



SolSmart National Recognition Program

“Fast Track” Funding for SolSmart Advisor

Presented to DVRPC's Regional Technical Committee

Liz Compitello

April 11, 2017

SolSmart

SolSmart: a national recognition and a no-cost technical assistance program for local governments designed to drive greater solar deployment and help make it possible for even more American homes and businesses to access affordable and renewable solar energy to meet their electricity needs.

SolSmart funding will support DVRPC staff to provide this free technical assistance to eight municipalities in the region towards achieving designation.

Funding Amount: \$40,000 (D.O.E. SunShot-funded program managed by The Solar Foundation).

Timeframe: May1, 2017- October 30, 2017
(This overlaps with our current funding from January – July 2017)



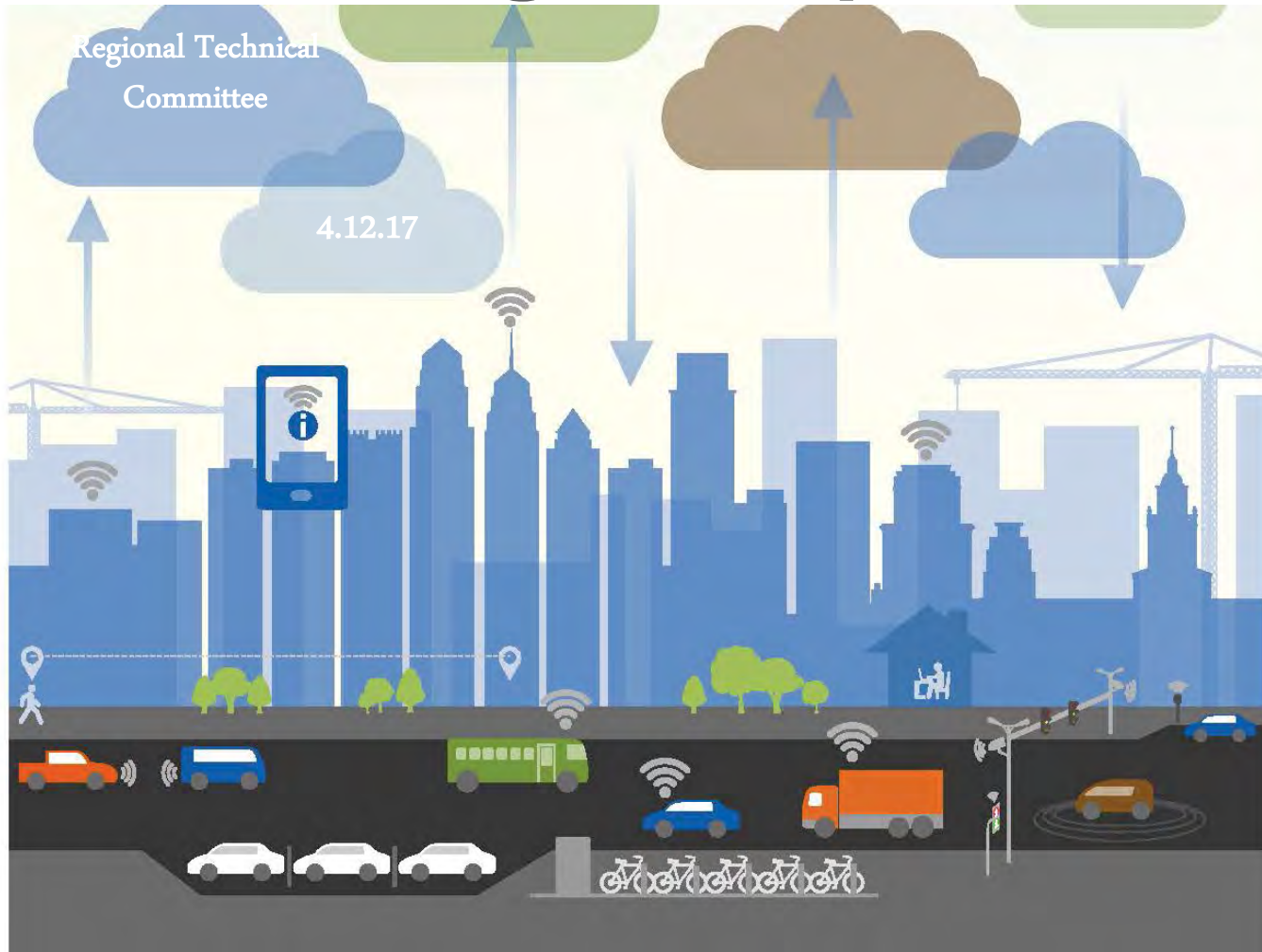
SolSmart Advisor

- Municipalities committed to achieve designation:
 - Two committed municipalities in PA
 - At least three municipalities in NJ in coordination with Sustainable Jersey
- Technical assistance from DVRPC will include
 - Review and recommendation of improvements to zoning codes, planning documents, and permitting processes to be more supportive of solar photovoltaic.
 - Research and coordinating training or engagement opportunities on Inspection, Construction Codes, Solar Rights, Utility Engagement, Community Engagement, and Market Development and Finance.
 - Documentation and support towards designation.

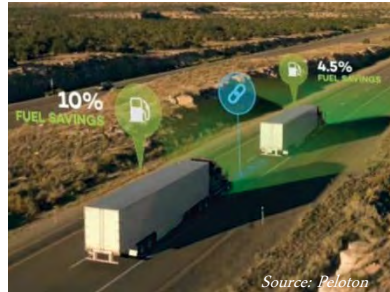
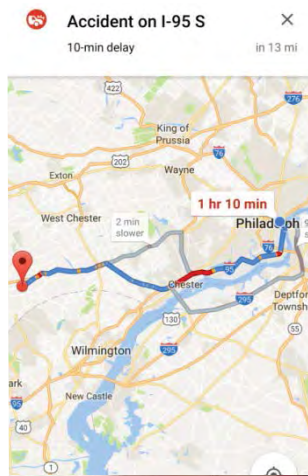
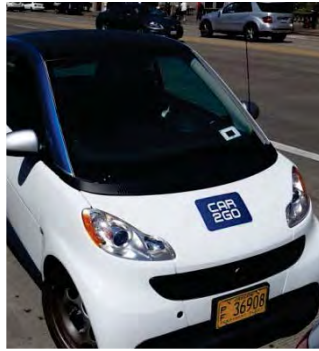
Requested Action

The RTC recommends that the Board approve this work program amendment to receive \$40,000 of funding from the U. S. DOE through The Solar Foundation to provide technical assistance to municipalities to achieve designation under SolSmart and to be more supportive of solar photovoltaic.

Networking Transportation



Digital Transportation

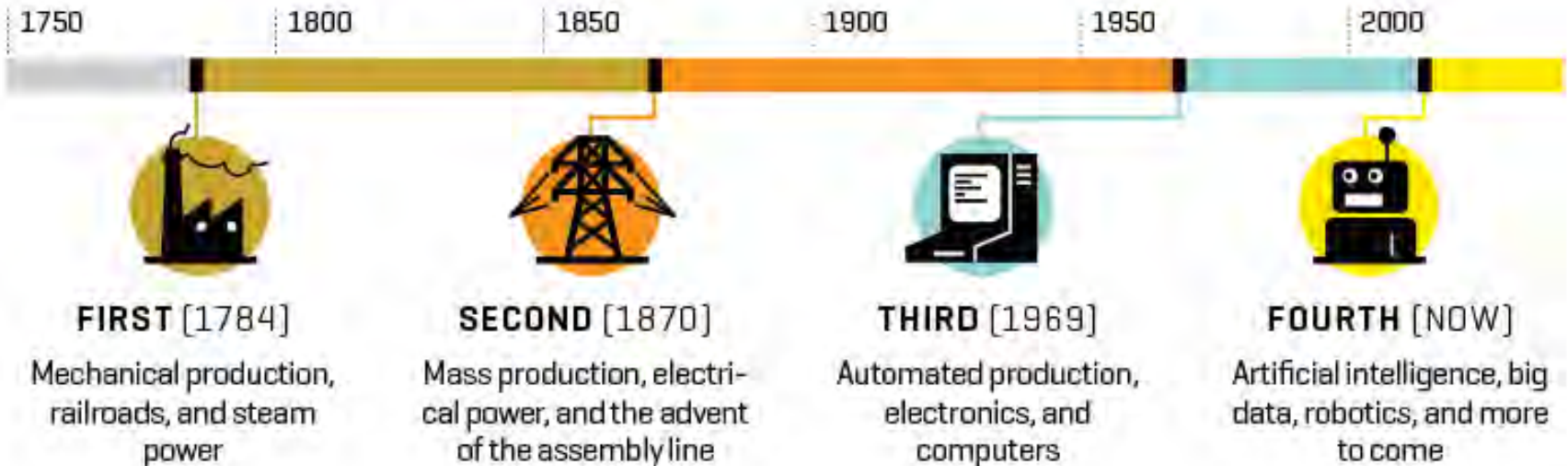


Digital Transportation Services



The Digital Revolution

THE FOUR INDUSTRIAL REVOLUTIONS



Source: World Economic Forum

“In lieu of large civil infrastructure projects, transportation systems are increasingly being augmented with a range of information technologies that make them smarter, safer, more efficient, more integrated.”

- Anthony Townsend, PhD

RE-PROGRAMMING MOBILITY: The Digital Transformation of Transportation in the United States (New York: Rudin Center for Transportation Policy & Management).

Digital Infrastructure Implications

Space Efficiency



Source: cyclingpromotion.org

Digital Infrastructure Implications

Multimodal

- Apps & Payment Options
- Transportation Hubs
- Complete Streets



Photo: Ridescout



Source: www.carsharing.de



Source: www.completestreetsprince.org

Digital Infrastructure Implications

Pick-up / Drop-off Zones



Truck Delivery Areas



Source: Cargomatic

Digital Infrastructure Implications

Reduce Parking Minimums



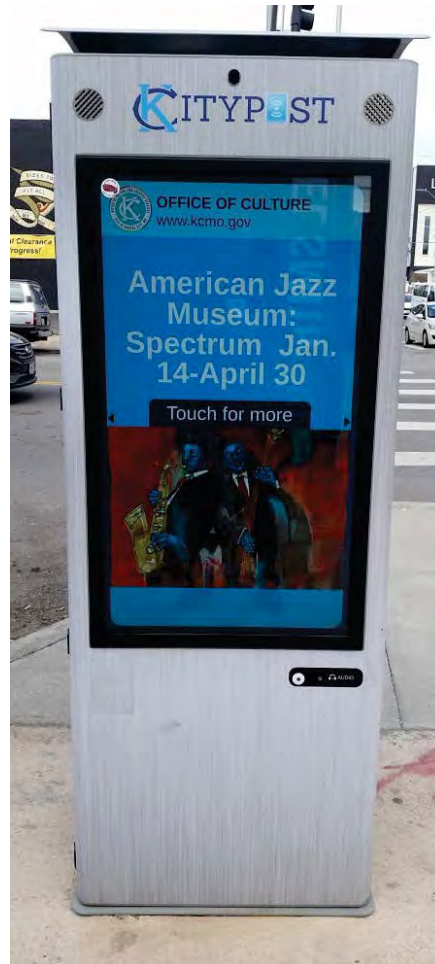
Retrofit Office Parks & Malls into Mixed-Use Centers



Digital Infrastructure Implications

Digital
Information
Kiosks

Internet
Connected
Infrastructure
(V-2-V / V-2-I)



Digital Infrastructure Implications

Make Transit More Competitive

- Transit signal priority
- Dedicated bus lanes
- Off-board fare payment
- Incorporate on-demand and automated technology



Other Digital Implications

Build Partnerships



Changing Governmental Roles



Digital Equity Implications

- New Options Can Improve Access to Jobs & Services
 - Provide Subsidies Based on Need?
- Ensure Digital Providers Serve Low-Income Areas
- Prepaid or Digital Banking Options
- On-Demand Rides by:
 - Concierge / Corner Store / Phone Call / Kiosk
- Use Technology to Enhance Paratransit

AN INTEGRATED, MULTIMODAL TRANSPORTATION NETWORK

Real-time info lets people figure out the best way to get around

Big transportation data is becoming abundant

Digital transportation technologies promote **safety & efficiency**

Digitization reinforces **agglomeration economies** & the need for **walkable communities**

Digitization is unleashing creative & **entrepreneurial solutions** to transportation issues

Cybersecurity is a critical new transportation need

PHYSICAL AND VIRTUAL WORLDS ARE MERGING

Digital communications can enrich **community engagement** and services



Questions?



Full *Networking Transportation* Report Available Online

May 1, 2017 – Futures Group Meeting

www.dvrpc.org/connections2045



Urban Design

April 2017

ONE CITY - FIVE LINES



NE CORRIDOR

GIRARD AVE

N BROAD ST

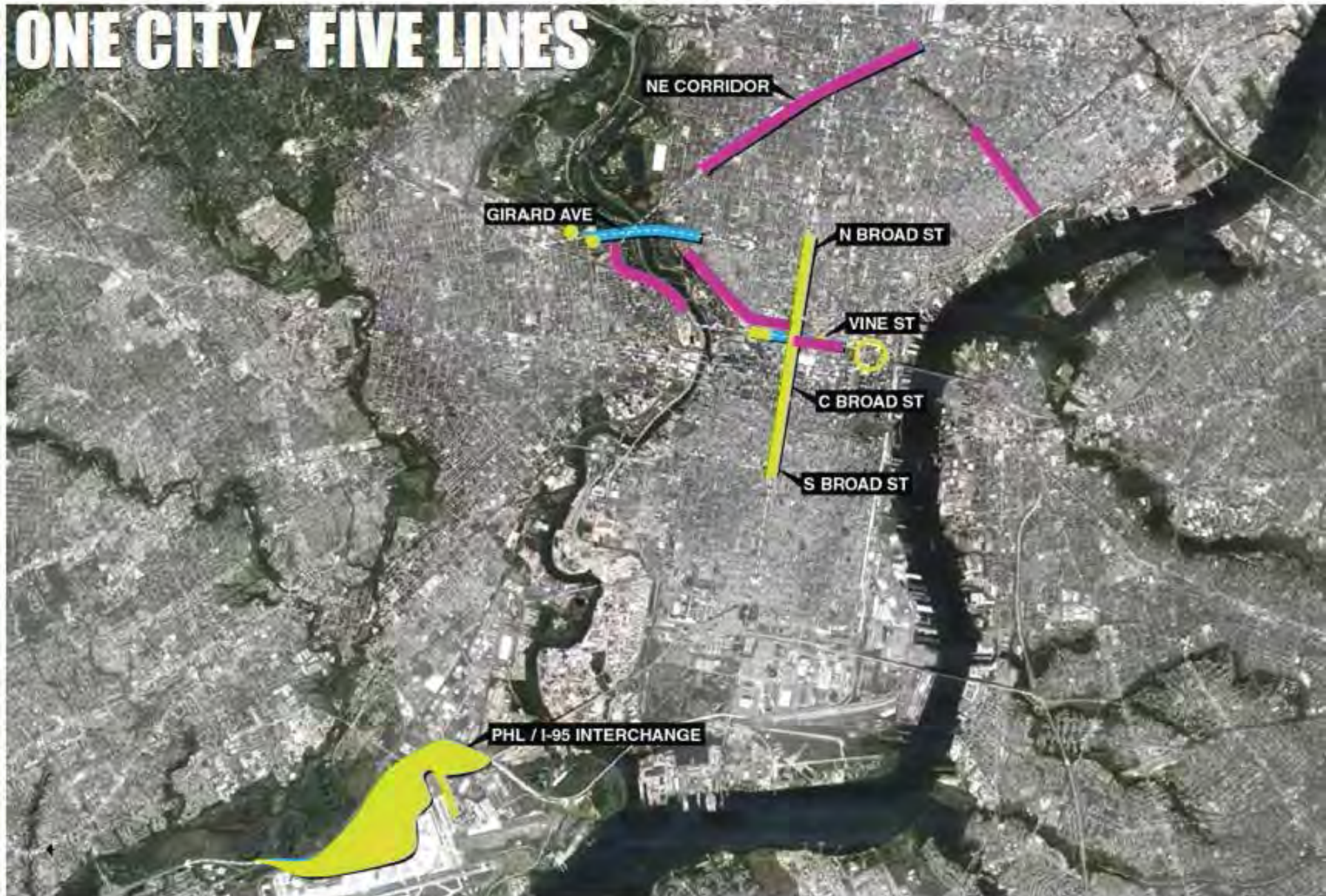
VINE ST

C BROAD ST

S BROAD ST

PHL / I-95 INTERCHANGE

ONE CITY - FIVE LINES



NE CORRIDOR

GIRARD AVE

N BROAD ST

VINE ST

C BROAD ST

S BROAD ST

PHL / I-95 INTERCHANGE



VETERAN'S TRIANGLE

VINE St - 10th St and Monument plazas

CASTOR AVENUE

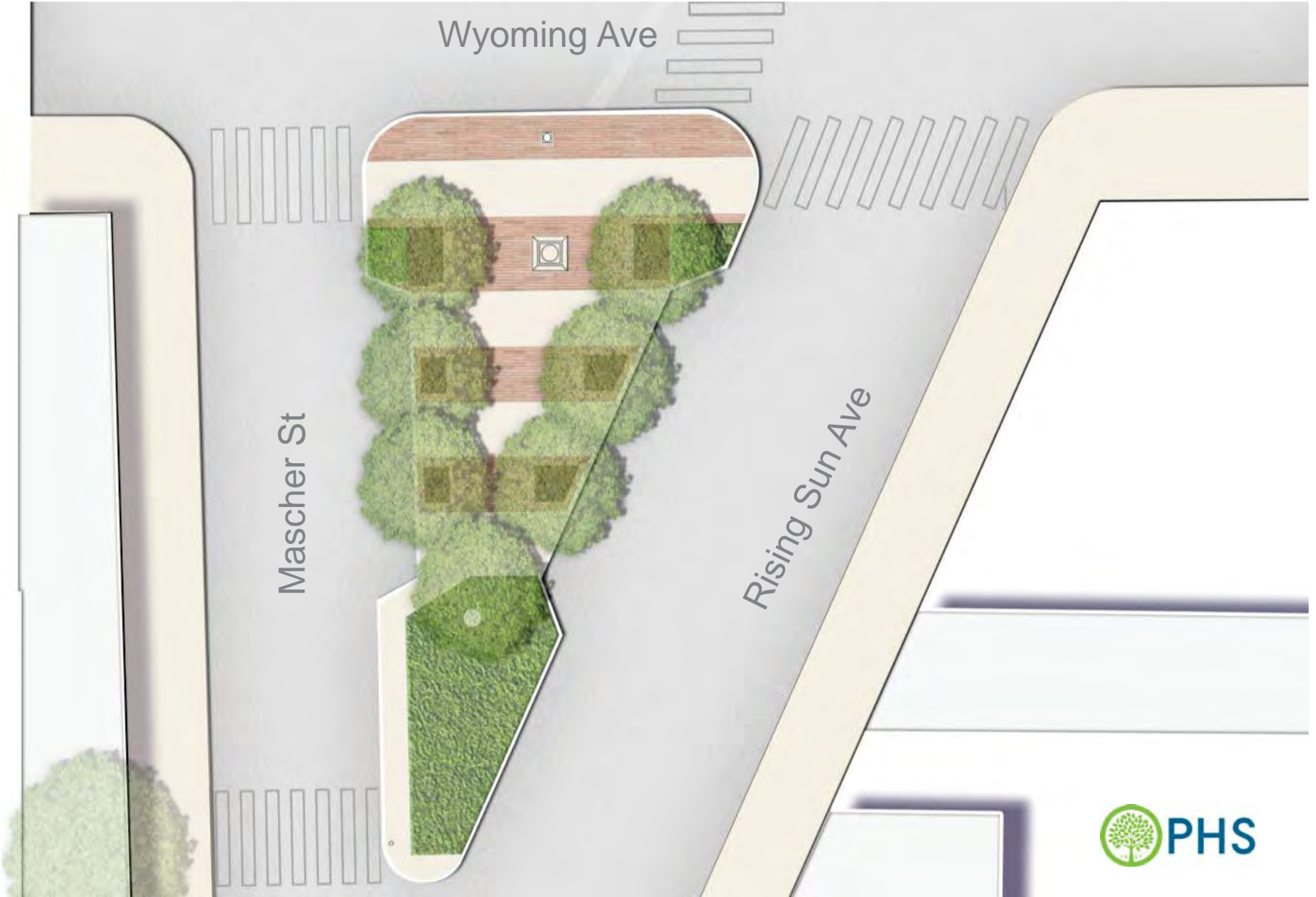
PHL "IMAGE MAKER"

Veteran's Triangle

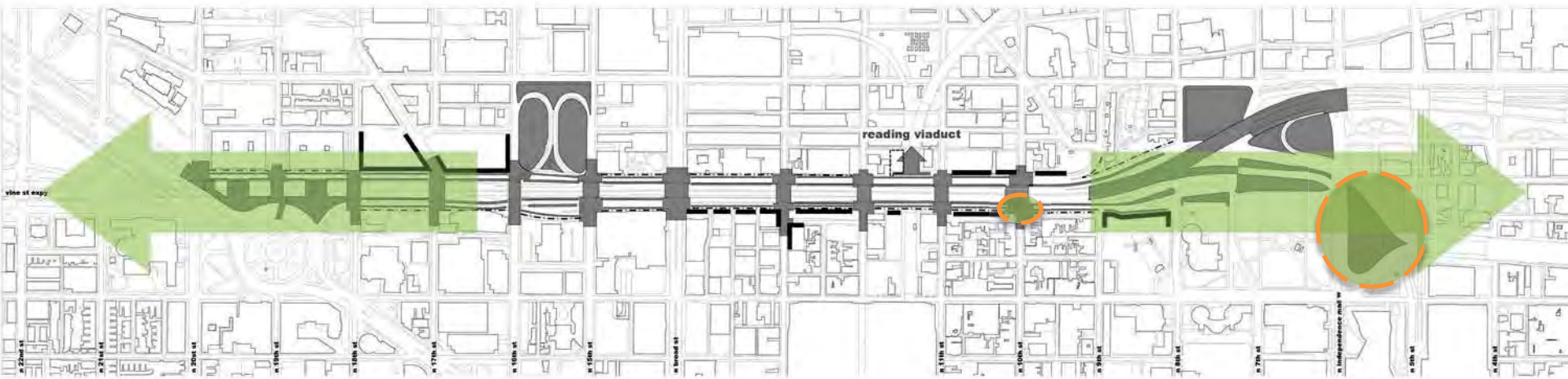
Rising Sun, Mascher & Wyoming
Nueva Esperanza



Veteran's Triangle



Vine Street

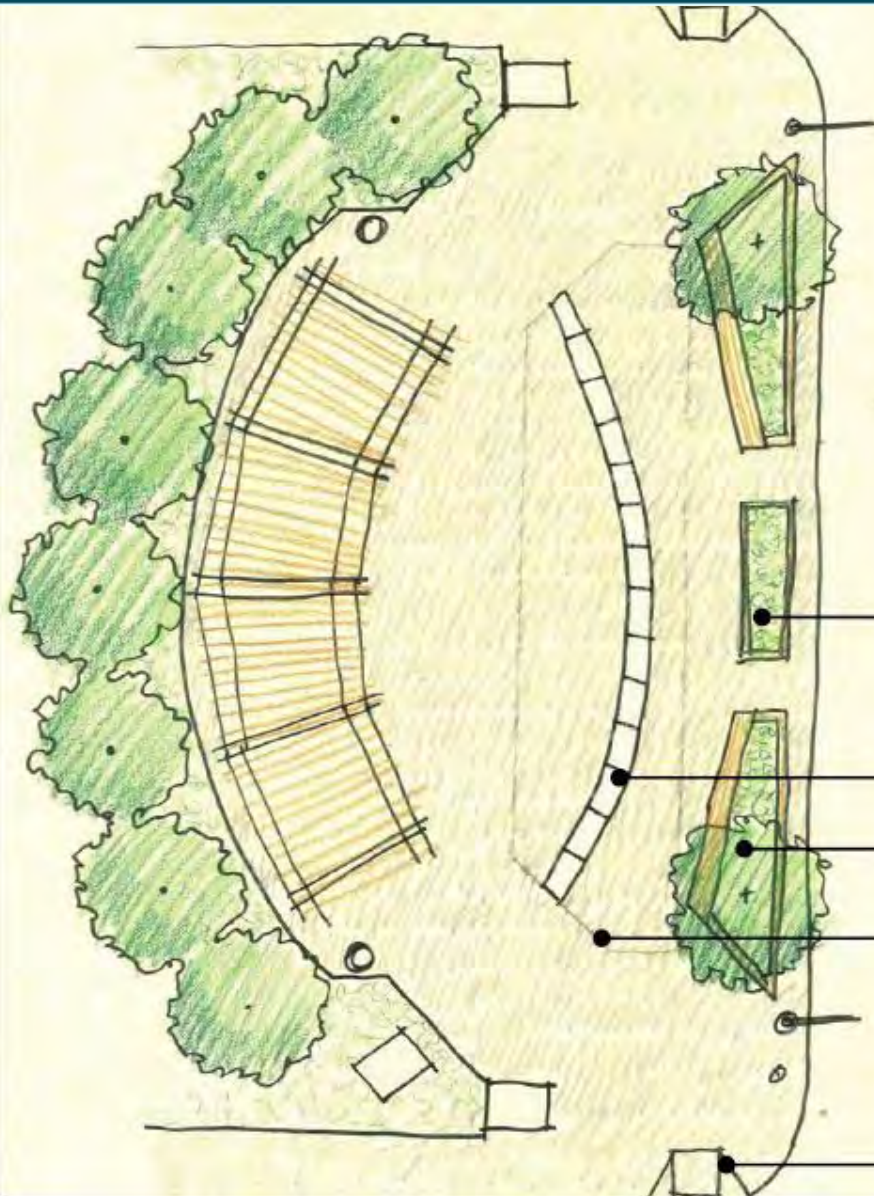


10th and Vine St Plaza

Philadelphia Chinatown CDC



10th and Vine St Plaza



Option A – 1A

PLAN

Raised Planter

Seat Wall

Raised Planter with Bench

Former Planter Footprint

Improved ADA ramps

10th and Vine St Plaza

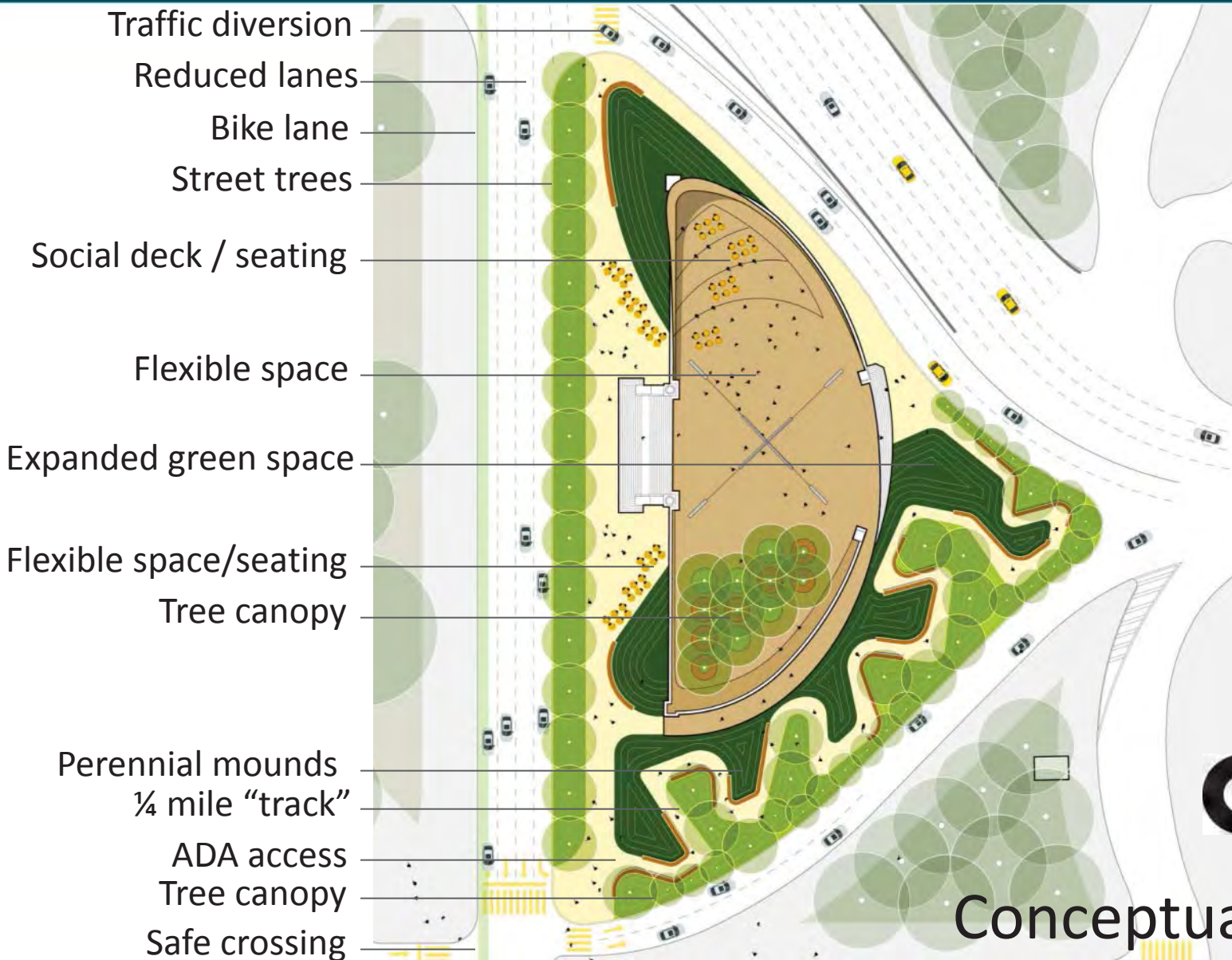


Vine Street – Monument Plaza



MG_5778.MOV

Vine Street – Monument Plaza

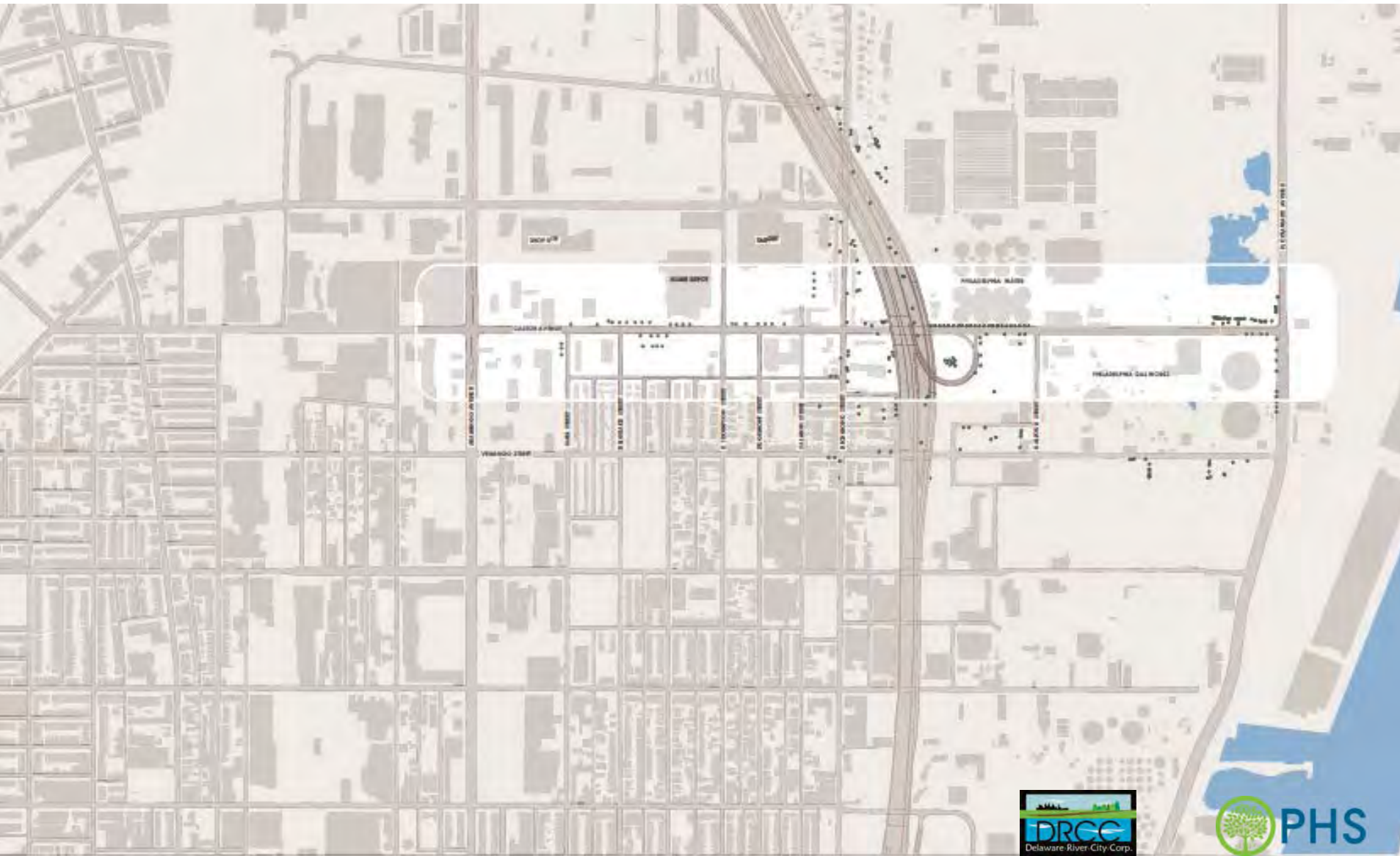


OLIN

Conceptual Site Plan

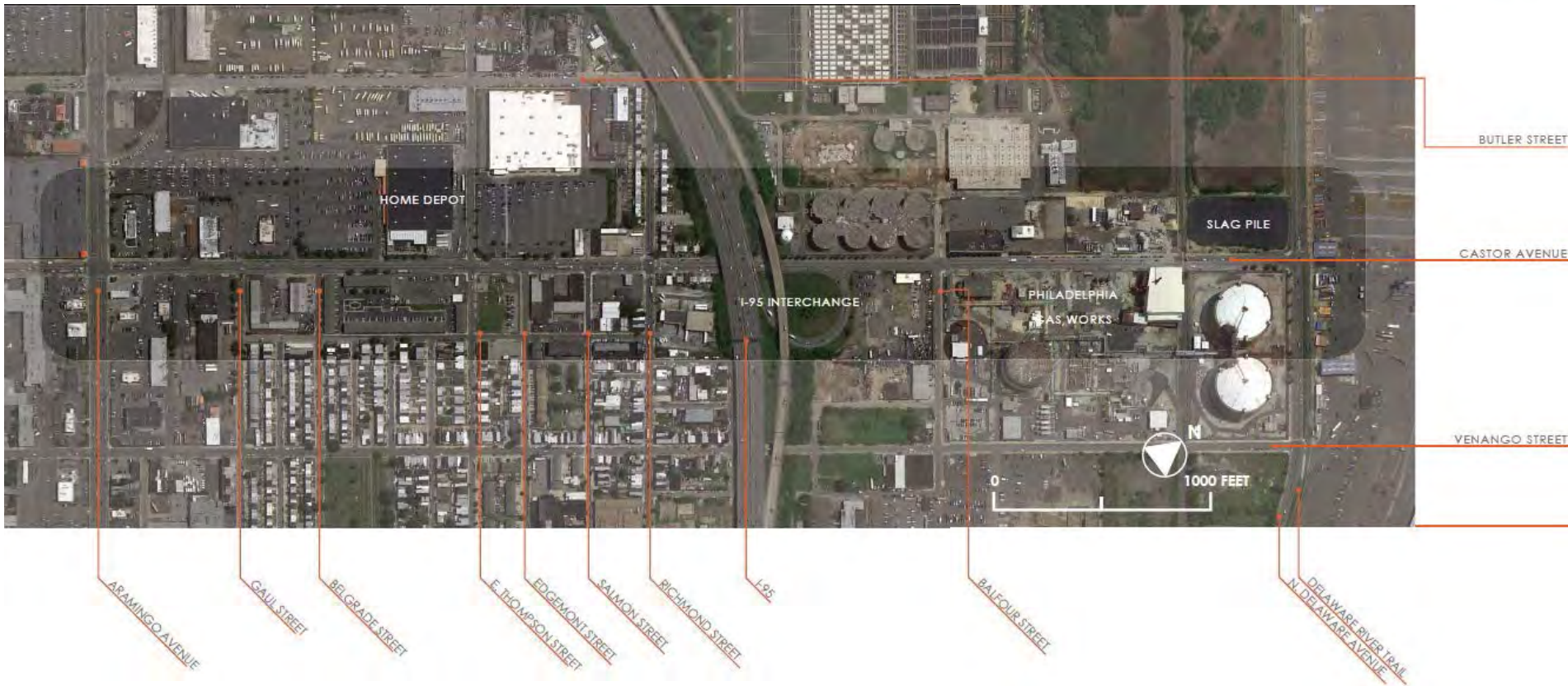
Coastal Zone Management

Castor Ave Streetscape



Coastal Zone Management

Castor Ave Streetscape



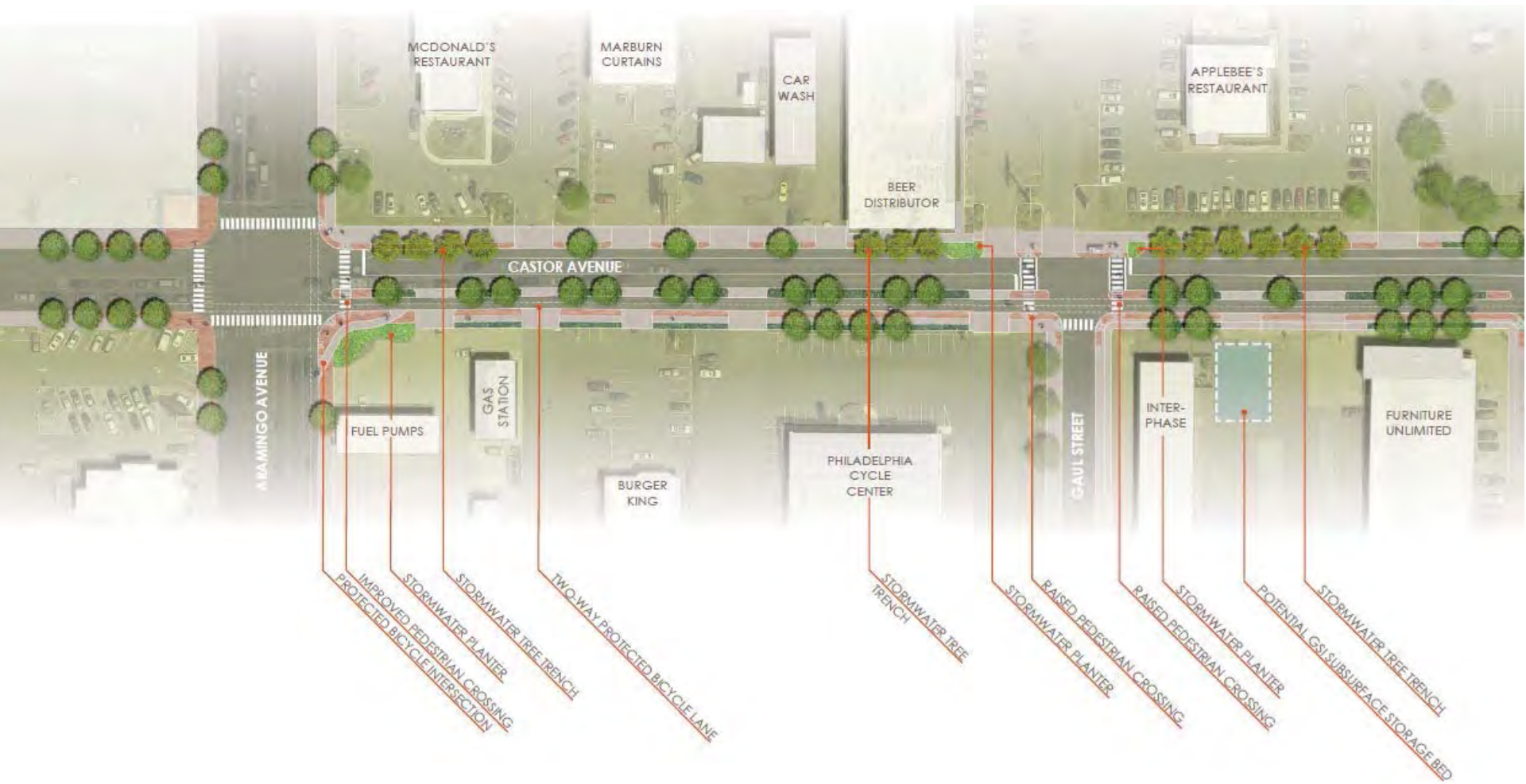
Coastal Zone Management

Castor Ave Streetscape



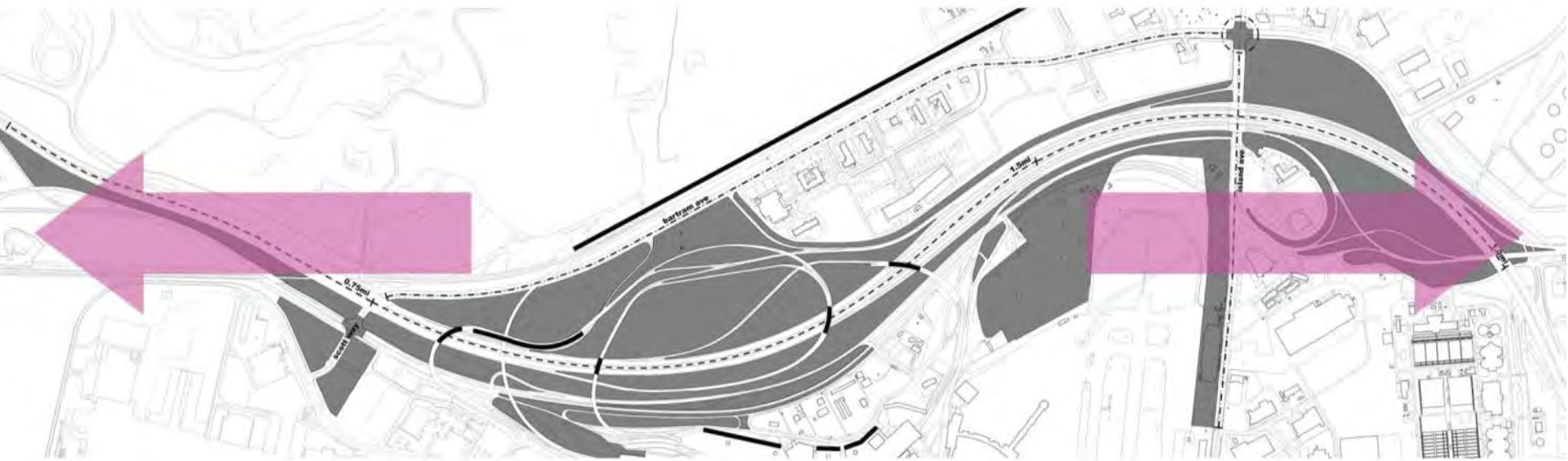
Coastal Zone Management

Aramingo to Gaul



PHL “Image Maker” Design Competition

PHL PHILADELPHIA
INTERNATIONAL AIRPORT







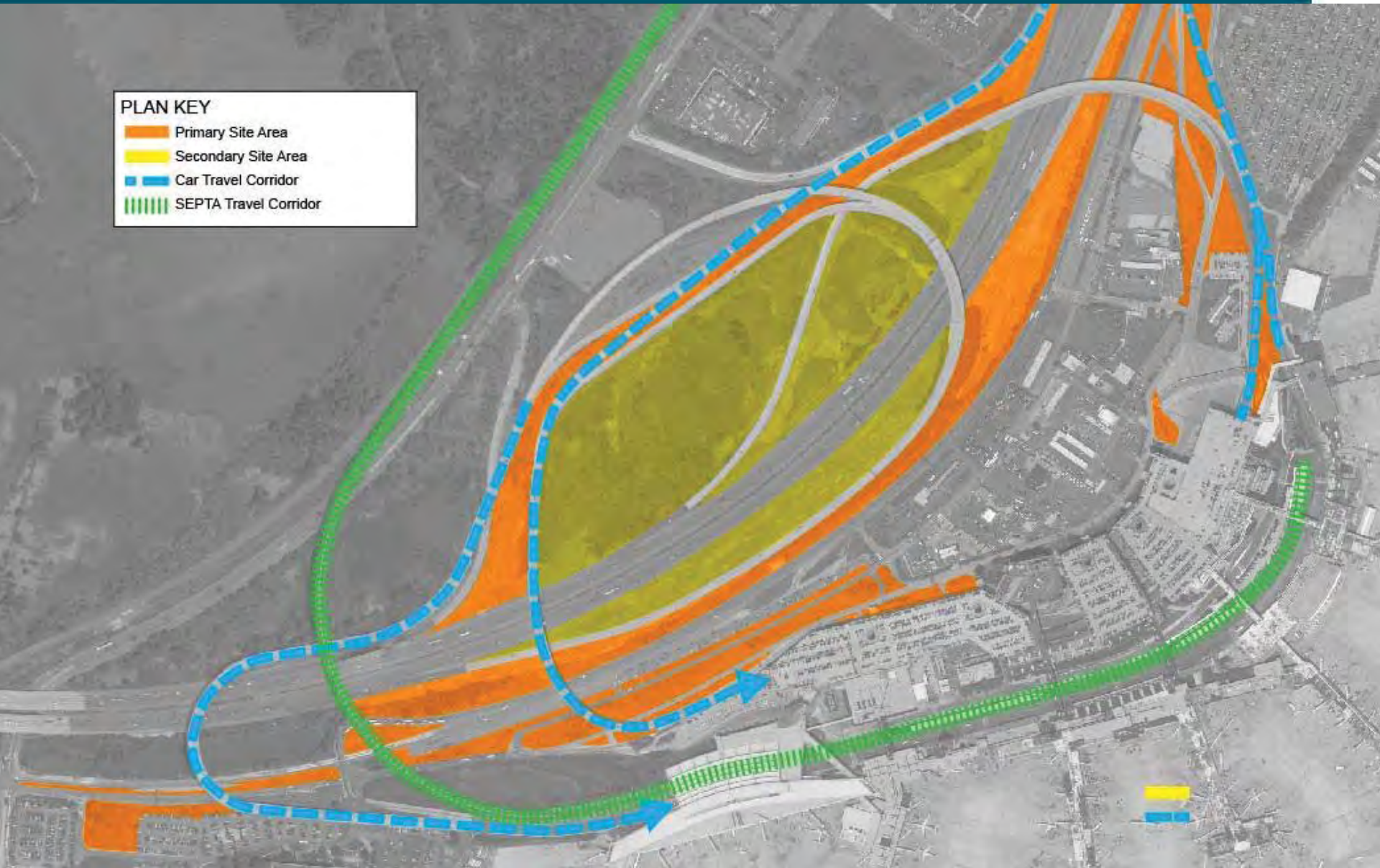
SPRINGFIELD EXT. 11

EMBASSY SUITES

PHL “Image Maker” Design Competition

PLAN KEY

- Primary Site Area
- Secondary Site Area
- Car Travel Corridor
- SEPTA Travel Corridor





Urban Design Team

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TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2016-2019)

Pennsylvania TIP (FY2017-2020)

April 2017



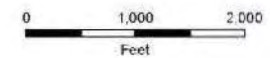
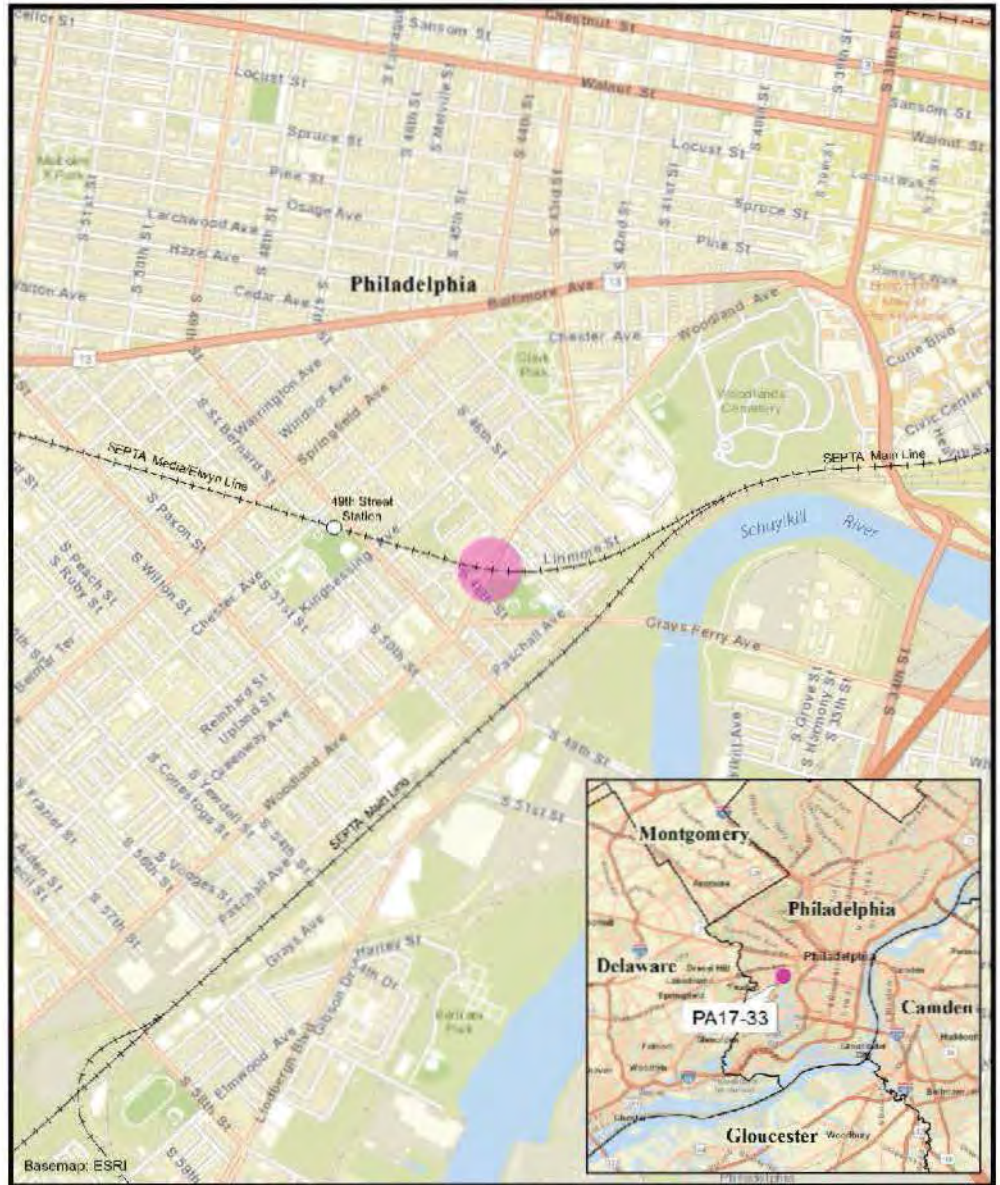
Woodland Avenue over SEPTA

City of Philadelphia | Add Back into TIP & Cost Increase

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add back into TIP and increase CON phase, in FY18, by \$7,000,000 (\$3,500,000 STP/\$3,500,000 Local).
- ▶ **Reasons:**
 - Restricted work windows.
 - Need to limit impacts to transit service and SEPTA customers.
 - Timed to coincide with a planned summer 2018 outage Scheduled for Media/Elwyn Regional Rail line.



PA17-33: Woodland Avenue over SEPTA





11/25/2015



11/25/2015

TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

a. Woodland Avenue over SEPTA, City of Philadelphia

Amend the TIP by adding Woodland Avenue over SEPTA back into TIP and increase the CON phase, in FY18, by \$7,000,000 (\$3,500,000 STP/\$3,500,000 Local).

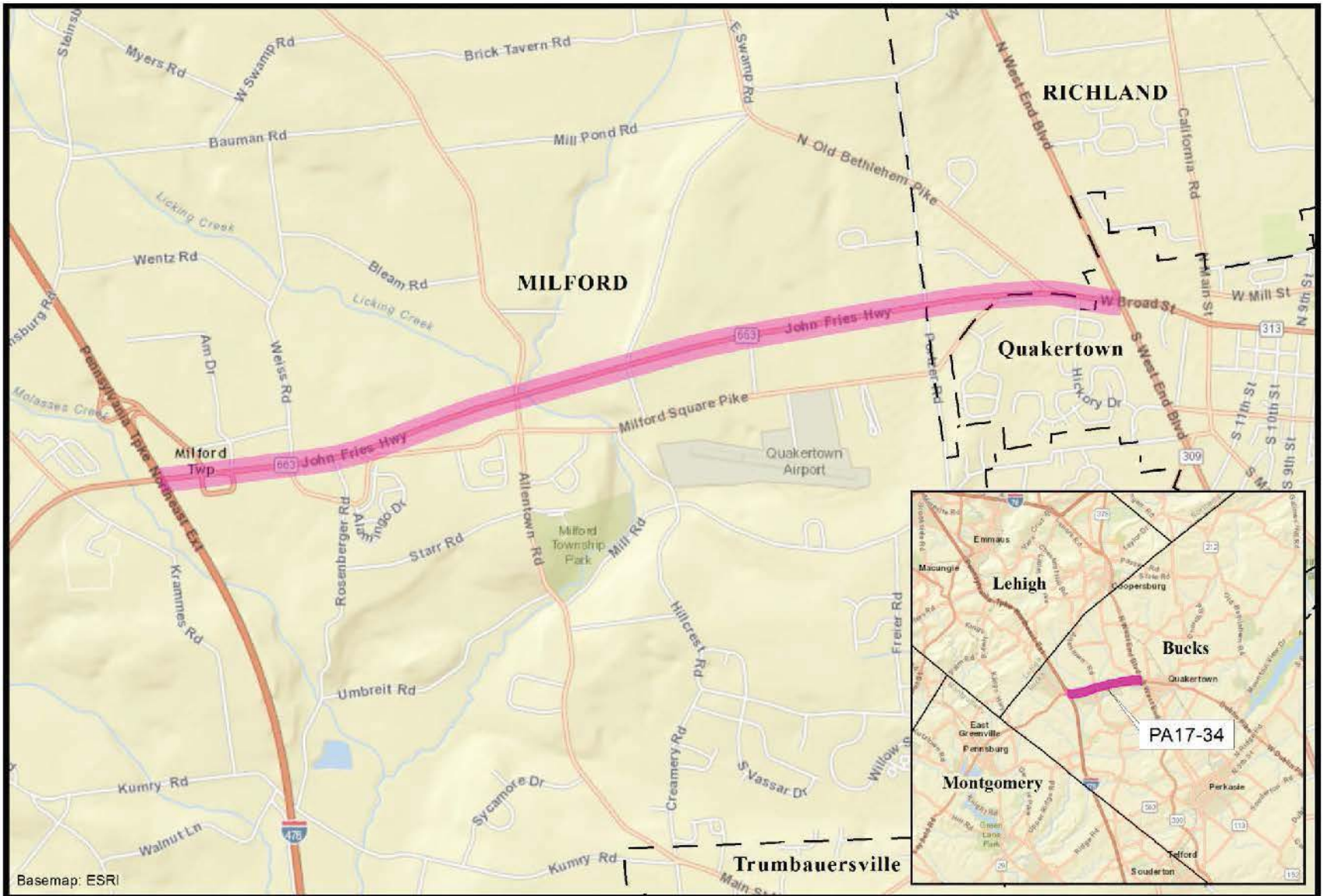


PA 663 Traffic Study, I-476 to PA 309 Bucks County | Add New Study to the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add new \$100,000 State 581 funded study to TIP in FY19.
- ▶ **Reasons:**
 - Significant private development is anticipated along the corridor
 - Evaluate transportation facility improvements in PA 663 corridor in Milford and Richland Twps.
 - Investigate anticipated traffic growth
 - Identify estimated timeframes and costs



PA17-34: PA 663 Traffic Study, I-476 to PA 309



TIP Action | Proposed – PA

Amend the PA TIP for the Following Projects:

b. PA 663 Traffic Study, I-476 to PA 309, Bucks County

Amend the TIP by adding a new \$100,000 State 581 funded study to the TIP in FY19.

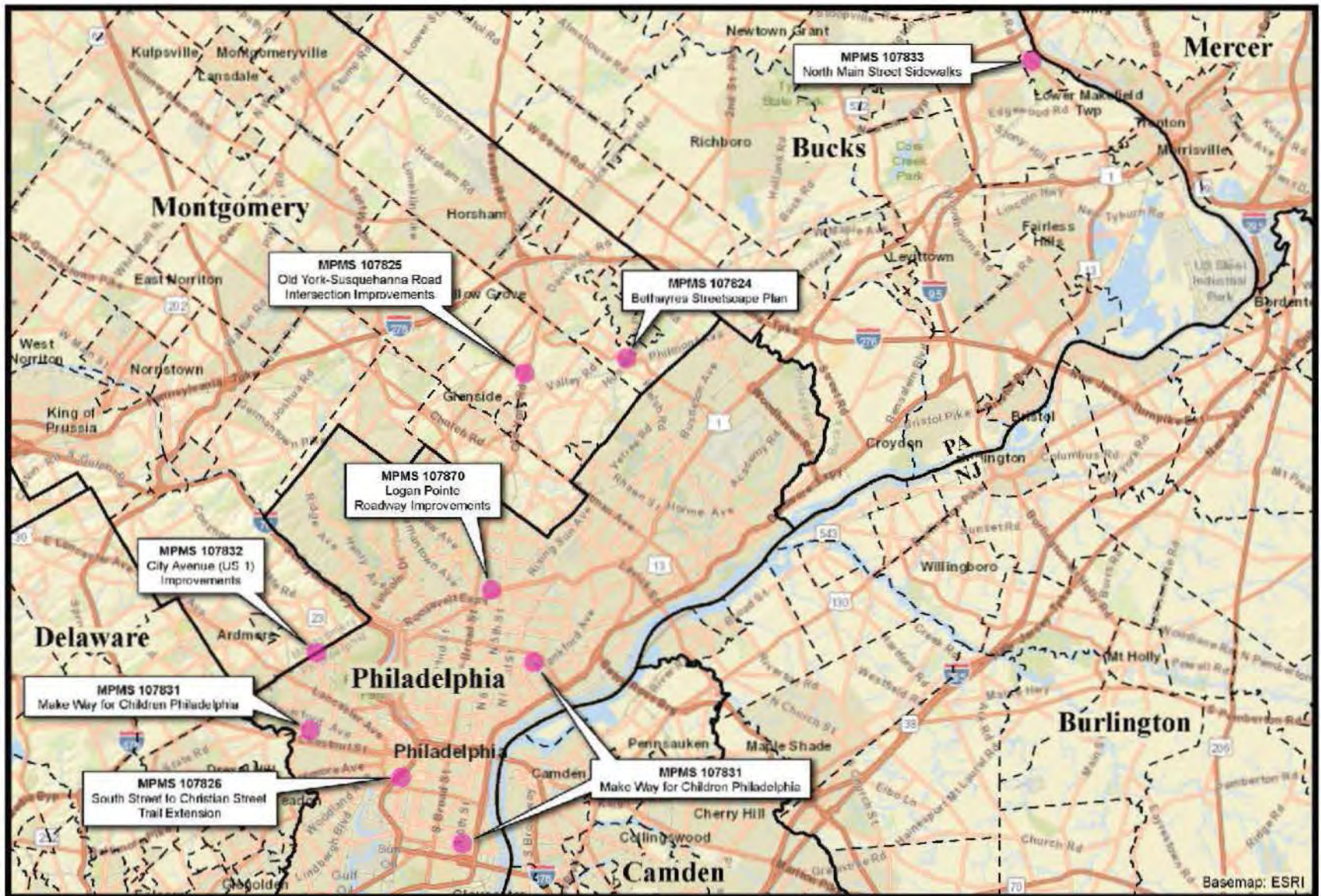


PennDOT Multimodal Transportation Fund Projects Various Counties | Add Projects to the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Approve list of recommended projects and add seven selected projects to TIP using \$5,865,000 Statewide Multimodal Funds (State 411)
- ▶ **Background:**
 - Competitive statewide program established by Act 89
 - Ensures safe & reliable system of transportation is available residents
 - PennDOT made \$40M available for 37 projects statewide
 - DVRPC region received \$5.8M for 7 projects



PA17-35: PennDOT Multimodal Transportation Fund Projects (2016)



County	Project Sponsor	Title	Statewide Award
Bucks	Yardley Borough	North Main Street Sidewalks	\$454,000
Montgomery	Abington Twp	Old York-Susquehanna Rd Intersection Improvements	\$588,000
	Lower Moreland Twp	Bethayres Streetscape Plan	\$209,000
Philadelphia	City Avenue Special Services District	City Avenue (US 1) Improvements	\$890,000
	Logan West Associates, LP	Logan Pointe Roadway Improvements	\$2,000,000
	Schuylkill River Development Corporation	South Street to Christian Street Trail Extension	\$912,000
	Streets Department of Philadelphia	Make Way for Children Philadelphia	\$812,000
		TOTAL	\$5,865,000

TIP Action | Proposed – PA

Amend the PA TIP for the Following Projects:

c. PennDOT Multimodal Transportation Fund Projects

Amend the TIP by approving the list of recommended projects and adding seven selected projects to the TIP using \$5,865,000 Statewide Multimodal Funds (State 411).

- North Main Street Sidewalks - \$454,000
- Old York-Susquehanna Rd. Intersection Improvements - \$588,000
- Bethayres Streetscape Plan - \$209,000
- City Avenue (US 1) Improvements - \$890,000
- Logan Pointe Roadway Improvements - \$2,000,000
- South St. to Christian St. trail extension - \$912,000
- Make Way for Children Philadelphia - \$812,000

These are additional funds to the region





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

APRIL 11, 2017

BUILDING ON OUR STRENGTHS

Evaluating Transit-Oriented
Development (TOD) Opportunities
in Greater Philadelphia



APRIL 11, 2017

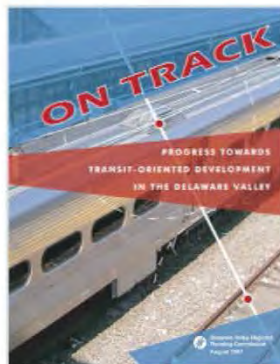
BUILDING ON OUR STRENGTHS

Evaluating Transit-Oriented Development (TOD) Opportunities in Greater Philadelphia

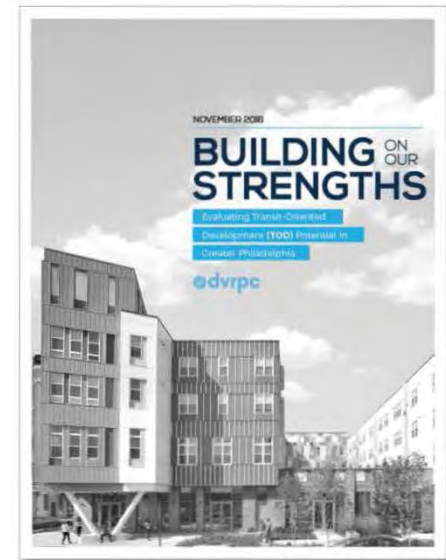
2003



2007



2016/17



APRIL 11, 2017

BUILDING ON OUR STRENGTHS

Evaluating Transit-Oriented
Development (TOD) Opportunities
in Greater Philadelphia

TOPICS

- 1 Regional Perspectives on TOD
- 2 Evaluating TOD Opportunities
- 3 Developing a Strategy

WHAT IS **TOD**?

Transit-Oriented Development is a way of building vibrant neighborhoods around high quality transit stations.

WHAT IS **TOD**?

Transit-Oriented Development is a way of building vibrant neighborhoods around high quality transit stations.



AMBLER BOILER HOUSE
Ambler, PA



WATCHCASE FACTORY
Riverside, NJ



COURTS AT SPRING MILL
Whitemarsh, PA



THE
LUMBERYARD



8 XINGS
NEXT 0.30 MILES

THE LUMBERYARD
Collingswood, NJ



SCHUYLKILL YARDS
Philadelphia, PA





REPRINTS

Business — Commercial Real Estate

Is this the holy grail project that could jump-start revitalization of North Philly?

Updated: MARCH 18, 2017 — 5:28 AM EDT



SPAGNOLO GROUP ARCHITECTURE

Artist's rendering of proposed North Station District development, as seen from corner of Broad Street and Indiana Avenue.

by **Jacob Adelman**, STAFF WRITER | [@jacobadelman](https://twitter.com/jacobadelman) | jadelman@phillynews.com





DVRPC Smart Growth Project Database
www.dvrpc.org/webmaps/SGPD/



TOD Principles

- 1 Get the land uses right
- 2 Create compact development patterns
- 3 Promote density
- 4 Make walking easy
- 5 Design for pedestrians
- 6 Manage parking
- 7 create distinctive places

Why is TOD right for our region?



Continued growth

Our region continues to grow



Changing demographics

Growing demand for less car-dependent lifestyles



Economic growth

Compact, walkable development is good for the bottom line

A TRANSIT-ORIENTED REGION

DEVELOPMENT PATTERN



pre-1890

WALKING /
HORSECAR CITY

TRANSPORT TECHNOLOGY



A TRANSIT-ORIENTED REGION

DEVELOPMENT PATTERN



pre-1890

1890-1920

WALKING / HORSECAR CITY

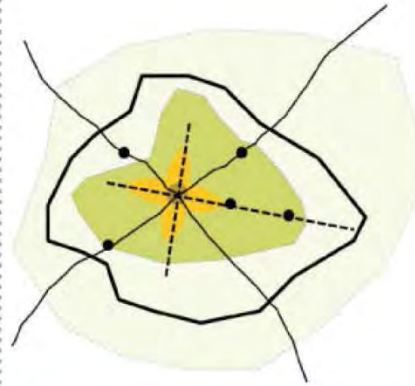
STREETCAR CITY

TRANSPORT TECHNOLOGY



A TRANSIT-ORIENTED REGION

DEVELOPMENT PATTERN



pre-1890

1890-1920

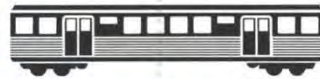
1920-1945

WALKING / HORSE-CAR CITY

STREETCAR CITY

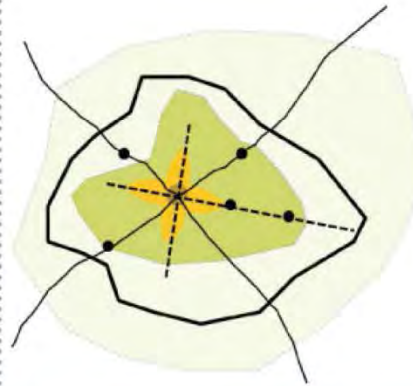
EARLY AUTO CITY

TRANSPORT TECHNOLOGY



A TRANSIT-ORIENTED REGION

DEVELOPMENT PATTERN



pre-1890

1890-1920

1920-1945

1945 - ?

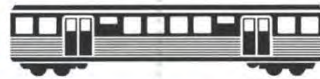
WALKING / HORSECAR CITY

STREETCAR CITY

EARLY AUTO CITY

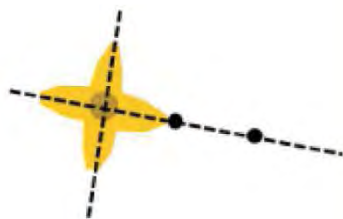
AUTO/FREEWAY CITY

TRANSPORT TECHNOLOGY



A TRANSIT-ORIENTED REGION

DEVELOPMENT PATTERN



pre-1890

1890-1920

1920-1945

1945 - ?

WALKING / HORSECAR CITY

STREETCAR CITY

EARLY AUTO CITY

AUTO/FREEWAY CITY

TRANSPORT TECHNOLOGY



A TRANSIT-ORIENTED REGION



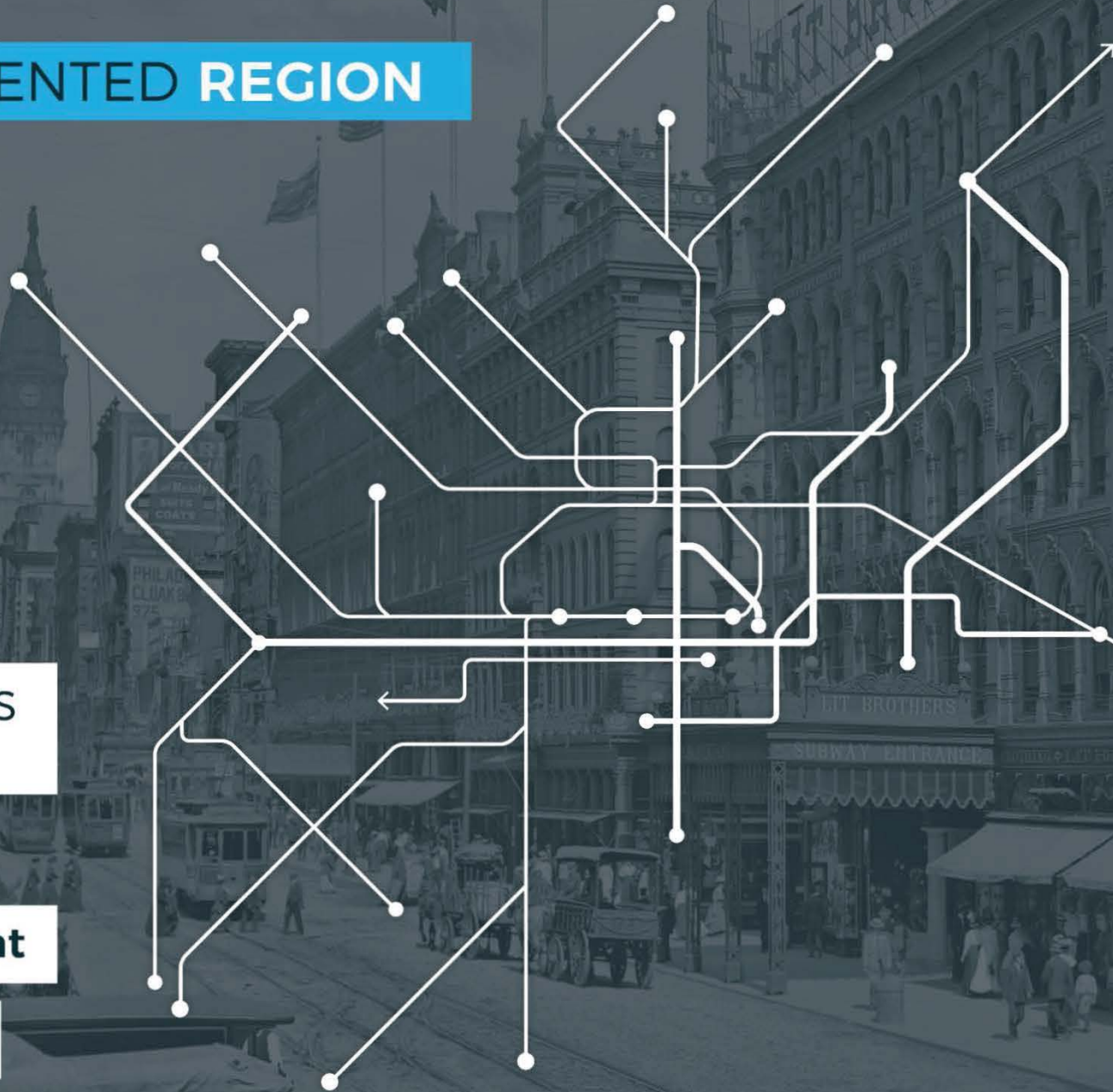
A TRANSIT-ORIENTED REGION

RAIL STATION AREAS
ACCOUNT FOR:

4% of land area

28% of employment

21% of population



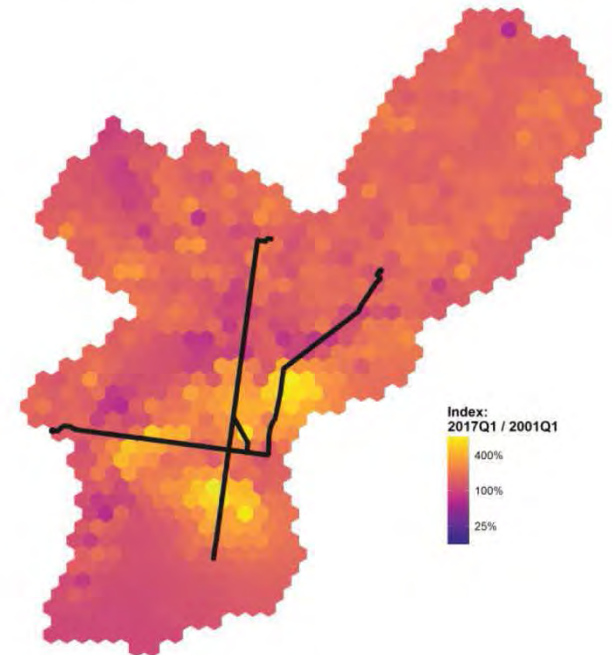
News

How the overworked, unstable EI just might be saving Philadelphia

Updated: MARCH 27, 2017 — 7:14 AM EDT



Change in Philadelphia Housing Index (2001-2017)



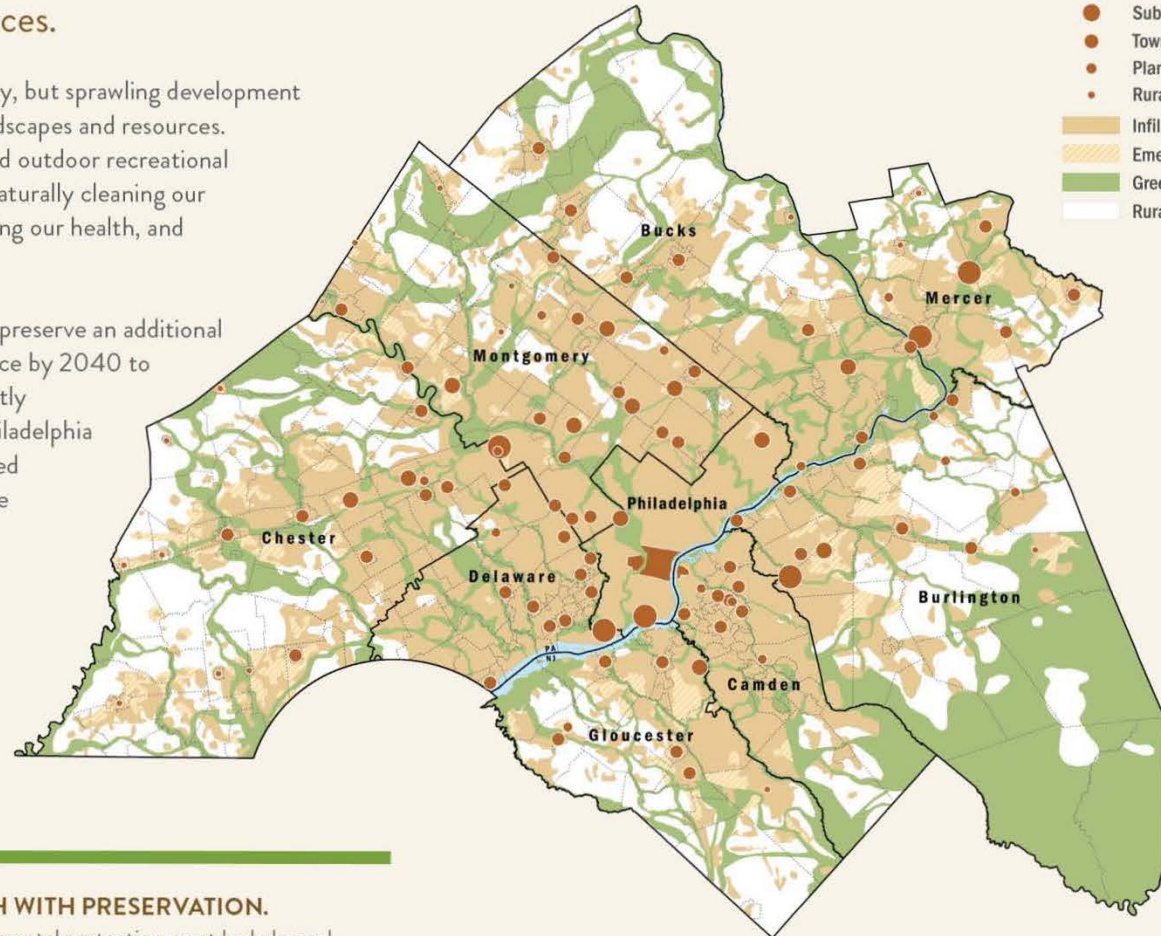
Source: Econsult Solutions, Inc.

HOW CAN WE GROW RESPONSIBLY?

Manage growth and development while protecting our natural resources.

Our region is home to breathtaking beauty, but sprawling development patterns threaten our region's natural landscapes and resources. Our land is a source of local food, jobs, and outdoor recreational opportunities. It also saves us money by naturally cleaning our air and water, mitigating flooding, improving our health, and enhancing our quality of life.

Connections 2040 outlines strategies to preserve an additional 450,000 acres of farmland and open space by 2040 to help reach a goal of one million permanently protected acres in our region. Greater Philadelphia has already made progress having preserved more than 75,000 acres over the past five years. The Plan's land use vision continues this progress.



LAND USE VISION

- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Infill and Redevelopment
- Emerging Growth
- Greenspace Network
- Rural Resource Lands



BALANCING GROWTH WITH PRESERVATION.

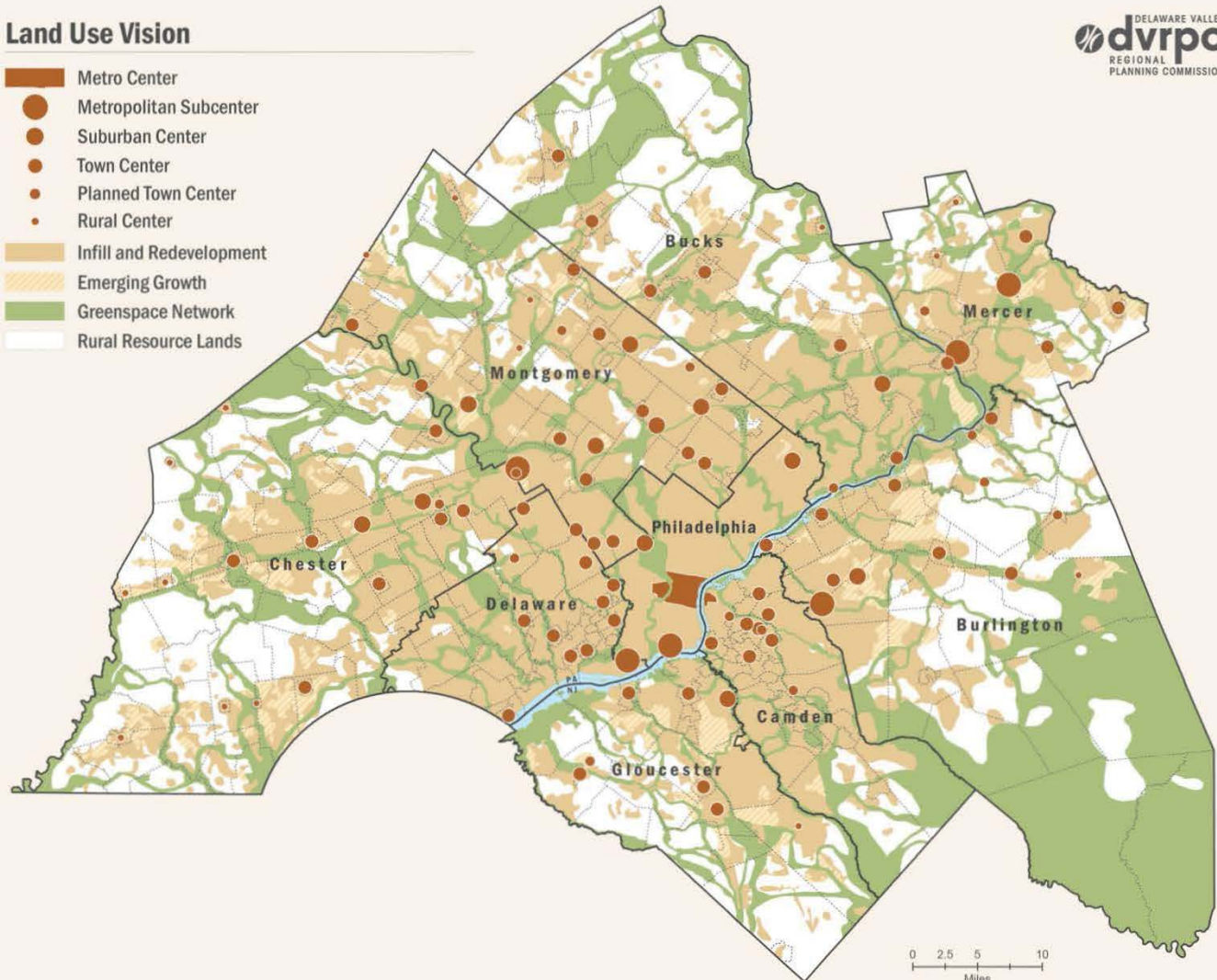
Development and environmental protection must be balanced. Growth should be encouraged where infrastructure already exists to limit the cost of new transportation facilities and reduce energy use and environmental impacts.

The Land Use Vision Map defines areas for open space preservation (Rural Resource Lands and Greenspace Network) as well as development (Centers, Infill and Redevelopment, and Emerging Growth).

WHY TOD MAKES SENSE FOR OUR REGION

Land Use Vision

- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Infill and Redevelopment
- Emerging Growth
- Greenspace Network
- Rural Resource Lands



WHY **TOD** MAKES SENSE FOR OUR REGION

NEARLY

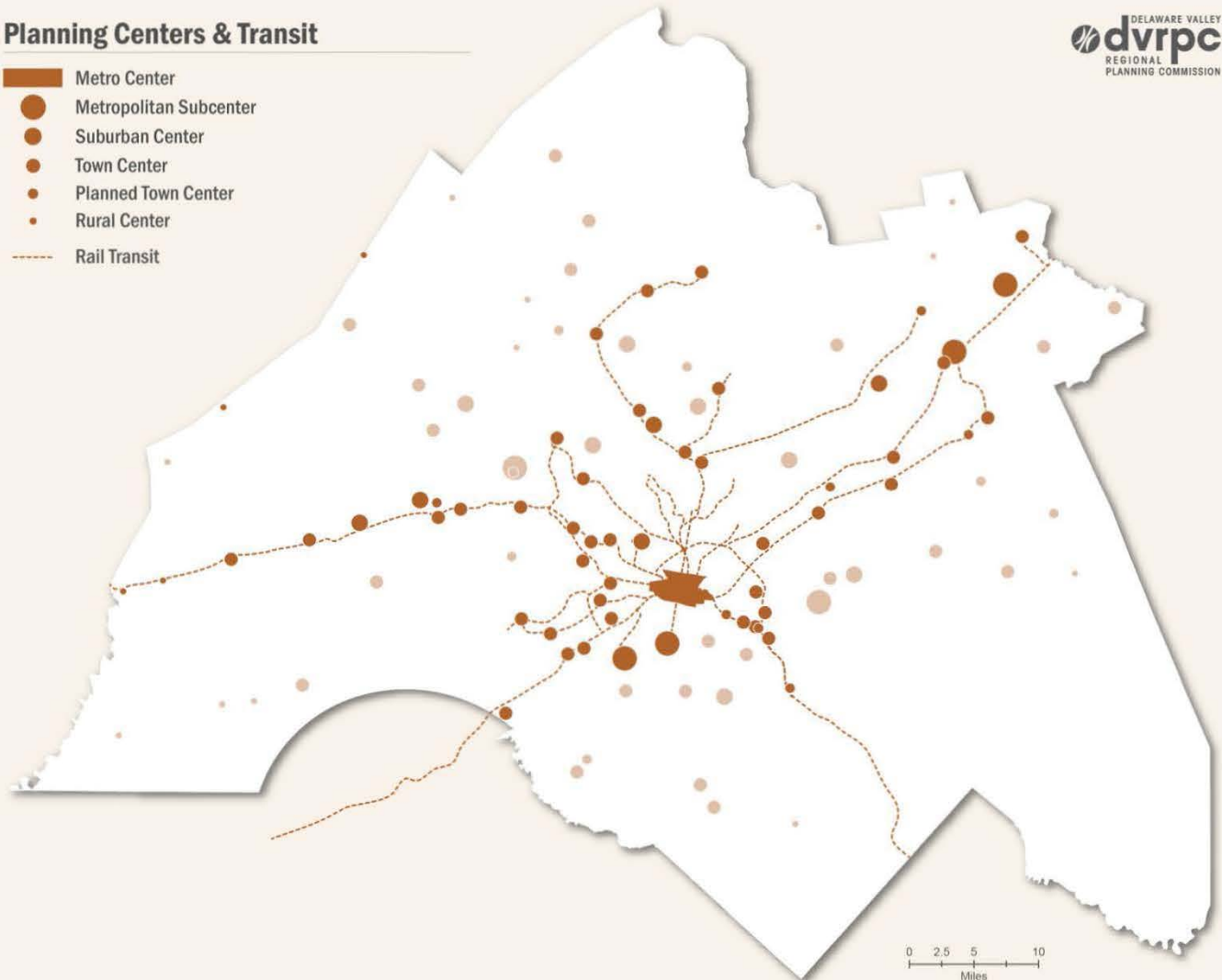


50%

OF **CENTERS** ARE
SERVED BY **RAIL**

Planning Centers & Transit

- Metro Center
- Metropolitan Subcenter
- Suburban Center
- Town Center
- Planned Town Center
- Rural Center
- Rail Transit



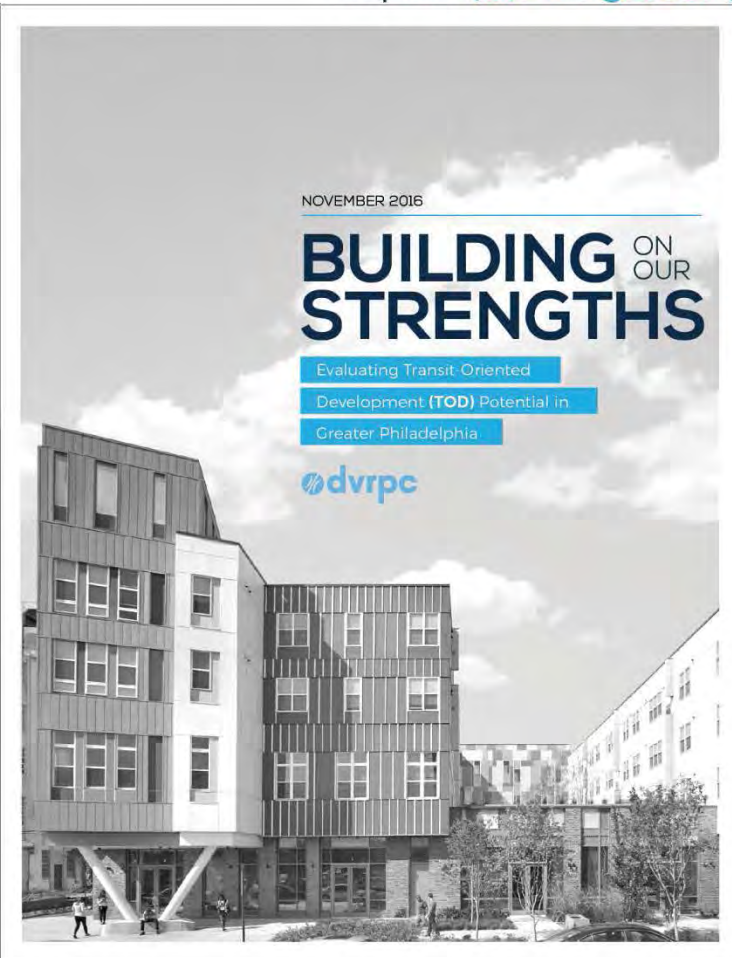
Evaluating TOD Opportunities

Overview

Method

Findings

Report (Coming Soon)



INPUTS

Demographic, social, physical, & market data

OUTCOMES

A useful comparison of the relative strengths and weaknesses of individual station areas

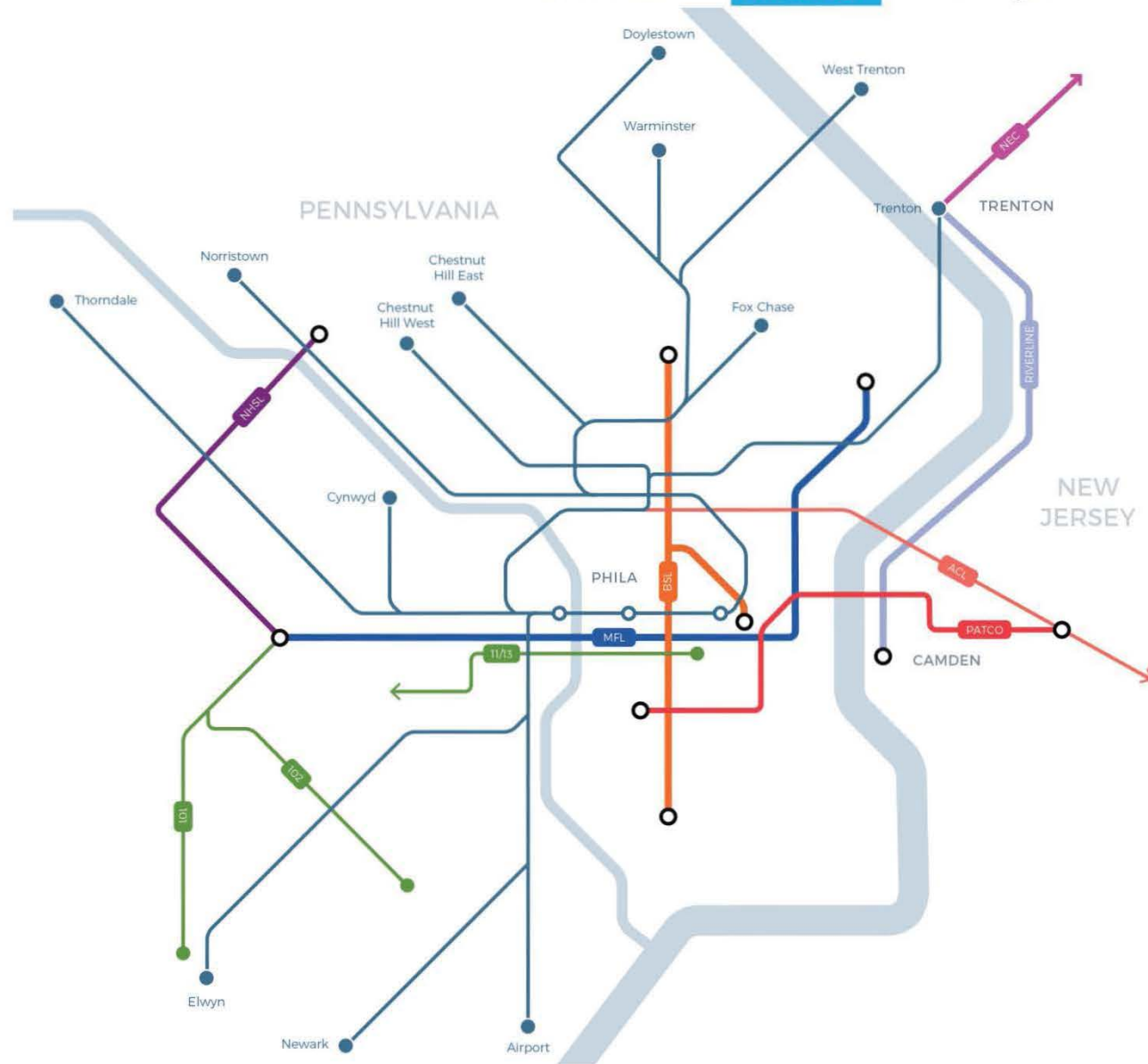
DEVELOP A TOOL THAT HELP **DIRECT GROWTH AND INVESTMENT** TO RAIL STATIONS WHERE IT CAN BE LEVERAGED FOR MAXIMUM IMPACT

Evaluating TOD Opportunities

Overview

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Evaluating TOD Opportunities

SELECTING STATION AREAS

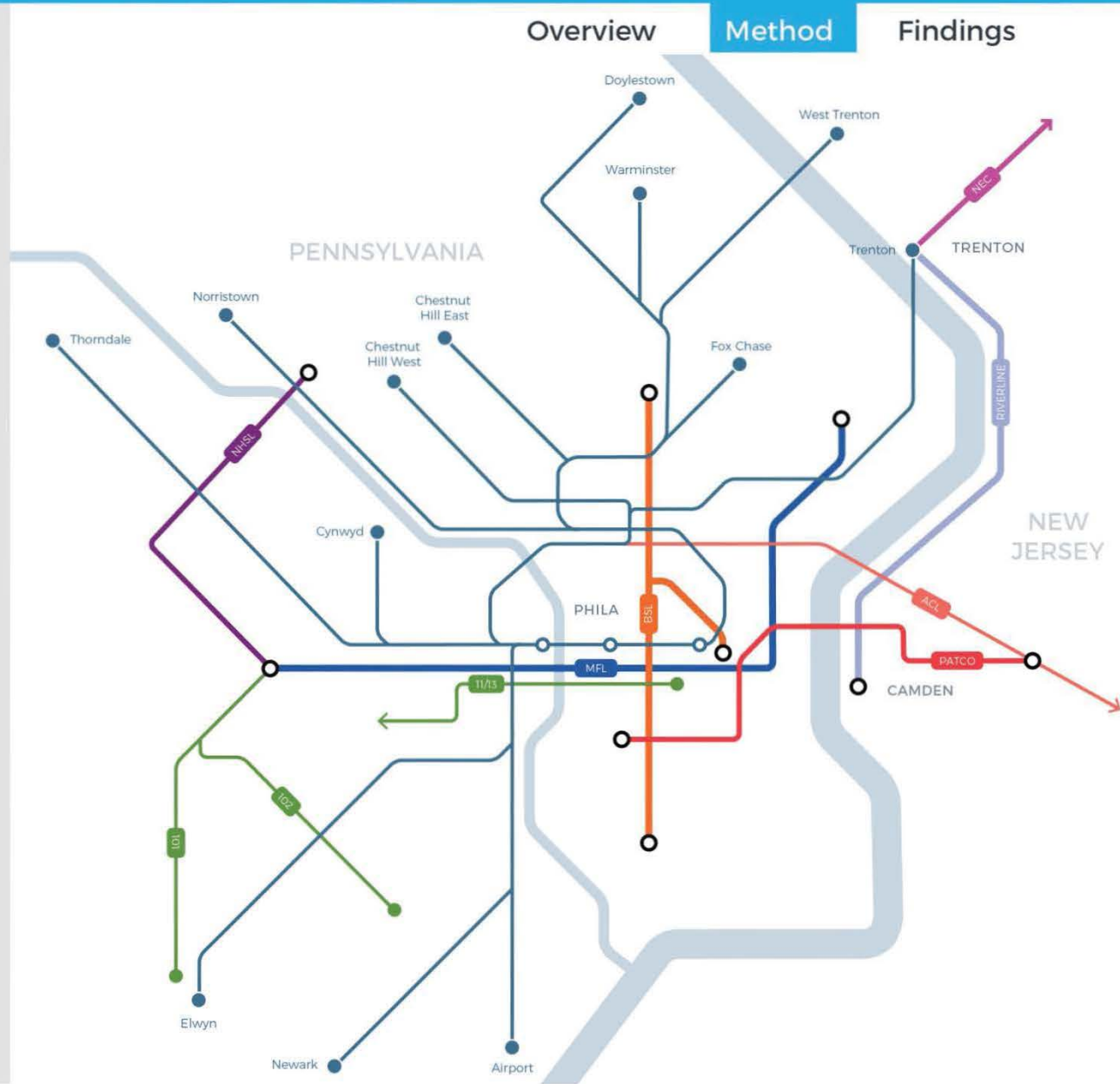
Number of stations evaluated by transit line

- DRPA PATCO (6)
- NJ Transit Northeast Corridor (2)
- NJ Transit RiverLINE (9)
- SEPTA Broad Street Line (14)
- SEPTA Market-Frankford Line (17)
- SEPTA Norristown High Speed Line (16)
- SEPTA Trolley (8)
- SEPTA Regional Rail (82)

A total of 7 stations are served by multiple transit lines:
 Multiple transit lines (NJ): 3
 Multiple transit lines (PA): 4

Number of stations evaluated by county

Philadelphia	66
Delaware	38
Montgomery	28
Camden	12
Bucks	5
Chester	5
Mercer	5
Burlington	3



Overview

Method

Findings

Evaluating TOD Opportunities

Background

Method

Findings

SUCCESS FACTORS

Demographics + Physical Environment + Transit Context + Market Strength + Community Context

= TOD Opportunities

Evaluating TOD Opportunities

Background

Method

Findings

EVALUATION CRITERIA

Demographics + Physical Environment + Transit Context

Market Strength + Community Context

1 TOD ORIENTATION

1. Transit Service Quality
2. Job Access
3. Travel Time
4. Intensity
5. Car Ownership
6. Non-Car Commuters
7. Walkability



Evaluating TOD Opportunities

Background

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Findings

EVALUATION CRITERIA

Demographics + Physical Environment + Transit Context + **Market Strength + Community Context**



2

TOD POTENTIAL

1. Development Activity
2. Commercial Market
3. Residential Market
4. Available Land
5. Planning Context

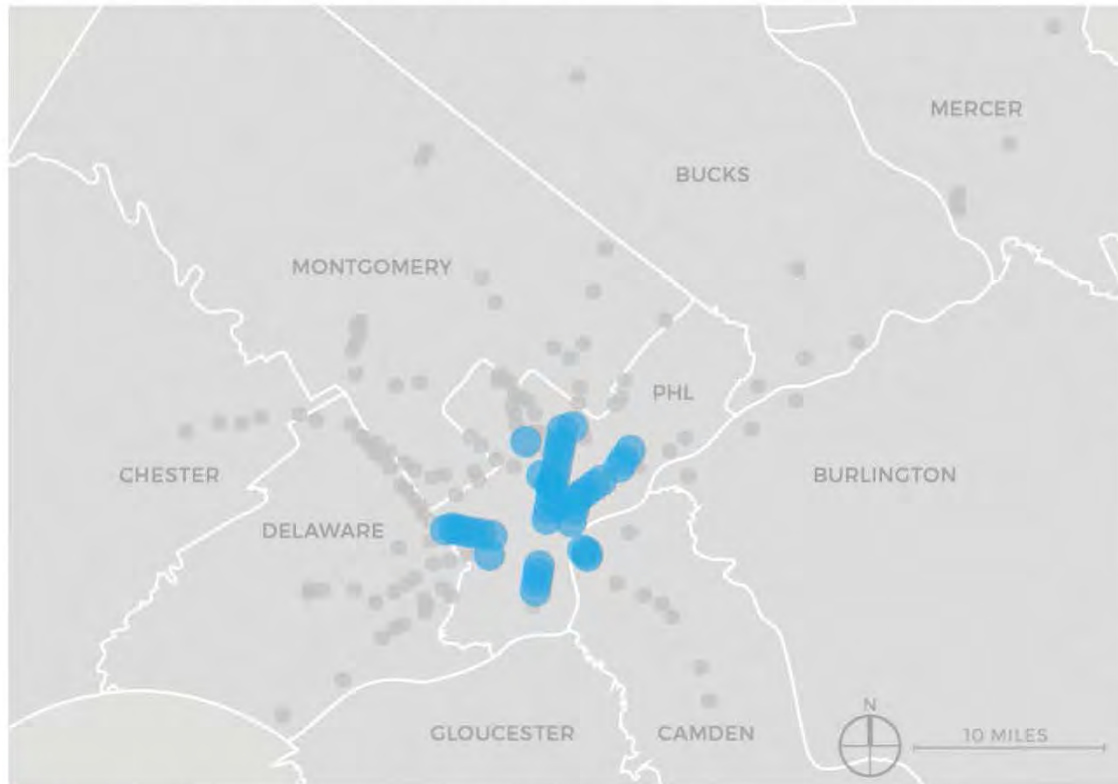
Evaluating TOD Opportunities

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Highest-Rated Station Areas: TOD Orientation



- Station area scoring highest in the **Existing Transit Orientation** category
- Other station areas included in this study

HIGHEST-RATED STATION AREAS BY COUNTY

PHILADELPHIA	87.5%	[41%]
CAMDEN	7.5%	[7%]
DELAWARE	5%	[23%]

HIGHEST-RATED STATION AREAS BY TRANSIT LINE

MARKET-FRANKFORD	40%	[10%]
BROAD STREET	32.5%	[9%]
REGIONAL RAIL	17.5%	[51%]
MULTIPLE RAIL LINES	5%	[4%]
PATCO	2.5%	[4%]
RIVER LINE	2.5%	[6%]

The numbers in brackets reflect the overall percentage of station areas included in this study in each of these categories.

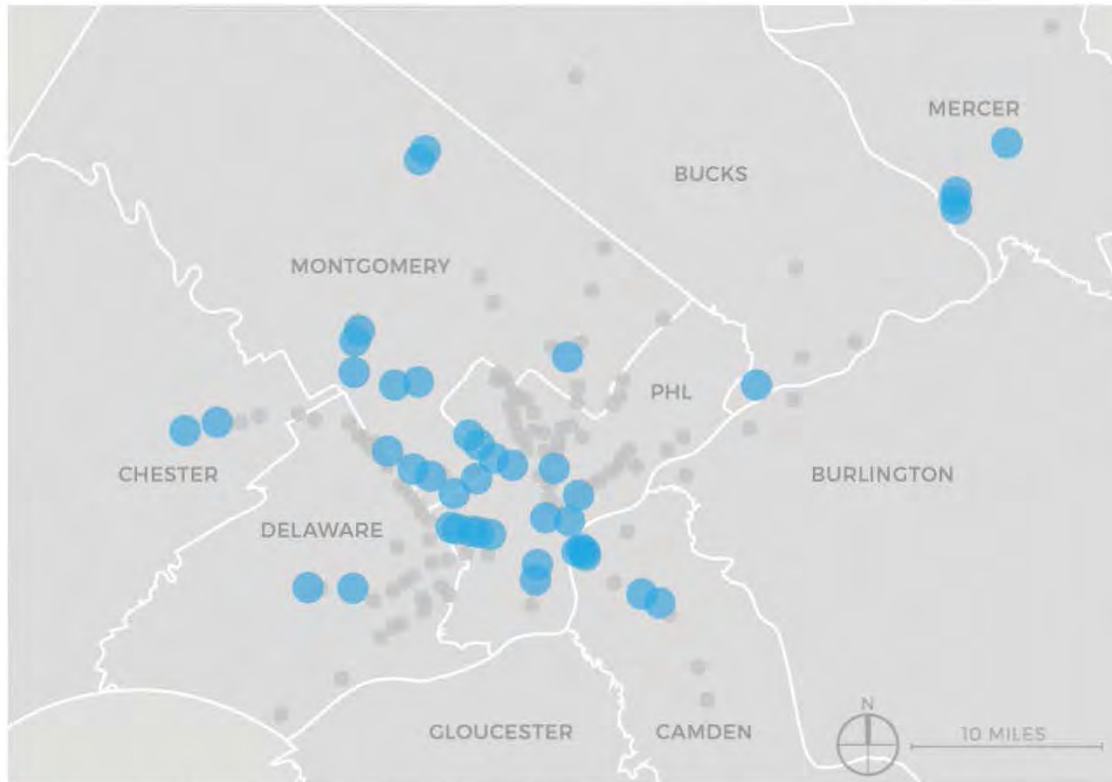
Evaluating TOD Opportunities

Background

Method

Findings

Highest-Rated Station Areas: TOD Potential



- Station area scoring highest in the **Future TOD Potential** category
- Other station areas included in this study

HIGHEST-RATED STATION AREAS BY COUNTY

PHILADELPHIA	34.9%	[41%]
MONTGOMERY	27.9%	[17%]
CAMDEN	13.9%	[7%]
MERCER	9.3%	[3%]
DELAWARE	7%	[23%]
CHESTER	4.7%	[3%]
BUCKS	2.3%	[3%]

HIGHEST-RATED STATION AREAS BY TRANSIT LINE

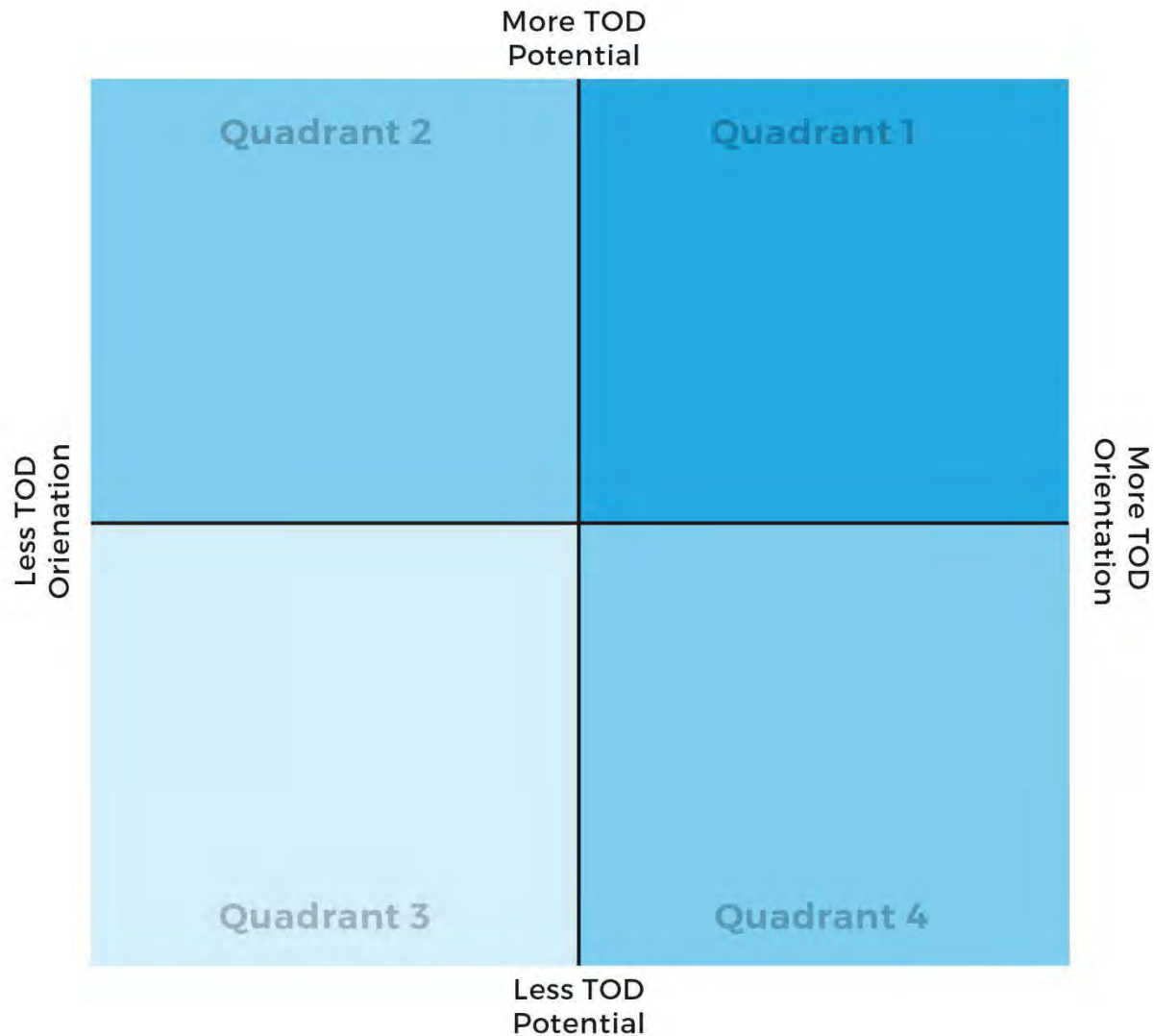
REGIONAL RAIL	39.5%	[51%]
MARKET-FRANKFORD	16.2%	[10%]
BROAD STREET	9.3%	[9%]
RIVER LINE	9.3%	(6%)
MULTIPLE RAIL LINES	7%	[4%]
PATCO	7%	[4%]
NHSL	4.7%	[10%]
TROLLEY	4.7%	[5%]
NEC	2.3%	[1%]

Evaluating TOD Opportunities

Background

Method

Findings

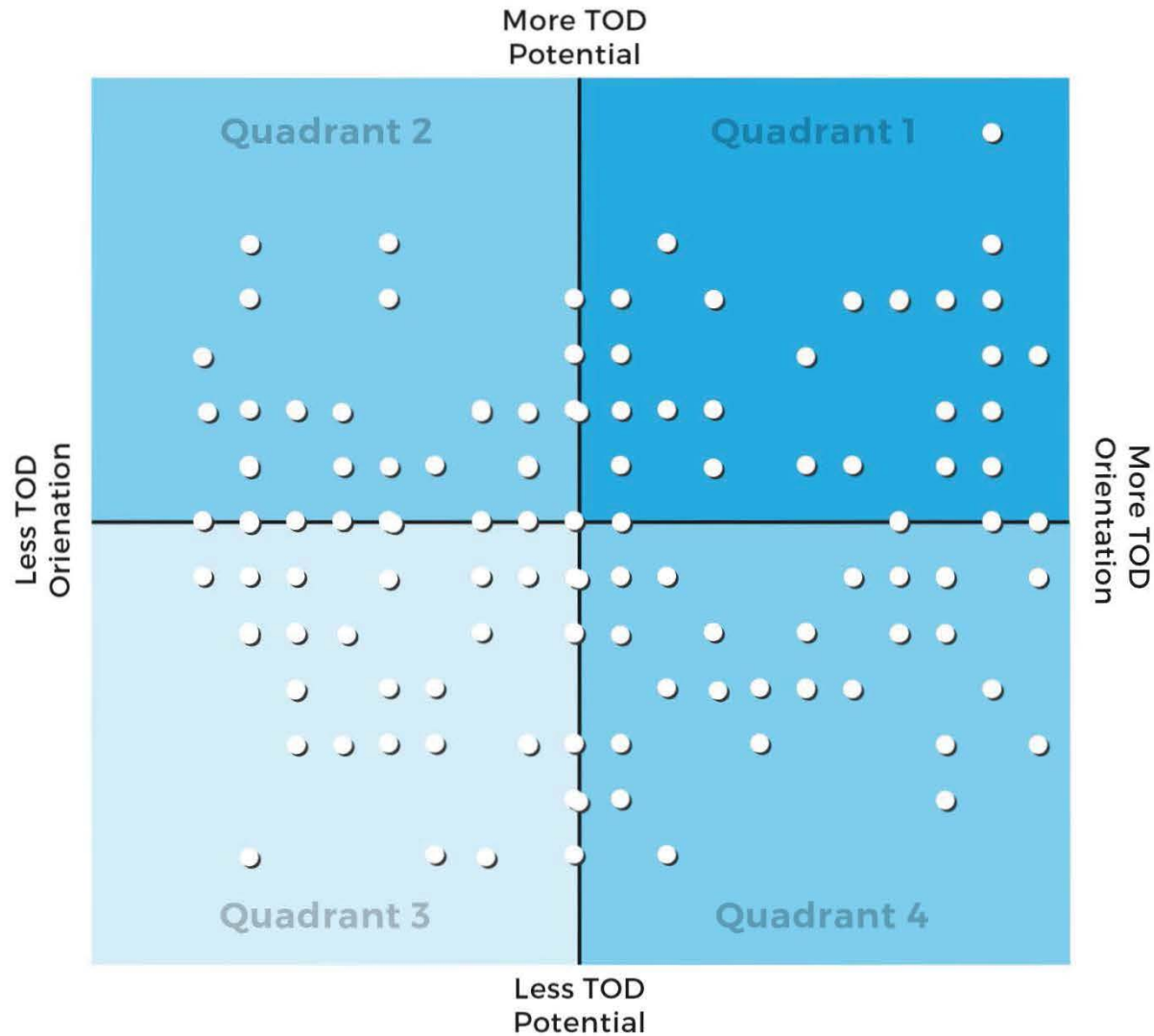


Evaluating TOD Opportunities

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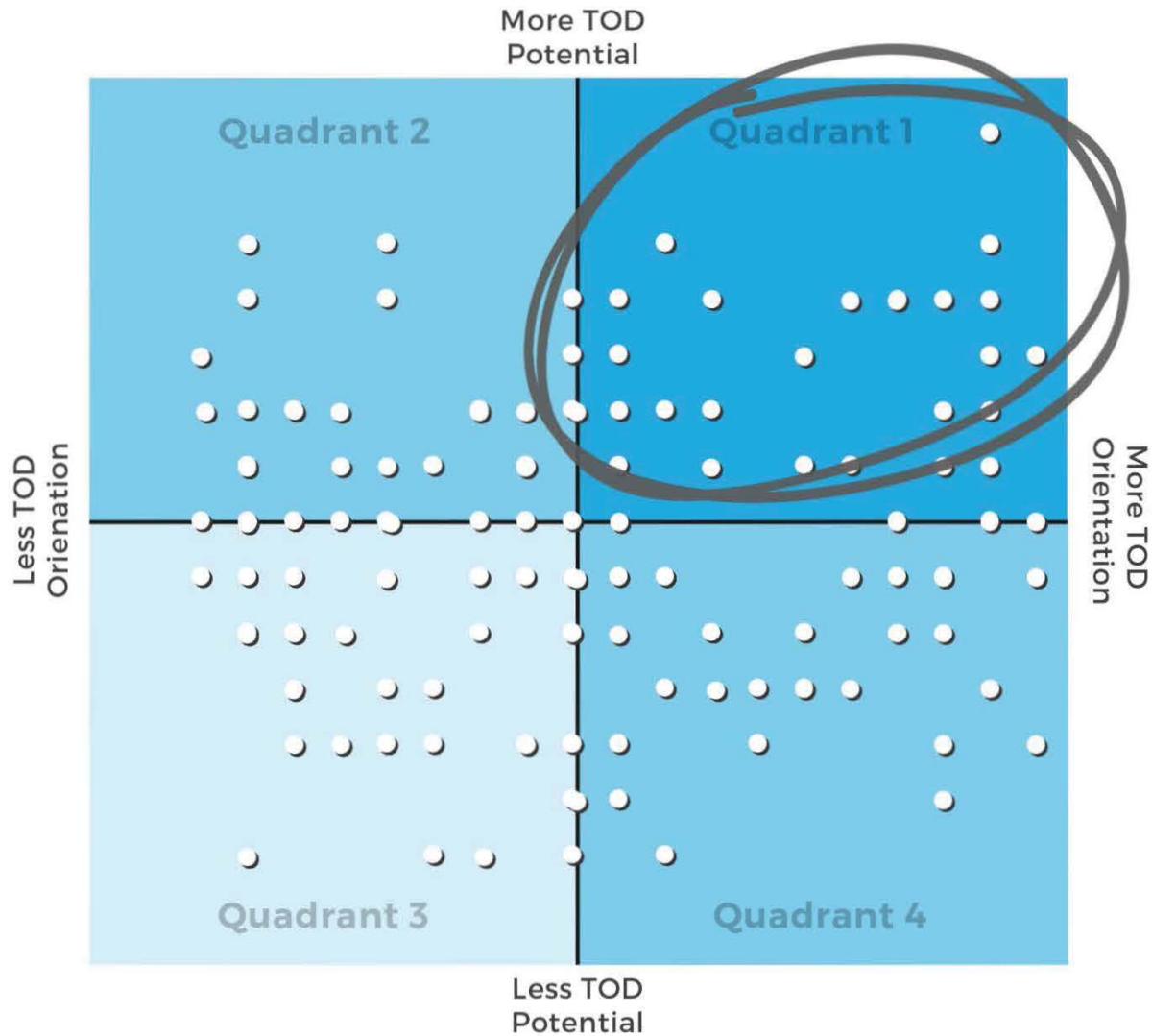


Evaluating TOD Opportunities

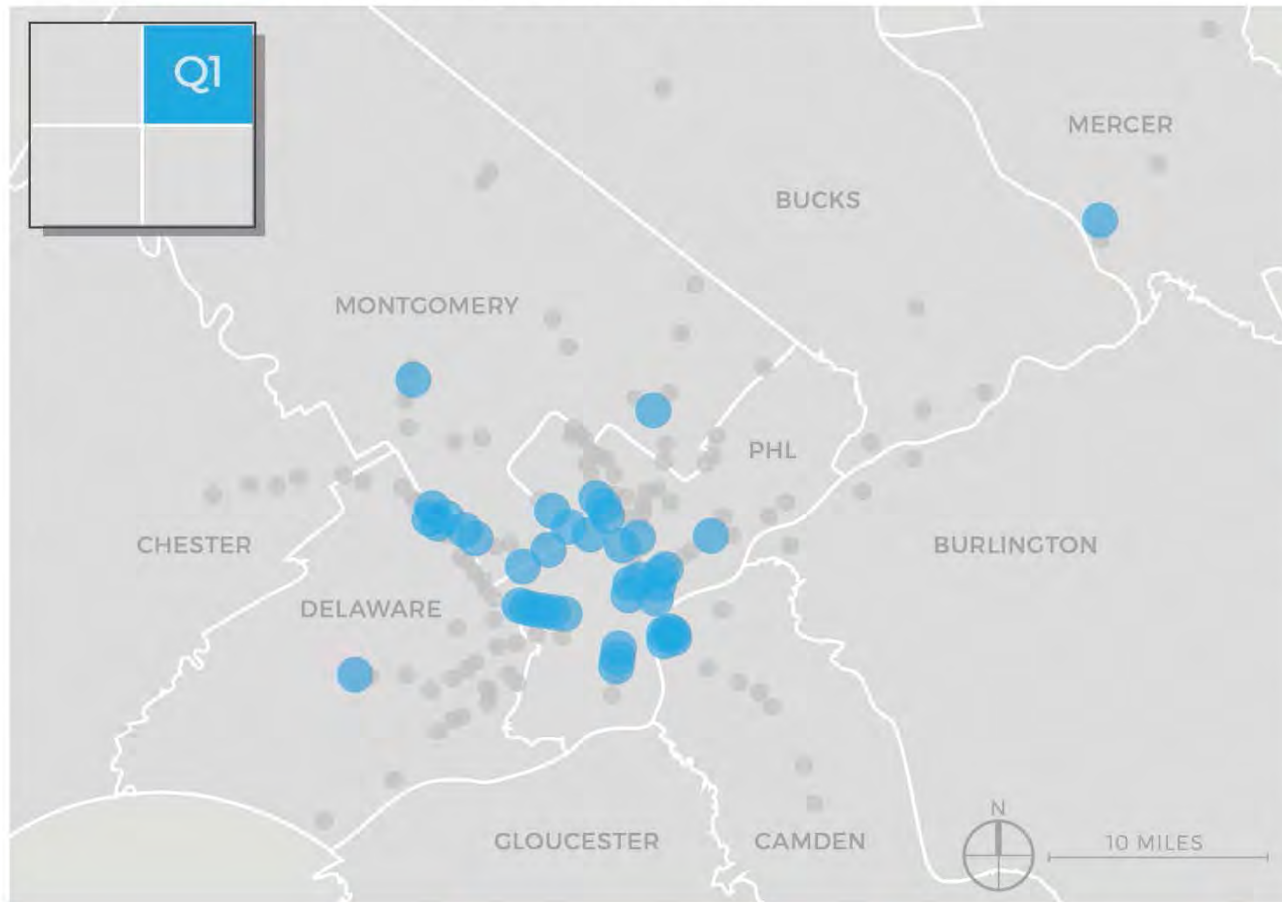
Background

Method

Findings



Highest-Rated Station Areas: Overall



Market-Frankford Line

- 46th Street
- 52nd Street
- 56th Street
- 60th Street
- 63rd Street
- Berks
- Church
- Girard
- Huntingdon
- Millbourne
- York-Dauphin

Regional Rail

- Allegheny
- Ardmore
- Bala
- Bryn Mawr
- Cheltenham Avenue
- East Falls
- Haverford
- Jenkintown-Wyncote
- Manayunk
- Overbrook
- Queen Lane
- Rosemont
- Temple University
- Tulpehocken
- Wissahickon

Transit Centers

- Walter Rand Transportation Center/Broadway
- Norristown Transportation Center
- Trenton Transportation Center

PATCO

- City Hall

River Line

- Aquarium
- Cooper Street/Rutgers Univ.
- Entertainment Center

Broad Street Line

- Cecil B Moore
- Ellsworth-Federal
- Erie
- Girard
- Snyder
- Tasker-Morris

Norristown High Speed Line

- Bryn Mawr
- Roberts Road

Trolley

- Orange Street

USING THE TOD OPPORTUNITY RATINGS

All station areas in our region present opportunities for **transit-supportive** investments.



REPORTS

Business — Commercial Real Estate

Philly Council members propose plan to boost development near transit stops

Updated: FEBRUARY 23, 2017 — 12:33 PM EST



ANDROPOGON

The area around the 40th Street Trolley Portal is being improved with a landscaped seating area and a two-story Trolley Car Diner café designed by Group G for developer Ken Weinstein.

by **Jacob Adelman**, STAFF WRITER @jacobadelman | jadelman@phillynews.com

USING THE TOD OPPORTUNITY RATINGS

All station areas in our region present opportunities for **transit-supportive** investments.

POTENTIAL APPLICATIONS

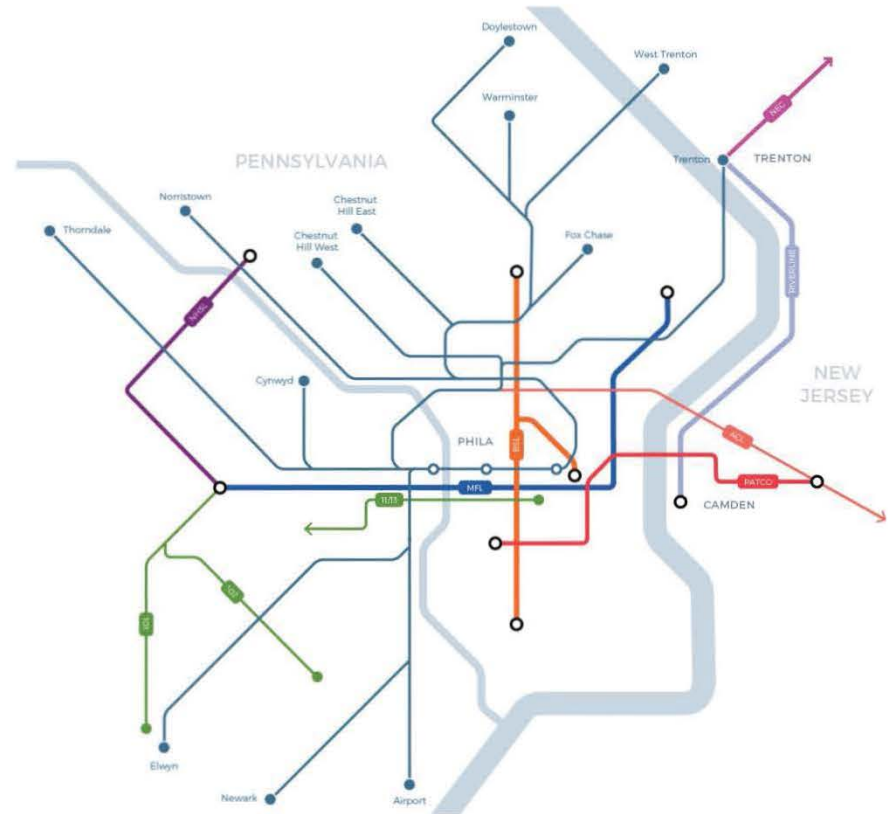
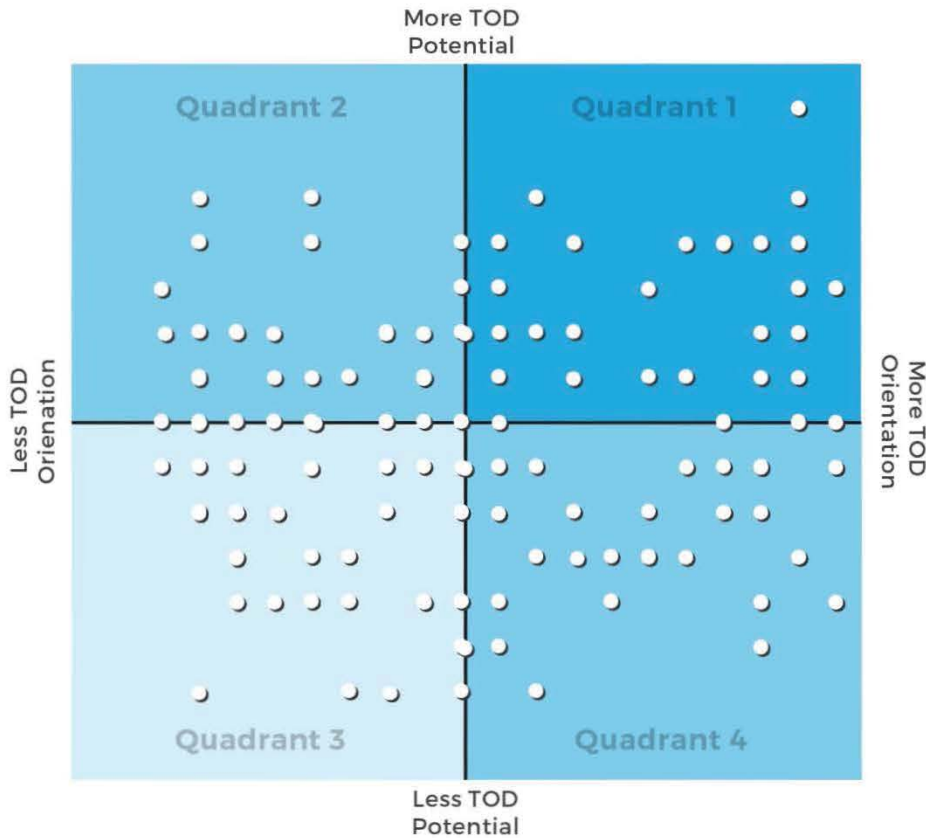
- 1 Access to transit
- 2 Station area planning
- 3 Economic development planning
- 4 Development review
- 5 Site selection
- 6 Transit planning and operations
- 7 Equitable TOD

Station Analysis Example Ivy Ridge

Background

Method

Findings

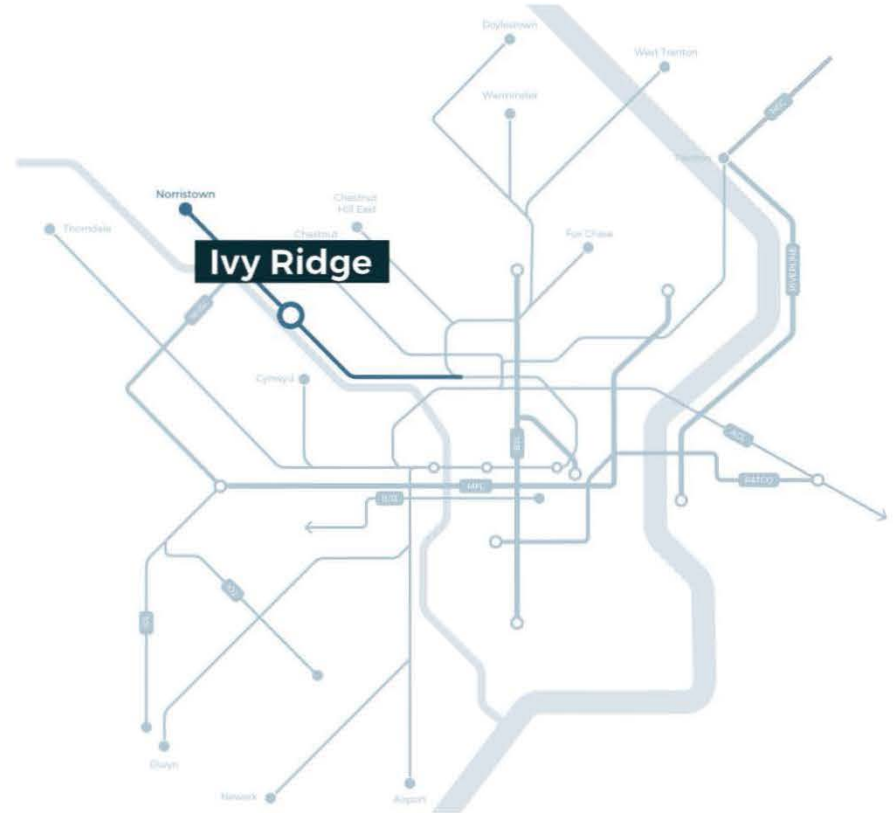
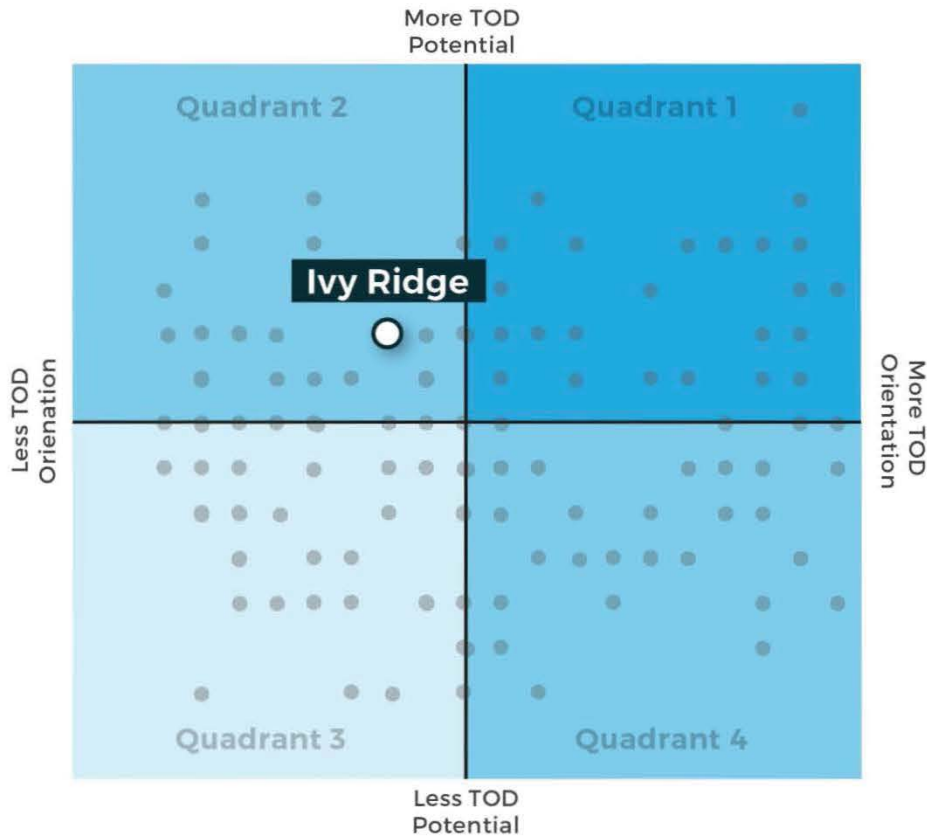


Station Analysis Example Ivy Ridge

Background

Method

Findings



Station Analysis Ivy Ridge

Background

Method

Findings

Comparing **Existing TOD Orientation**

MANAYUNK/NORRISTOWN LINE



Station Analysis Ivy Ridge

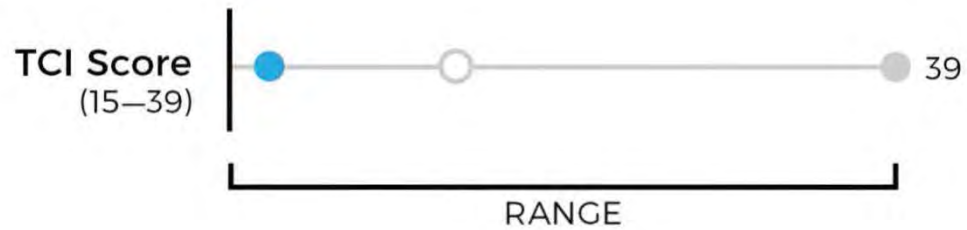
Background

Method

Findings

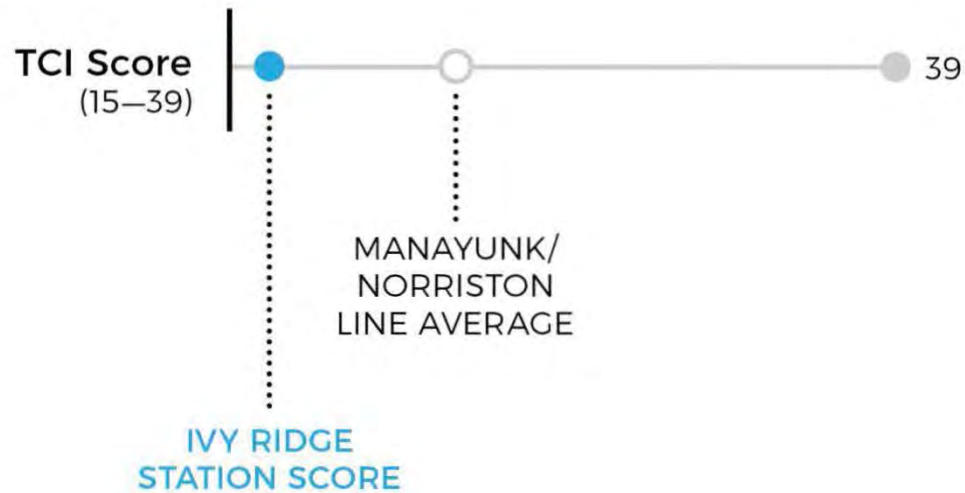
Comparing **Existing TOD Orientation**

MANAYUNK/NORRISTOWN LINE



Comparing **Existing TOD Orientation**

MANAYUNK/NORRISTOWN LINE



Station Analysis Ivy Ridge

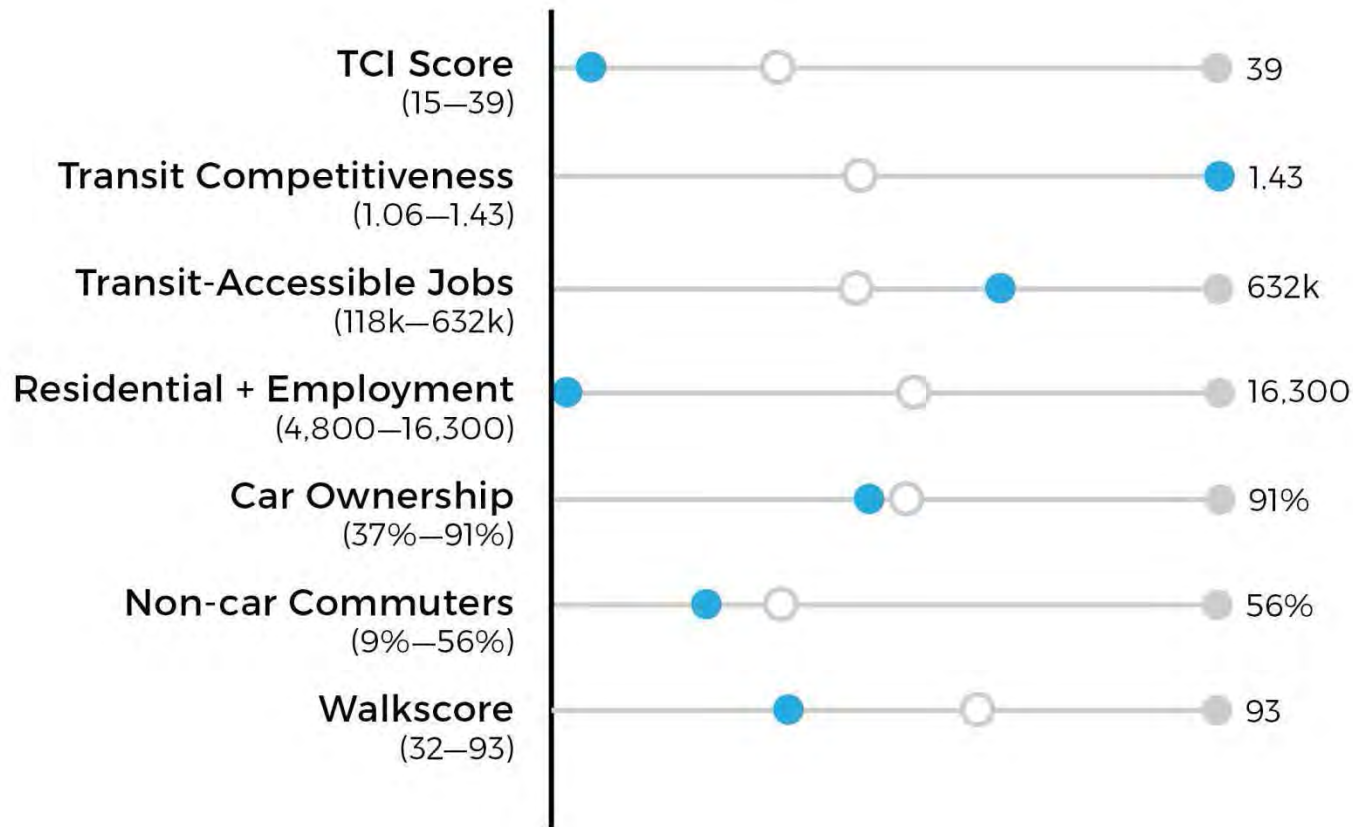
Background

Method

Findings

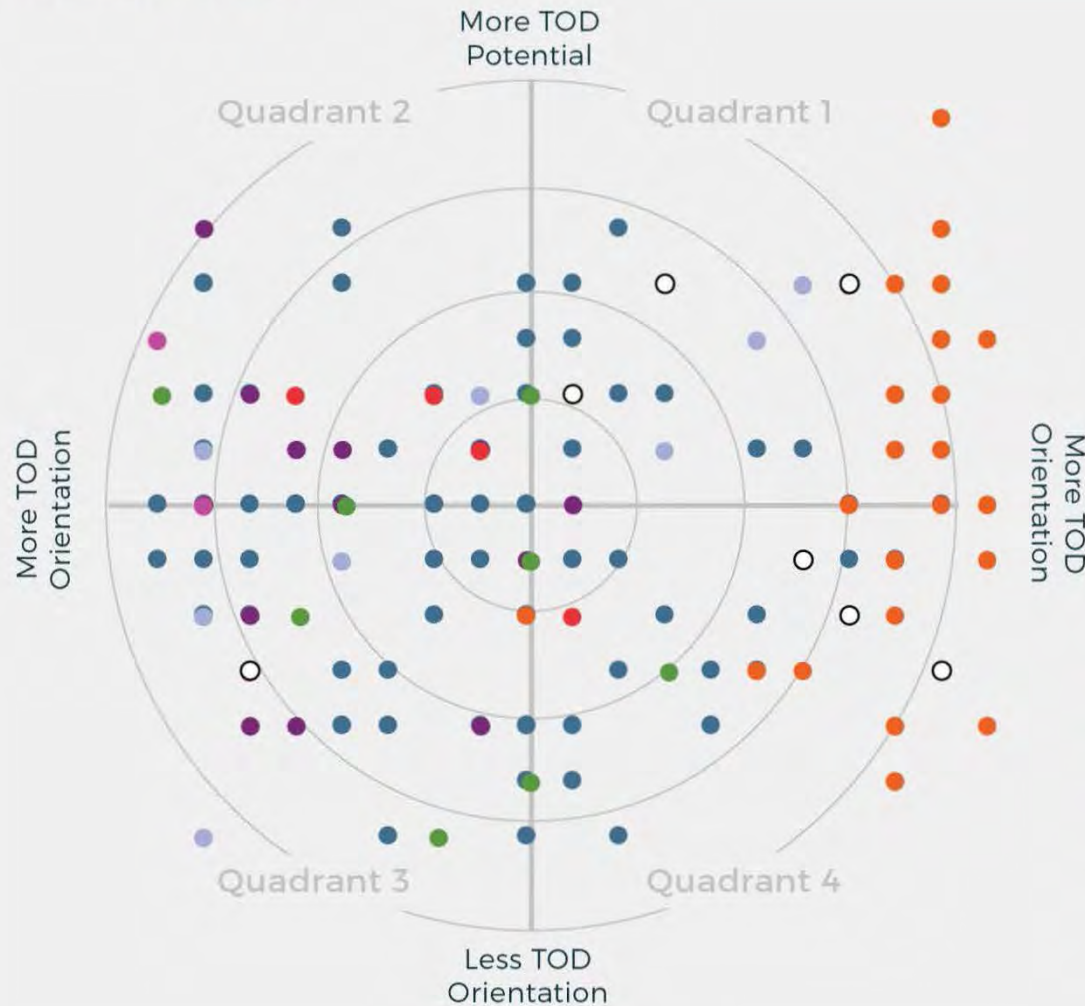
Comparing **Existing TOD Orientation**

MANAYUNK/NORRISTOWN LINE

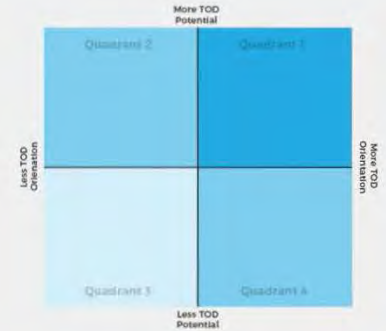


DEVELOPING A TOD STRATEGY UNDERSTANDING CONTEXT

TRANSIT LINES



- DRPA PATCO
- NJ Transit Northeast Corridor
- NJ Transit River Line
- SEPTA BSL/MFL
- SEPTA NHSL
- SEPTA Trolley
- SEPTA Regional Rail
- Transit Center (multiple transit lines)



DEFINING STATION TYPES

1. Land use mix
2. Street & block pattern
3. Building placement
4. Building height
5. Mobility options

URBAN

URBAN CENTER



URBAN NEIGHBORHOOD



TOWN CENTER



TOWN NEIGHBORHOOD



SUBURBAN CENTER



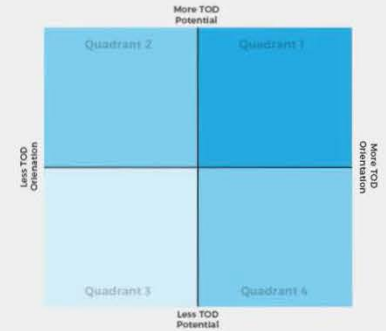
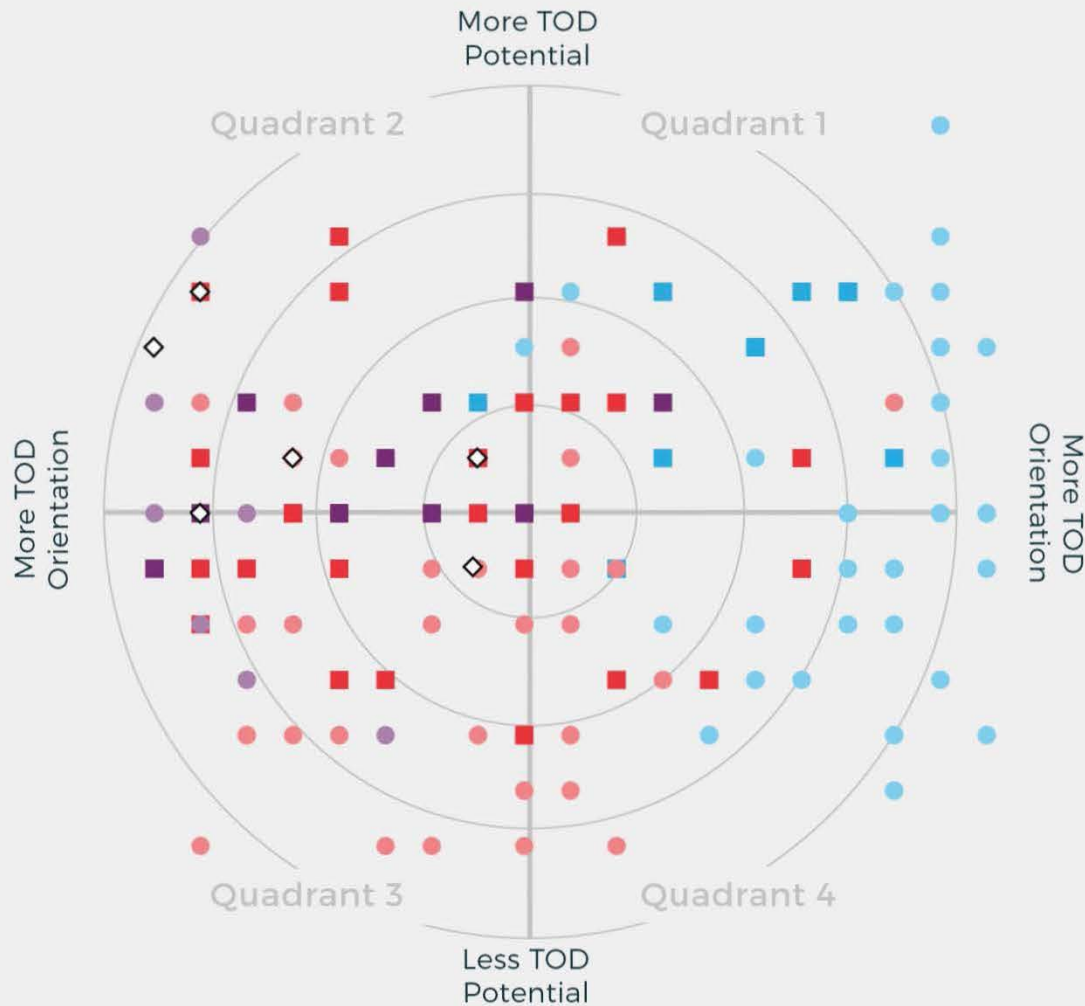
SUBURBAN NEIGHBORHOOD



SUBURBAN

DEVELOPING A TOD STRATEGY UNDERSTANDING CONTEXT

STATION AREA TYPE



- ◇ Special District
- Suburban Center
- Suburban Neighborhood
- Town Center
- Town Neighborhood
- Urban Center
- Urban Neighborhood



BUILDING STRONG STRENGTHS
Evaluating Transit Oriented Development (TOD) Opportunities in Greater Philadelphia

Home | TOD in the Region | Map | odvpc

Transit-Oriented Development (TOD) is a way of building vibrant neighborhoods around high quality transit stations. Transit Oriented Development (TOD) is a way of building neighborhoods around high quality transit stations. These neighborhoods are characterized by their compact design, higher density, and diversity of uses. They provide a range of transportation options that enable residents and workers to drive their cars less while walking, biking, and taking mass transit more often. DVRPC has developed a rating system that evaluates a number of physical, demographic, and economic characteristics in order to identify TOD opportunities throughout the region. These ratings are designed to provide public officials, planners, transit operators, developers, and citizens with resources that can help guide public and private investment at rail stations.

▶ Why measure TOD potential?
▶ What do the ratings mean?

Rating TOD Opportunities

DVRPC used 22 individual attributes (subset of the 30 required to evaluate the TOD potential of certain areas throughout the region). To create an easily understandable rating system, each factor was rated on a scale of one to four with four being most important to TOD. Composite scores for each major label calculated by averaging the scores of individual attributes within each category.

Evaluating TOD Orientation

- Market Service Quality
- Transit Stop
- Job Access
- Walkability
- City/County
- Multi-Use Corridor
- Walk Score

Pattern TOD Potential

- Development Density
- Commercial Market
- Residential Market
- Available Land
- Planning Context

TOD IN THE REGION
Learn more about DVRPC's efforts to promote TOD in the Greater Philadelphia region.

SEE THE MAP
Learn how stations throughout the region compare on attributes that help to support TOD.

ONLINE RESOURCE: www.dvrpc.org/webmaps/tod

BUILDING ON OUR STRENGTHS

Evaluating Transit-Oriented Development (TOD) Opportunities in Greater Philadelphia

Home

TOD in the Region



Jenkintown-Wyncote Station - Glenside Combined (SEPTA)

Location: Jenkintown Borough, Montgomery County

Station Area Type: Suburban Center

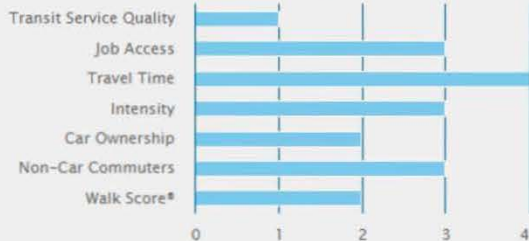
Planning Area Context: Developed Community

Select a scoring method:

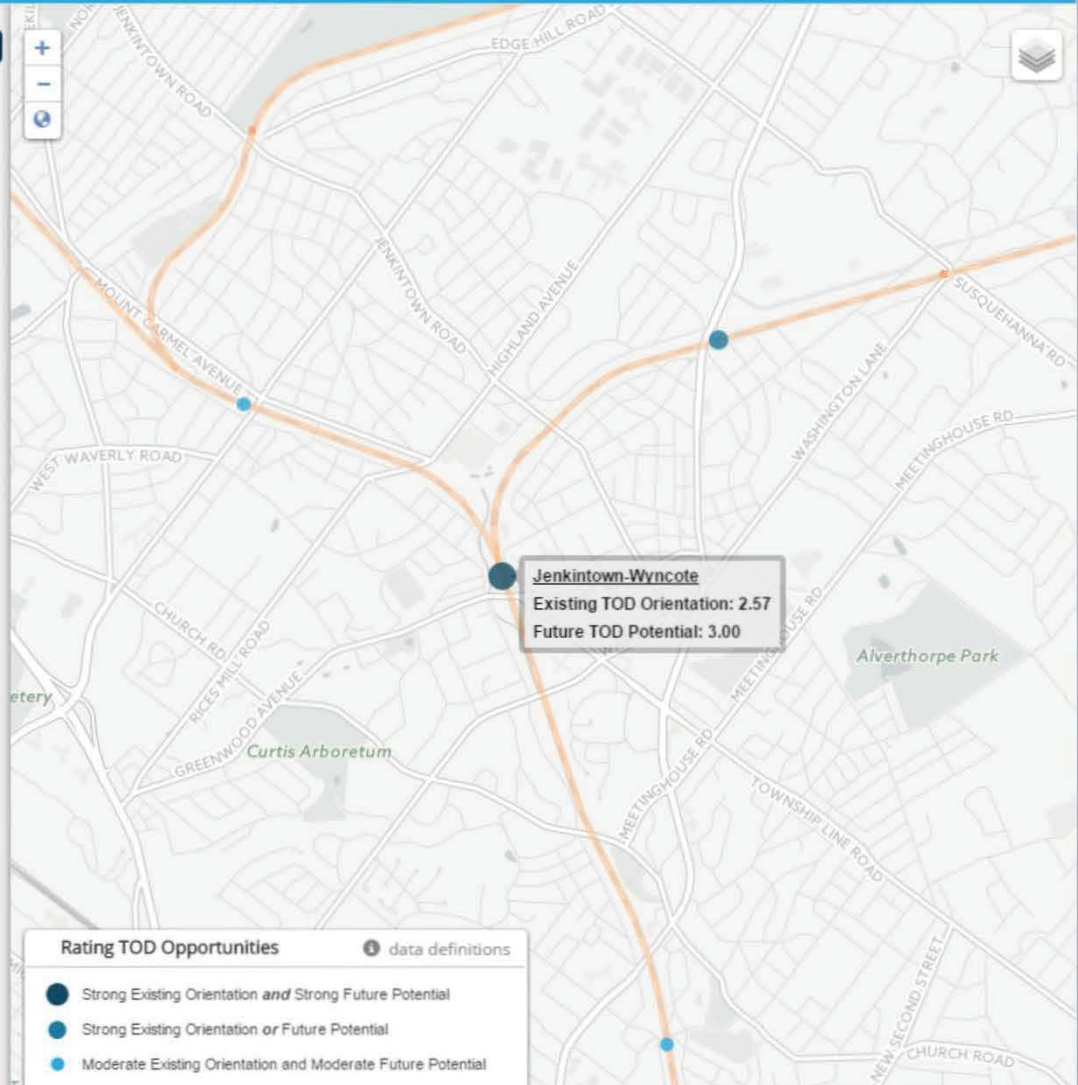
Category Scoring

Data Measurement

Existing TOD Orientation: **2.57 / 4**



Future TOD Potential: **3 / 4**



ONLINE RESOURCE: www.dvrpc.org/webmaps/tod

PLANNING FOR TOD

OBSTACLES & CHALLENGES

- 1 Higher costs/ financial complexity
- 2 Difficulty with land assembly
- 3 Lack of developer knowledge
- 4 Regulatory barriers
- 5 Public opposition



APRIL 11, 2017

BUILDING ON OUR STRENGTHS

Evaluating Transit-Oriented

Development (TOD) Opportunities

in Greater Philadelphia



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www.dvrpc.org/webmaps/TOD
www.dvrpc.org/webmaps/SGPD

Volkswagen Mitigation Settlement Implications for the Region



Sean Greene
*Manager,
Air Quality Programs*

April 11, 2017
Regional Technical Committee



Background

- Partial Settlement reached between U.S. & VW. (June 2016)
 - VW violated CAA by selling > 500,000, 2.0 L diesel fueled vehicles with emissions “cheat” devices (2010-2015) .
 - Settlement has three components
 1. Buyback or recall 80% of subject vehicles.
 2. Establish \$2.7B mitigation fund
 3. Invest \$2B in ZEV vehicles and infrastructure

Mitigation Fund – Appendix D

- States, tribes, etc. are eligible to become beneficiaries of settlement.
 - Federal Gov't appoints fund Trustee.
 - States must follow mandatory procedures to become beneficiaries.
- Funds apportioned based on number of subject vehicles registered in jurisdiction.
 - PA - \$110M
 - NJ - \$65M
 - DE - \$9M

Eligible Projects

- Cost effective diesel vehicle replacement projects.
 - HDDV
 - Port Equipment
 - Ferries and Tugs
 - Locomotives
 - MDDV
 - Buses (school, transit, shuttle)
 - Diesel Emissions Reduction Act (DERA) Eligible Projects
 - EV infrastructure (15% of allocation)
 - Complete list available on table

Eligible Funding Amounts

Appendix D-2 of Settlement

- For Government recipients – 100%
- For Non-government recipients:
 - Repowers – 40%, Electric repower – 75%
 - Replacement – 25%, Electric replacement – 75%
- Up to 15% of allocation for EV infrastructure.
- Can be used for voluntary match to State DERA allocations.
 - Not explicit, but assumed cannot be used for mandatory match for other federal funds.

Timeline

Timeline is based on Trust Effective Date (TED), to be established, but any day now.

- States have TED+ 60 to apply to be Beneficiary.
 - Must name responsible agency
 - Must agree to forgo future sanctions related to court action
- Trustee has 60 days or TED + 120 to designate beneficiaries.
- Beneficiaries have 90 days to submit mitigation plan.
 - Must submit publically available mitigation plan
 - Describe NOx reductions and eligible project categories
 - Detail benefits to EJ communities and public input plan
- Funds must be spent within 15 years.

What We Know

- Mitigation plan must:
 - show cost-effective mitigation of NOx emissions,
 - estimate NOx reduction from plan,
 - show benefits to populations disproportionately impacted by air pollution,
 - allow opportunity for public input.
- Attractive projects
 - show cross jurisdictional cooperation,
 - benefit EJ communities in areas with AQ issues,
 - are of a scale to reduce administrative burden.

DVRPC Strategy

- DVRPC would like to facilitate applications to the Beneficiaries for comprehensive mitigation projects.
- What does this mean?
 - help partner governments and agencies identify eligible vehicles and equipment.
 - assist with NOx reduction calculations.
 - combine request to present a regional and cross jurisdictional request (within each state).
 - coordinate project implementation to reduce administration costs.

Potential Partners

- Member Governments
- Port facilities
- Transit Agencies



What Can You do to Prepare?

- Contact DVRPC to state interest.
- Prepare for the application
 - Assemble vehicle lists.
 - 1992-2009 diesel vehicles.
 - older tier diesel equipment.
 - Collect or estimate usage characteristics.
 - Estimate replacement costs.
- Once mitigation plan is announced, collaborate to submit best possible proposal.

Thank You!
Questions? Comments?



Sean Greene
*Manager, Air Quality
Programs*
215.238.2860
sgreene@dvrpc.org

For more information please visit,
<http://www.epa.gov>

