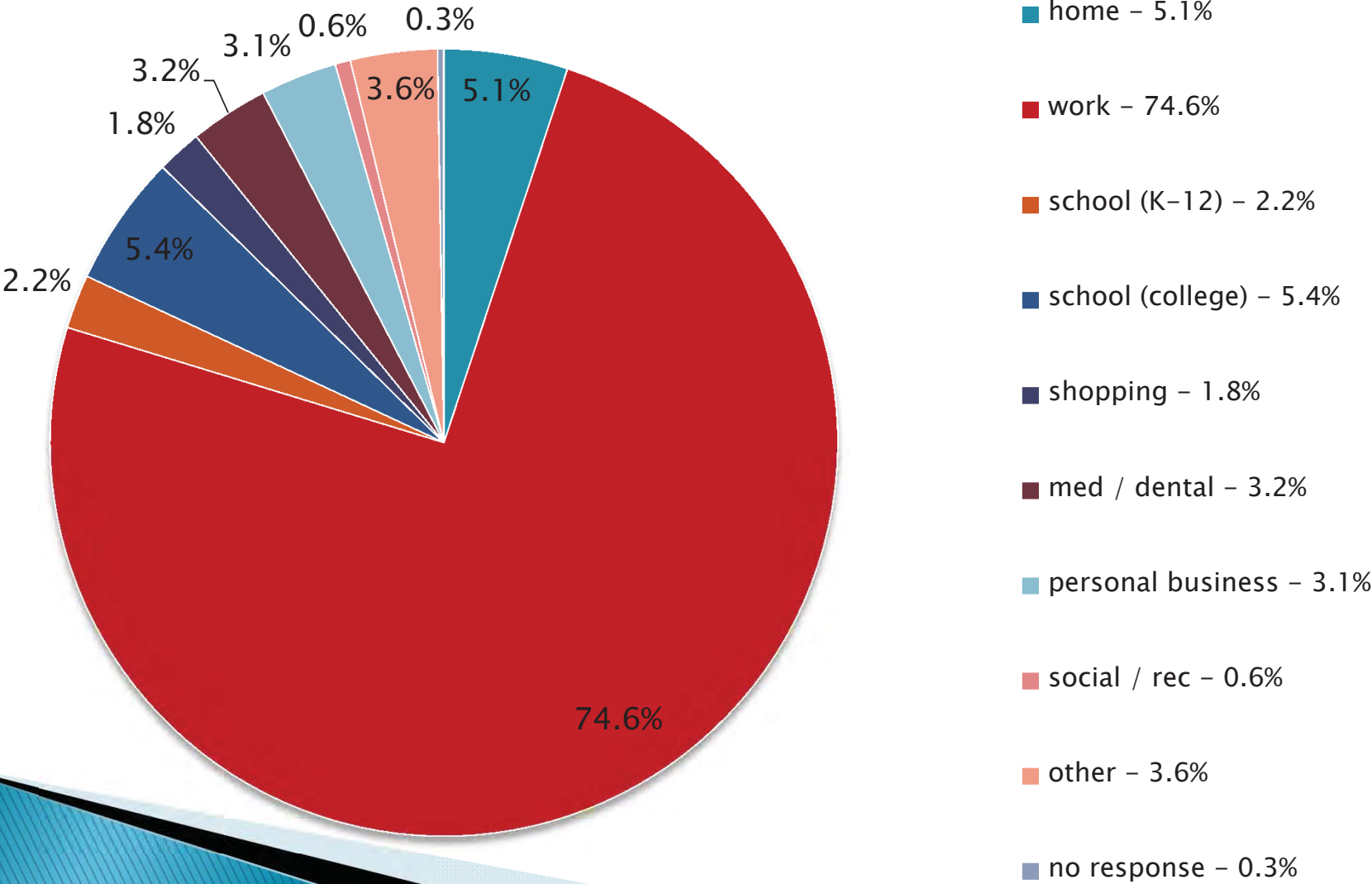
Origin Clusters for SEPTA and PATCO



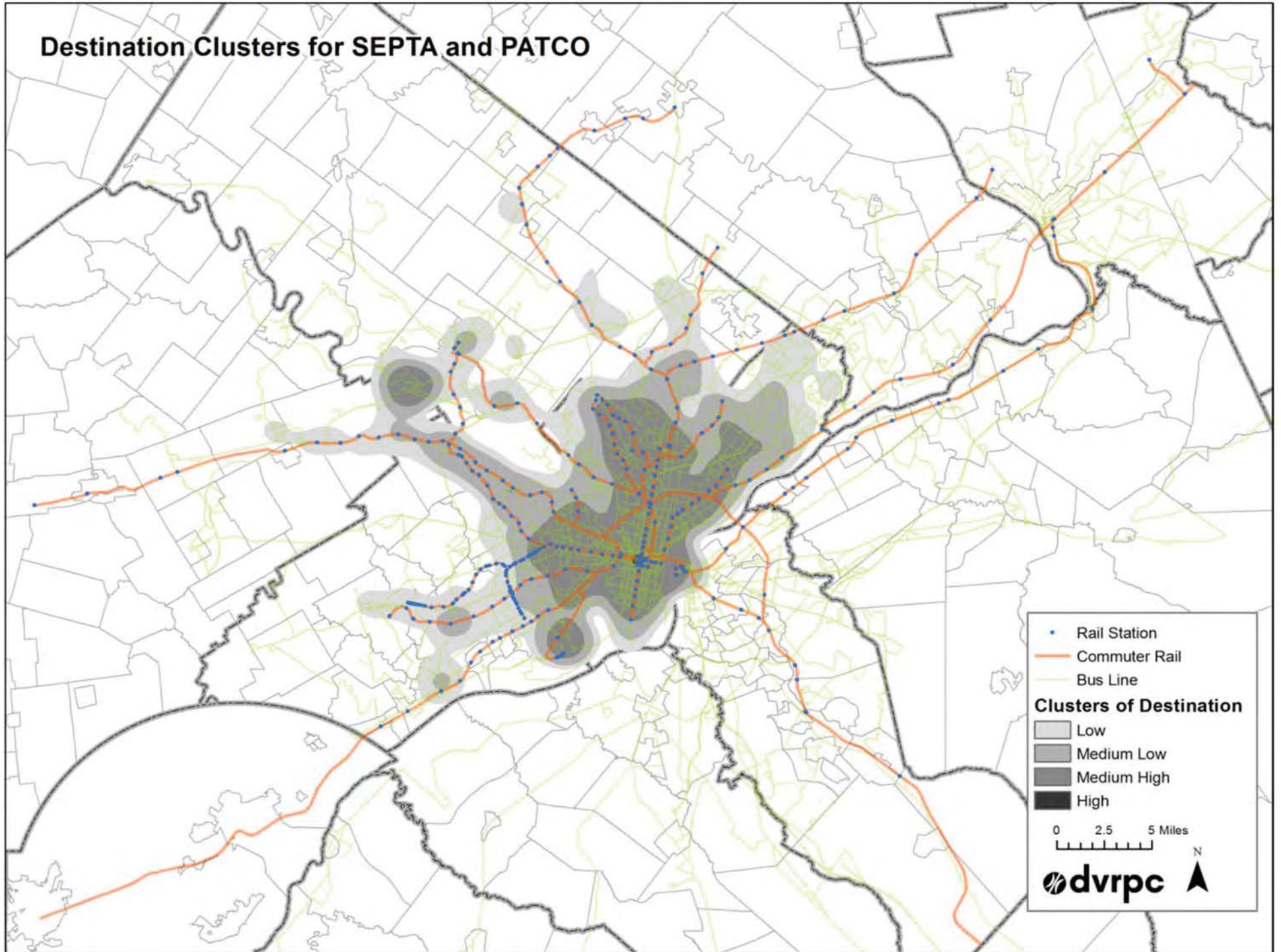
AM Access – How did you get to the bus stop / train station?



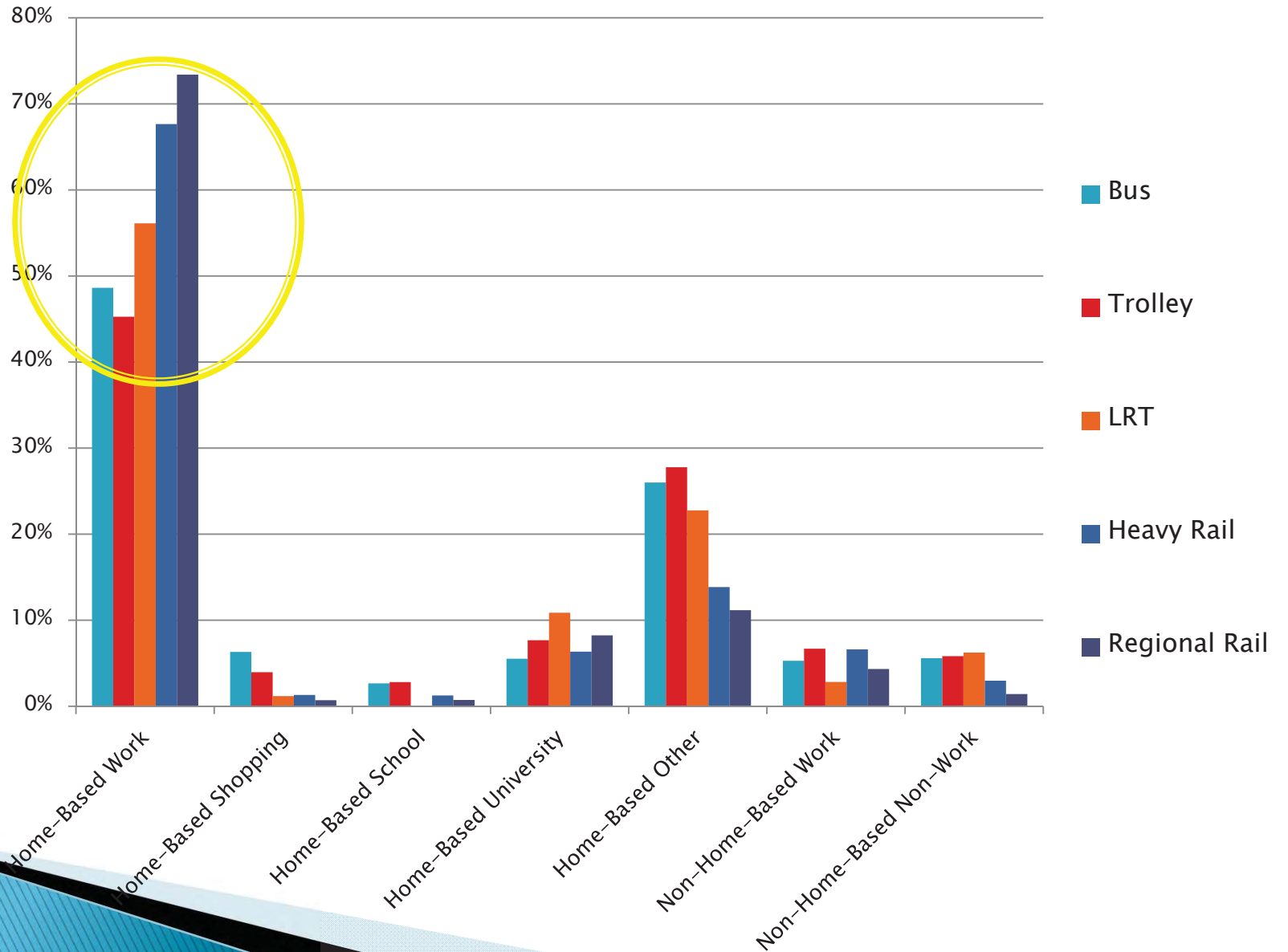
AM Destination – Where did the Trip end?



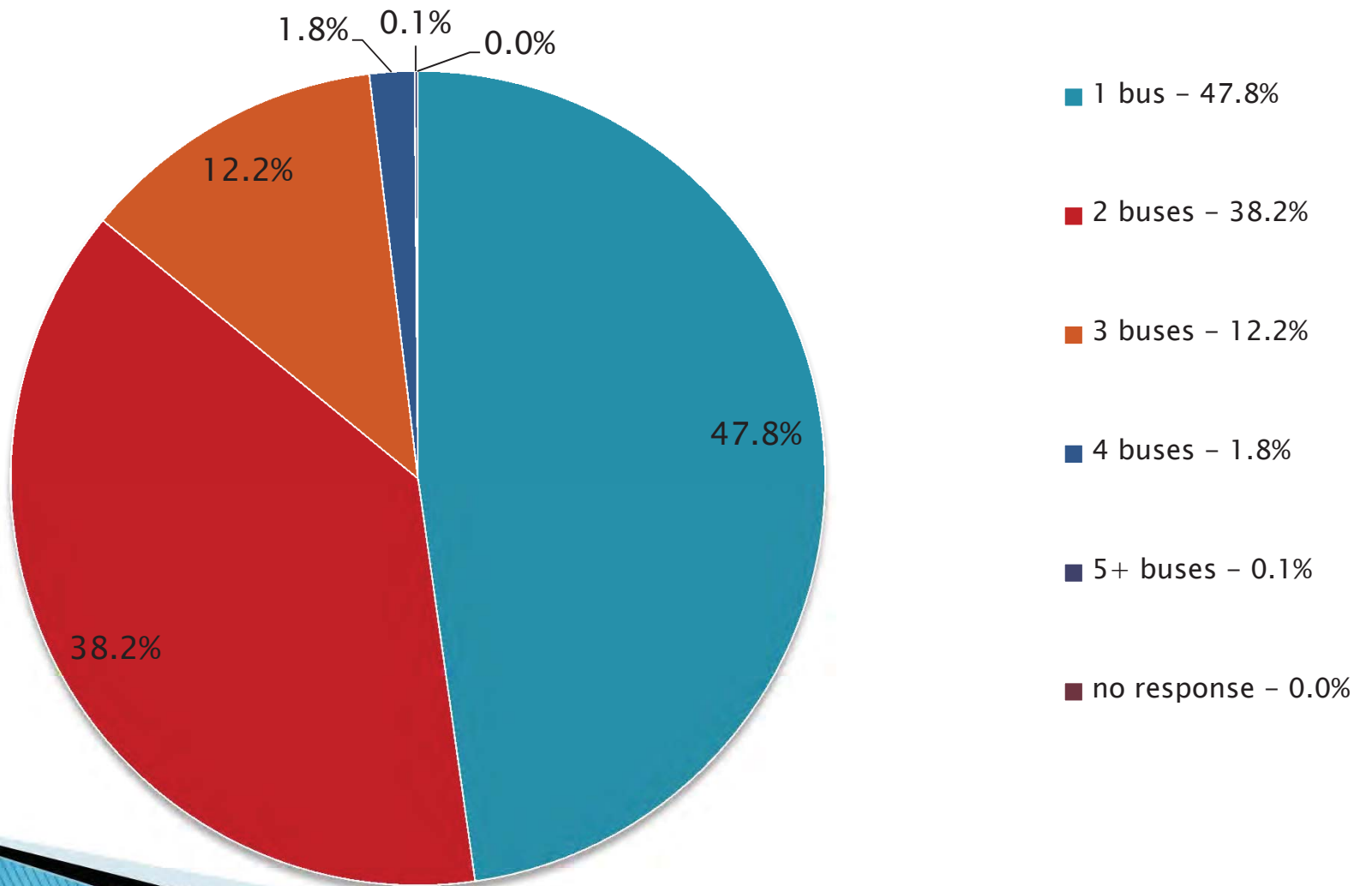
Destination Clusters for SEPTA and PATCO



Most Trips on Regional Rail are to go to work



AM Transfers – How many buses or trains does it take to reach your destination?



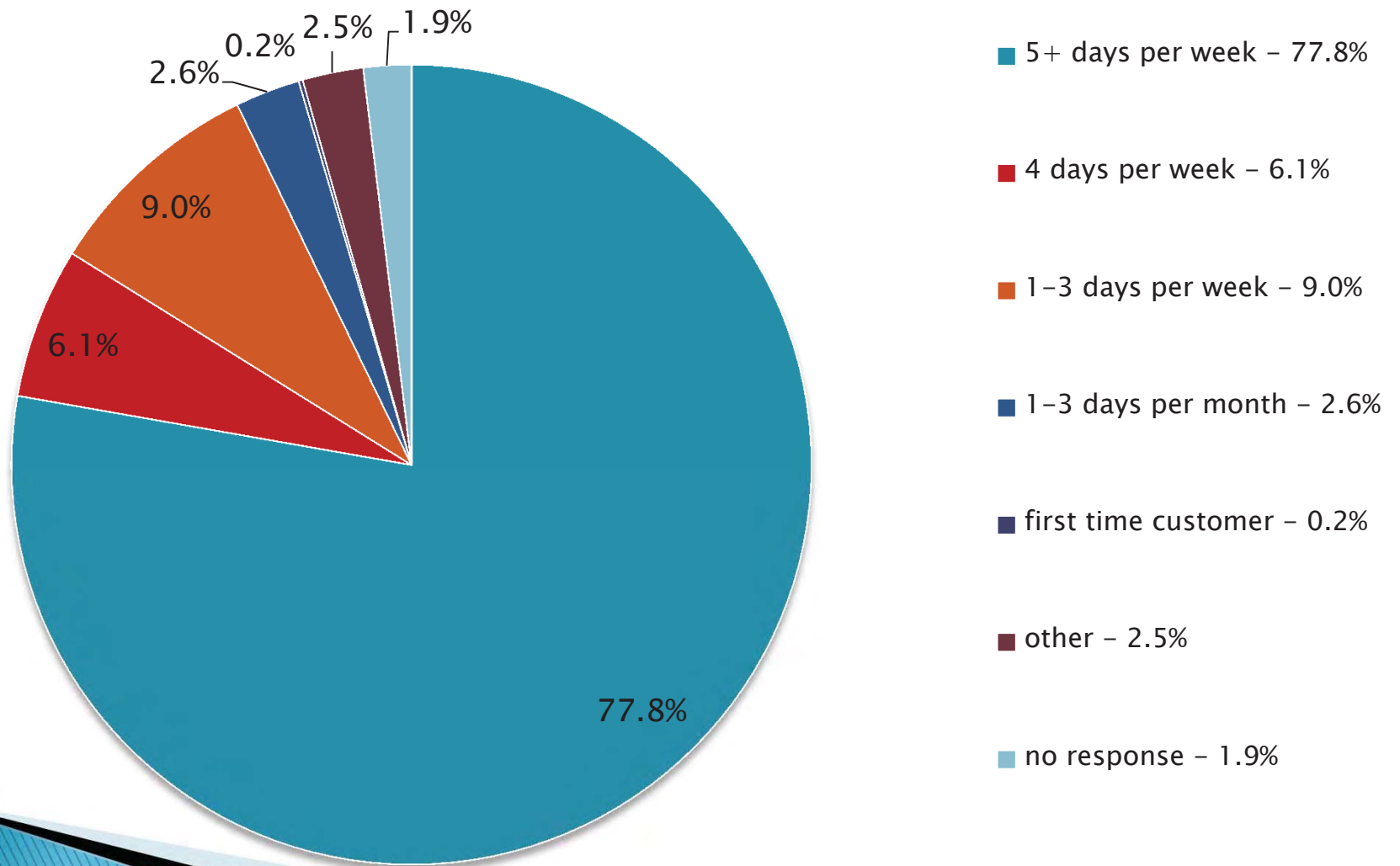
AM Transfer Locations



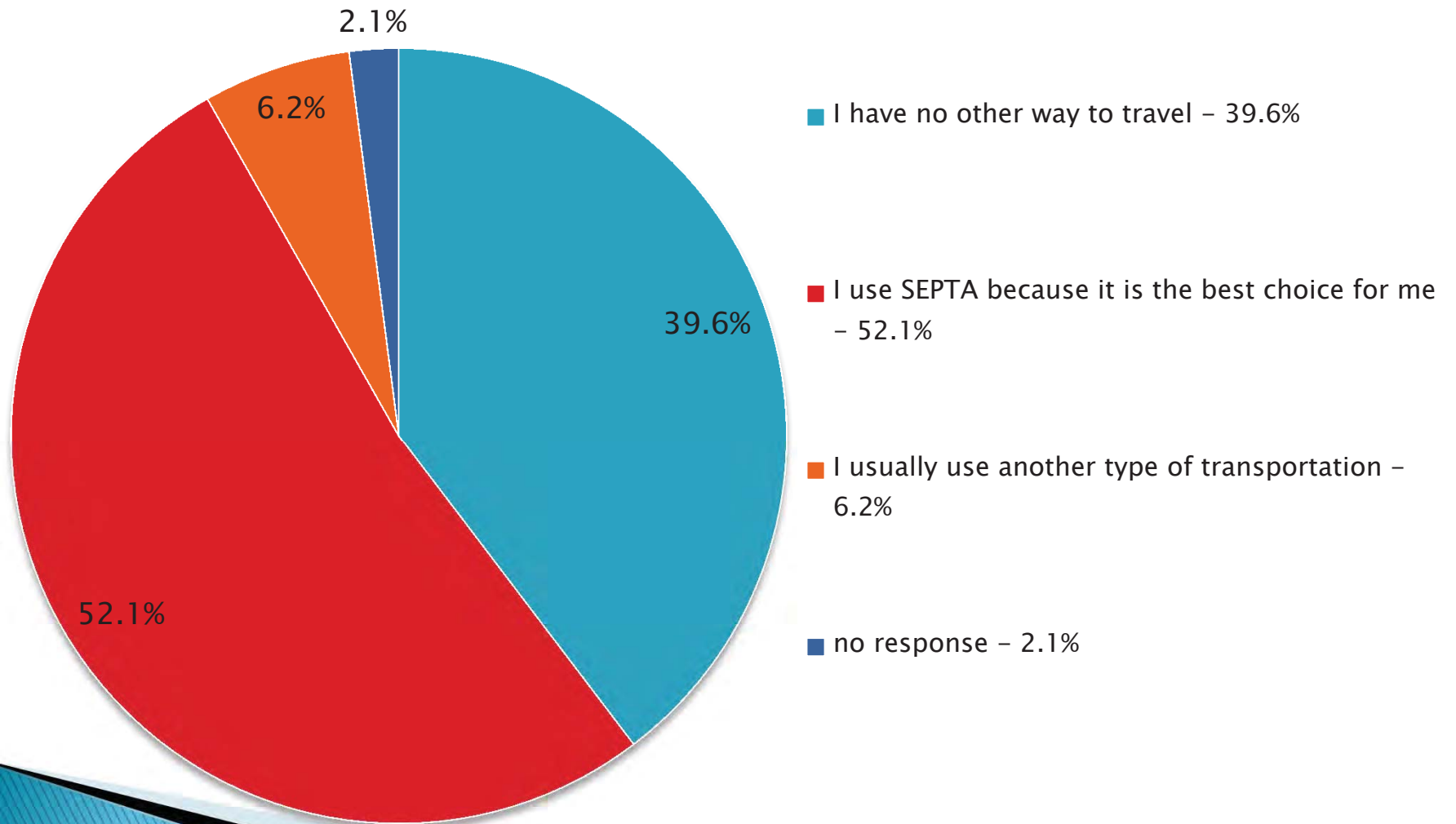
Survey Results - Passengers, and their Households



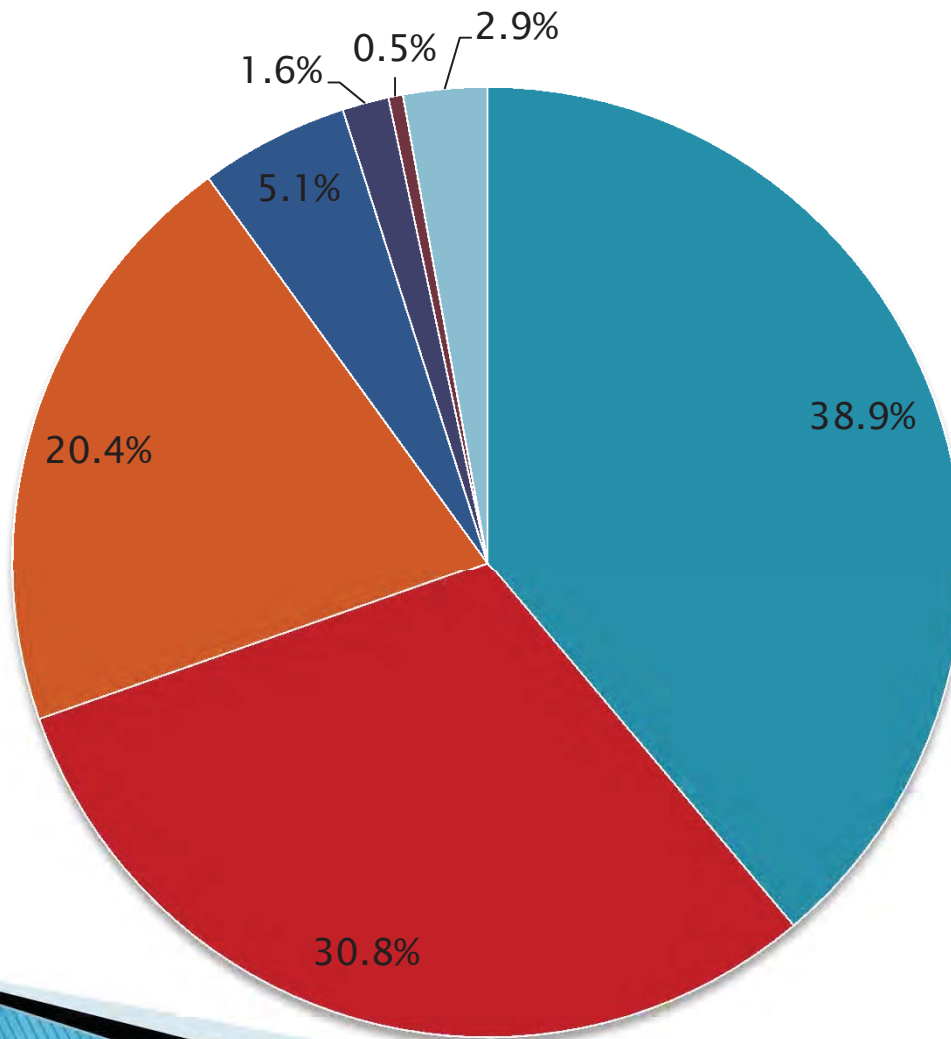
How frequently do you ride transit?



Do you have other travel options?

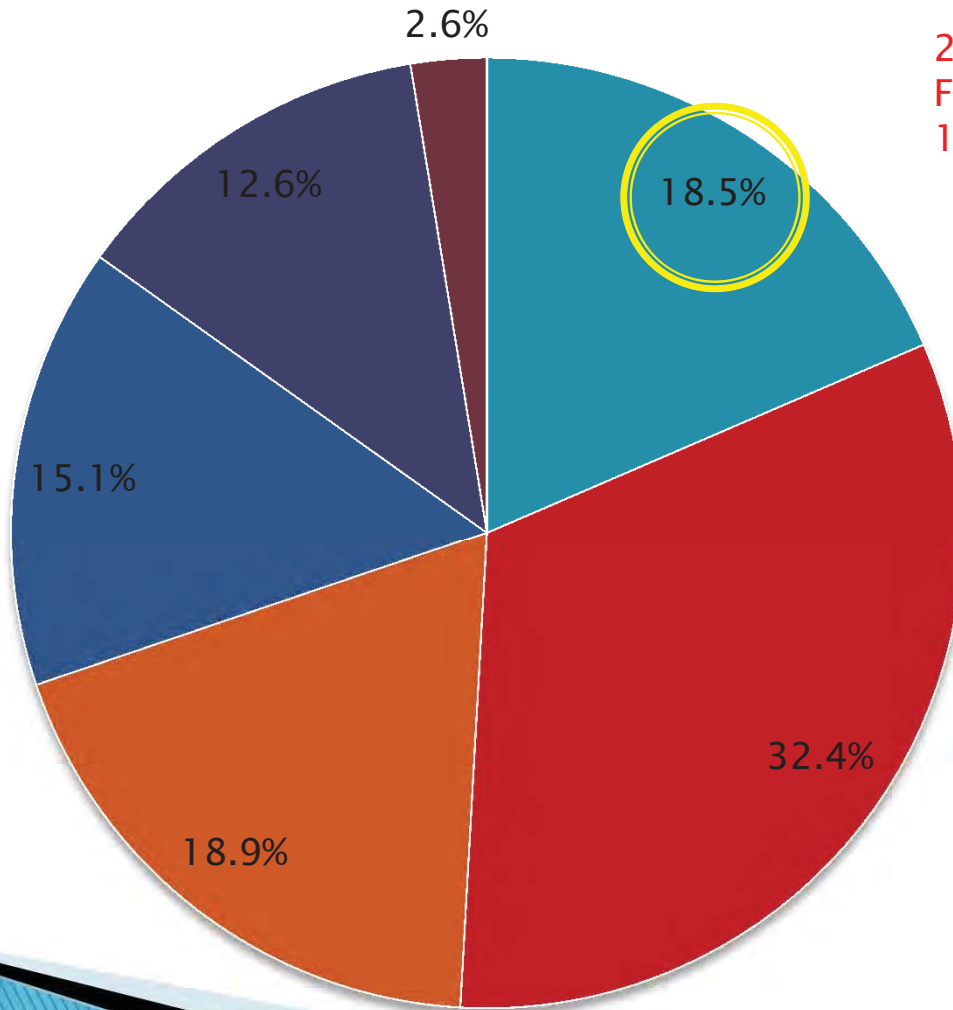


How many vehicles in your Household?



- 0 vehicles – 38.9%
- 1 vehicle – 30.8%
- 2 vehicles – 20.4%
- 3 vehicles – 5.1%
- 4 vehicles – 1.6%
- 5+ vehicles – 0.5%
- no response – 2.9%

How many people are there in your Household?



2010 Census Data
For Philadelphia County
1 person HH = 34%

- 1 person - 18.5%
- 2 people - 32.4%
- 3 people - 18.9%
- 4 people - 15.1%
- 5+ people - 12.6%
- no response - 2.6%

What does it mean? (and Lessons Learned)

1. That was just the tip of the iceberg

There's a million different ways to slice and dice this data

Many more queries are possible

It's a "rich" data source – very valuable to SEPTA, PATCO, DVRPC, and other planning agencies



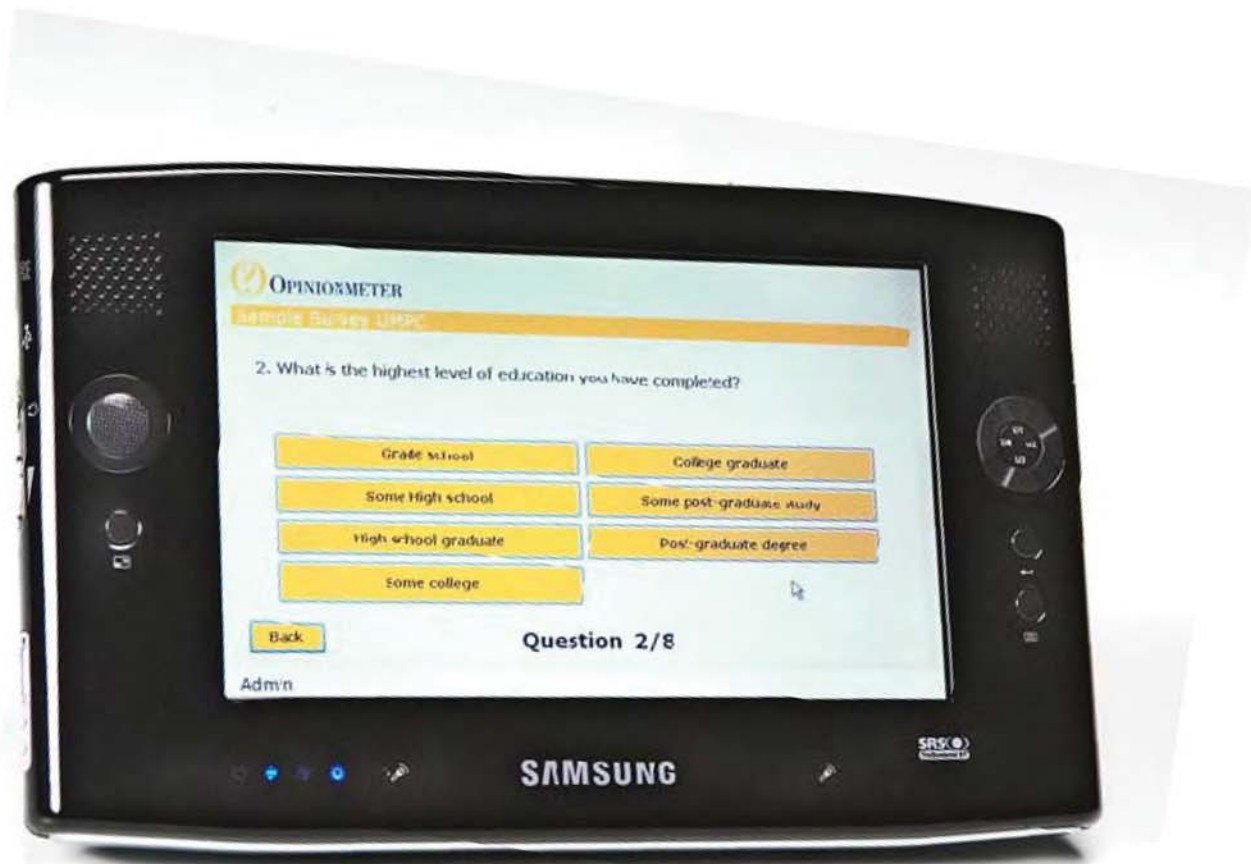
What does it mean? (and Lessons Learned)

2. Better data collection methods are coming

SEPTA's electronic fare payment system (NPT) will be a much better way to collect "trip" information

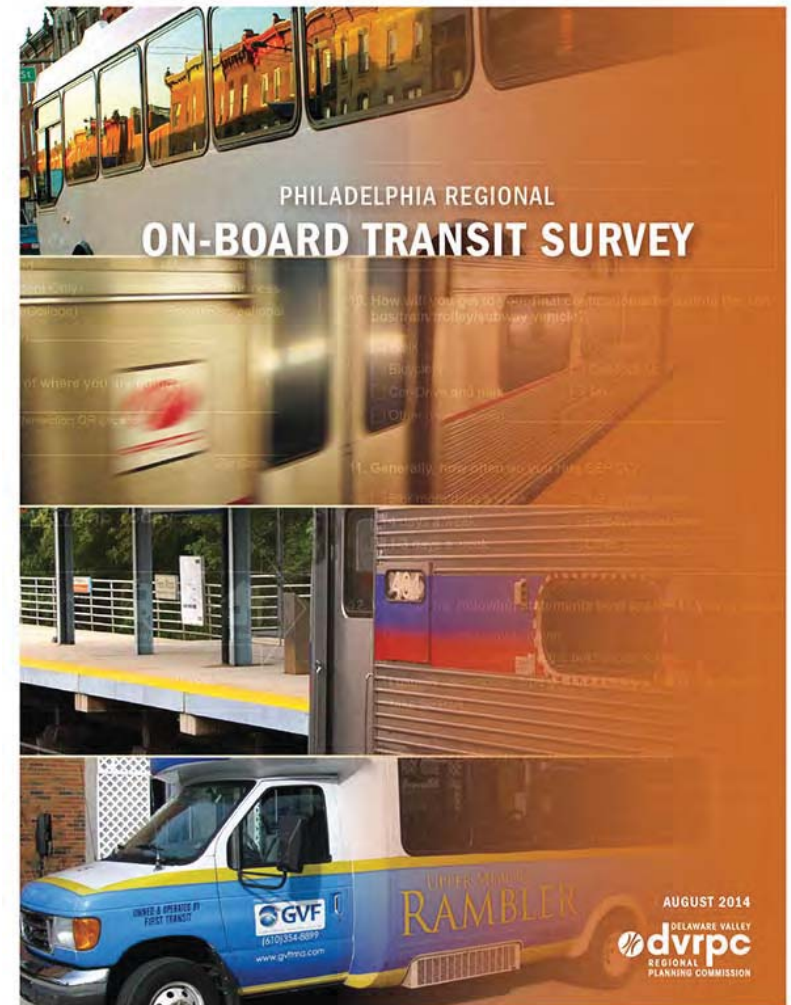


And tablets will make it easier to collect “household” info



Data Sharing

- Summary Report will be available in a few weeks
- Access database is available now, and can be downloaded.
- All personal information has been deleted from the database, e.g., no names or addresses of passengers.



Questions









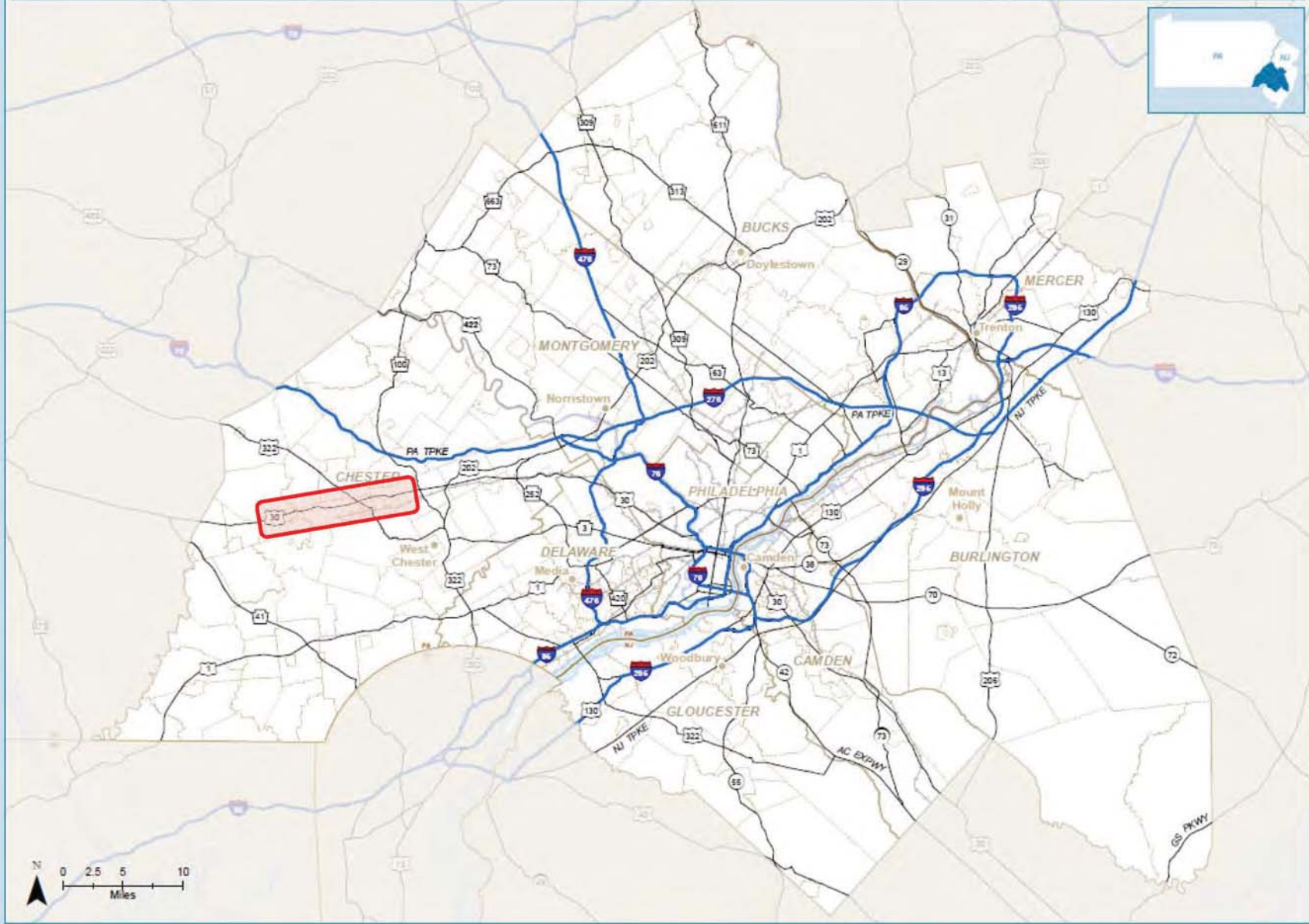


FY 2015
WORK PROGRAM AMENDMENT

October 7th, 2014

Matthew T. Gates

US 30 Coatesville-Downingtown Bypass Location



US 30 Bypass Traffic Forecast Updates

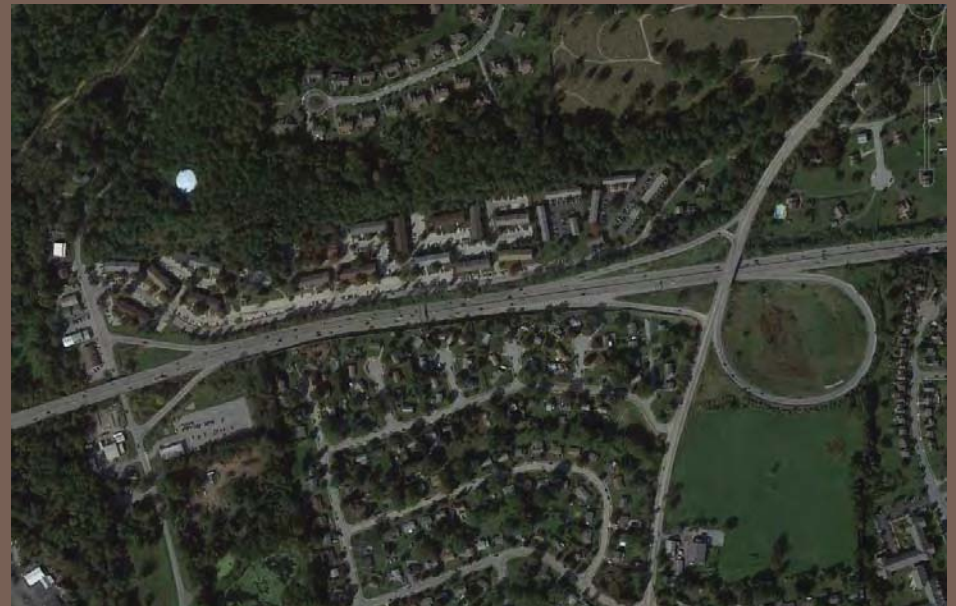
❖ US 30 Reconstruction Plan

- ❖ Complete partial interchanges
- ❖ Remove Norwood Rd interchange
- ❖ Collector-distributor road
- ❖ Truck climbing lane
- ❖ Shoulder widening
- ❖ Additional travel lanes
- ❖ Hard shoulder running
- ❖ ITS elements



US 30 Bypass Traffic Forecast Updates

- ❖ Continue work started in 2000.
- ❖ Provide new daily and peak hour traffic forecasts for five alternatives.
- ❖ Funded by PennDOT
 - ❖ \$189,000 SXF Funds
 - ❖ MPMS # 14532



Action Requested

- That the RTC recommend the Board amend the FY 2015 Planning Work Program to include the US 30 Bypass Traffic Forecast Updates and acknowledge that work for these traffic forecasts will be funded from MPMS# 14532 (US 30, Coatesville Downtown Bypass Reconstruction Design), (TIP Action PA 15-05).