Matt Stanley

TRANSPORTATION & ACCESS

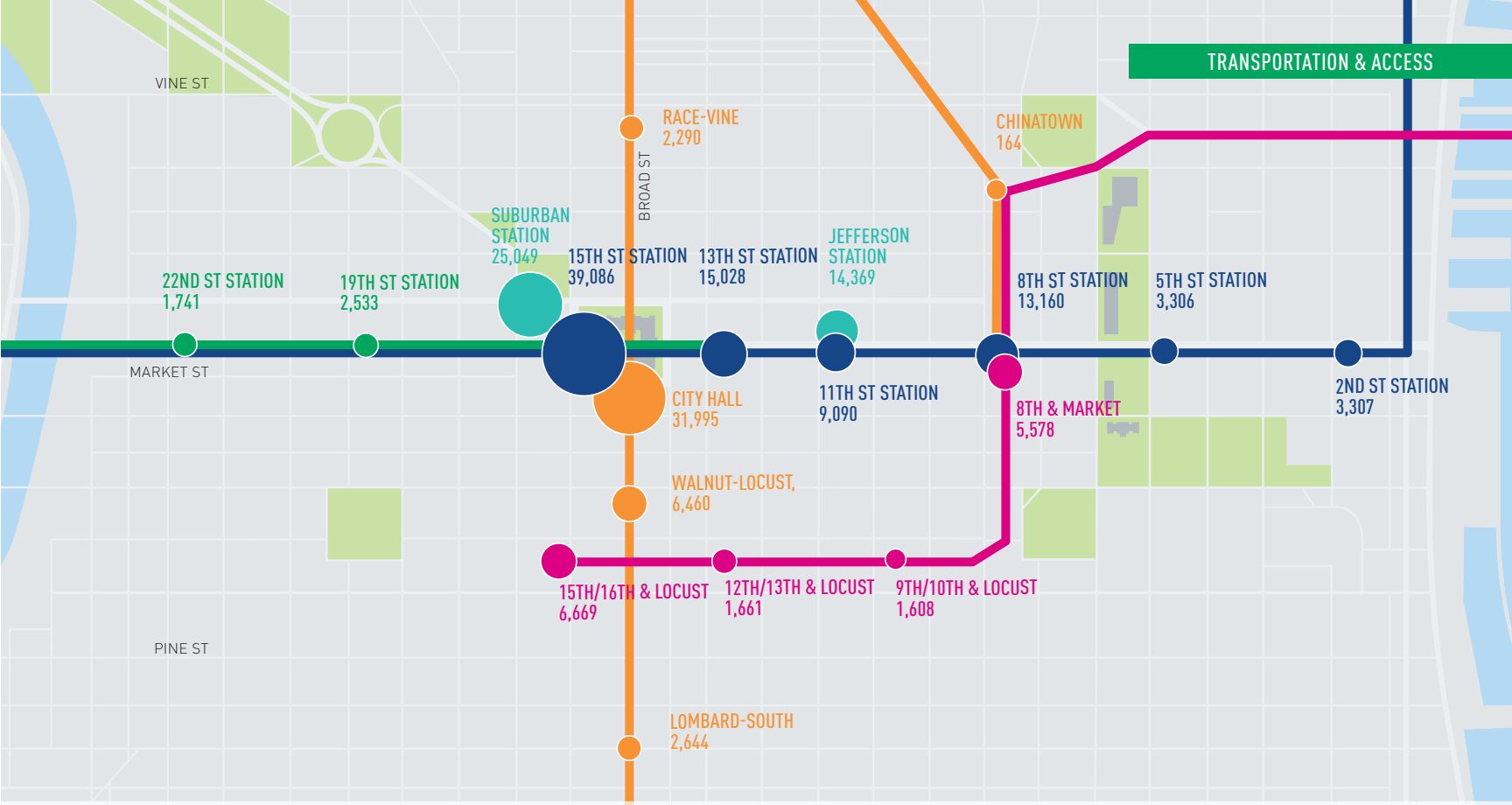
Center City is well-positioned at the center of an extensive, multi-modal transportation system. It is located just seven miles from Philadelphia International Airport (PHL), putting 50% of the American population within two hours' flying time of the city. The downtown is served by two interstate highways, Amtrak's Northeast Corridor, 13 regional rail lines, four major interstate bus operators, 29 urban bus routes, five trolley lines, two subway lines, and a large-scale bicycle share network.

In 2015, PHL served 31.4 million passengers, a 2.3% increase from 2014 and the highest level since 2008. This included 4.56 million international passengers, the highest number in 25 years. PHL now offers direct flights to 93 domestic and 37 international destinations. In fall 2015, American Airlines and US Airways completed their $17 billion merger, maintaining the American name and Philadelphia as a major hub, with downtown just 20 minutes away on SEPTA's Airport Line.

Annual Amtrak ridership at 30th Street Station increased from 4 million in 2014 to 4.1 million in 2015. Average weekday Amtrak ridership grew by 1.4%, from 12,420 in 2014 to 12,590 in 2015. Regional commuting for work and leisure remained strong with SEPTA, PATCO, and NJ Transit bringing an average of 290,665 riders into Center City each workday in 2015. SEPTA regional rail served more than 39,000 passengers, a 3.4% increase over 2014, while subways and buses continued to account for the majority of public transit users, bringing 208,403 riders into downtown each weekday. PATCO ridership was up 2% from 2014, as the agency is almost finished with a $103 million project to upgrade the tracks on the Benjamin Franklin Bridge. A $194 million refurbishment of its 120-car fleet is expected by 2017.

In late 2016, SEPTA plans to roll out the first stages of its new payment system, SEPTA Key, allowing riders to pay for transit service with credit or debit cards, smart phones, and reloadable SEPTA smart cards.

PennDOT is in the middle of the $64.8 million replacement of seven structurally deficient bridges over I-676 between 22nd and 18th Streets. They will also realign the 20th Street intersection to increase pedestrian safety, cover one highway opening in front of the Free Library and enhance landscaping along surface streets. The four-year project is expected to be completed in fall 2019.



2015 AVERAGE WEEKDAY RIDERSHIP IN CENTER CITY

SEPTA: Subway Lines: 116,590; Bus Lines: 91,813; Regional Rail Lines: 39,418; Trolley Lines: 23,244 **PATCO:** 15,516 **NJ TRANSIT:** 4,084

Source: SEPTA, NJ Transit, PATCO

Note: Ridership counts for 13th and 15th Street Stations include both Market-Frankford Line and Trolley riders.

MARKET-FRANKFORD LINE | REGIONAL RAIL | TROLLEY | PATCO | BROAD STREET LINE

The Philadelphia Parking Authority (PPA) launched its new app, MeterUp, in 2015, which allows users to pay parking meter fees with smartphones. More than 22,000 people have downloaded the MeterUp app, using it to buy $80,000 of meter time. In total, the PPA collected $24.6 million in revenue from parking meters in Center City, accounting for 65% of the total meter revenue citywide.

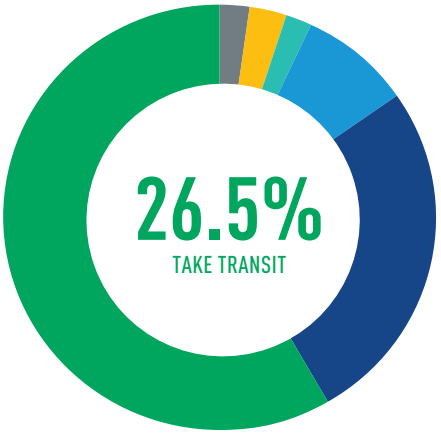
In April 2015, the City of Philadelphia launched Indego bike share, adding 53 docking stations in Greater Center City alone. Indego's simple pricing structure and cash payment option—the first of its kind in North America—propelled it over the 100,000 ride mark just two months after its debut, faster than bike-sharing systems in Boston, Washington, D.C. and Denver. Indego's success reflects the rising popularity of cycling as a transportation mode in Center City: nearly 6% of Greater Center City residents bike to work compared to just 2% citywide. Seven of Indego riders' top 10 trip destinations for weekday mornings are in Center City. Indego ultimately plans to expand to 180 stations and 1,800 bikes.

Center City's walkable street grid consistently earns downtown highest marks on a scale from 0 to 100 from WalkScore.com: Walk (99), Transit (99) and Bike (94). While nearly 60% of citywide residents rely on a car to get to work, 61% of Greater Center City residents commute to work by modes other than the car and 38% in the Core walk to work.

Mayor Jim Kenney's decision to add a Complete Streets Commissioner signals Philadelphia's growing commitment to creating a safe, multimodal transportation network for all residents, workers, students and tourists.

PHILADELPHIA METHOD OF COMMUTE TO WORK, 2014

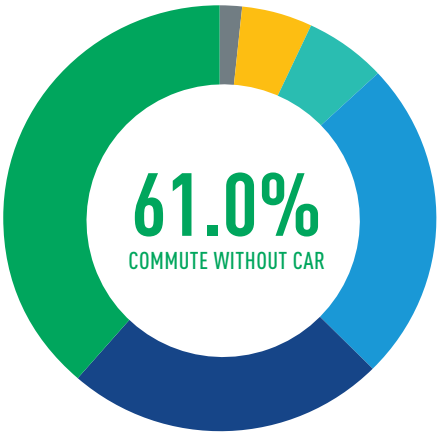
58.9% CAR
26.5% PUBLIC TRANSIT
8.5% WALK
2.0% BIKE
3.0% WORK FROM HOME
1.2% OTHER



Source: U.S. Census Bureau, American Community Survey 2010 – 2014

GREATER CENTER CITY METHOD OF COMMUTE TO WORK, 2014

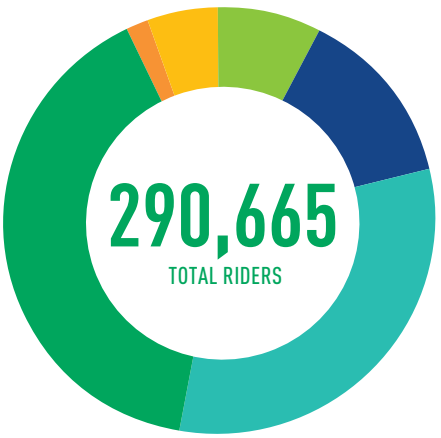
38.7% CAR
24.0% PUBLIC TRANSIT
24.5% WALK
5.9% BIKE
5.3% WORK FROM HOME
1.6% OTHER



Source: U.S. Census Bureau, American Community Survey 2010 – 2014

AVERAGE WEEKDAY RIDERSHIP IN CENTER CITY, 2015

40.1% SEPTA SUBWAY
31.6% SEPTA BUS LINES
13.6% SEPTA REGIONAL RAIL
8.0% SEPTA TROLLEYS
5.3% PATCO
1.4% NJ TRANSIT



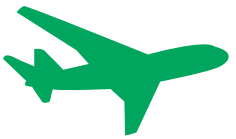
Source: NJ Transit, PATCO, & SEPTA

AMTRAK ANNUAL RIDERSHIP AT 30TH STREET, 2015

12,590
AVG WEEKDAY RIDERSHIP

4,138,777
ANNUAL RIDERS

Source: Amtrak



PHL PASSENGERS, 2015

26,879,613
DOMESTIC

4,564,790
INTERNATIONAL

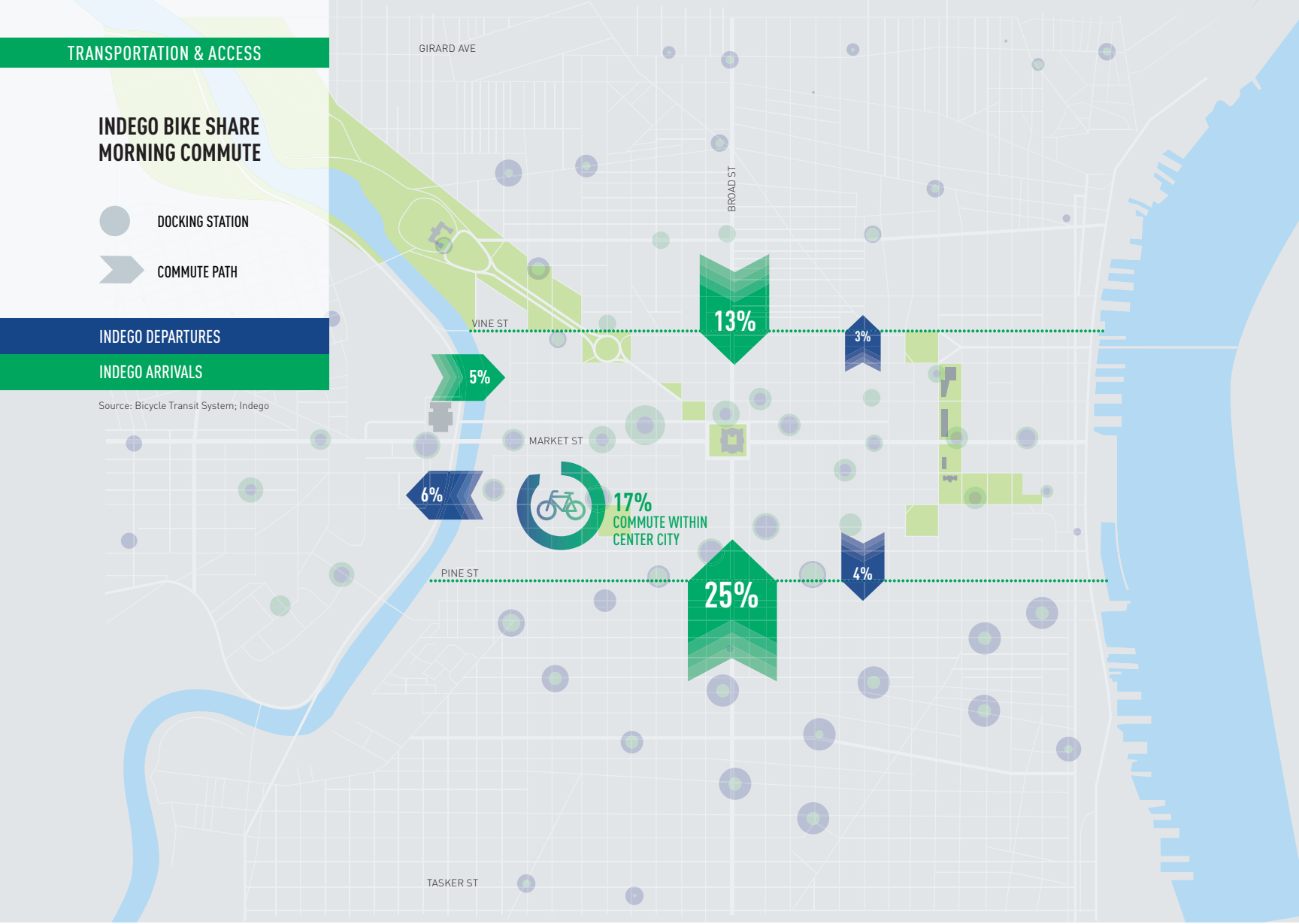
Source: Philadelphia International Airport

TRANSPORTATION INFRASTRUCTURE

TYPE	PROJECT NAME	ORGANIZATION	COMPLETION DATE
Bicycle and Pedestrian	Indego Bikeshare Phase II	City of Philadelphia	2016
	City Hall North Apron Improvements	City of Philadelphia	2015
	LED Pedestrian Lighting Project	City of Philadelphia	2016
	Race Street Connector, Phase 2	Delaware River Waterfront Corporation	2016
	Spring Garden Street Connector	Delaware River Waterfront Corporation	2016
	Benjamin Franklin Bridge - ADA Ped/Bike Ramp	DRPA	TBD
	Benjamin Franklin Parkway Public Furniture and Sidewalk Upgrades	PennDOT	2016
	Christopher Columbus Boulevard, Market Street, Chestnut Street, Walnut Street - Rehabilitation and ADA Ramps	PennDOT	TBD
	Center City Concourse Improvements	SEPTA	2020
Transit	Positive Train Control on the Northeast Corridor	Amtrak	2015
	30th Street Station Façade Restoration	Amtrak	2019
	Street Furniture and Transit Shelter Program	City of Philadelphia	2020
	PATCO Train Overhaul Project	DRPA	2016
	PATCO Track Work	DRPA	2016
	PATCO Station at Franklin Square	DRPA	TBD
	SEPTA Key (automated fare system)	SEPTA	2016
	Subway Brake Battery Storage System	SEPTA	2016
	5th Street Station Renovation	SEPTA	2019
	City Hall/15th Street Station Renovation	SEPTA	2020
	Positive Train Control on SEPTA Regional Rail	SEPTA	2016
Vehicular Access	Autopark at JFK Plaza Improvements and Redevelopment at Love Park	City of Philadelphia	2017
	Spring Garden Street Bridge Rehabilitation	PennDOT	2015
	I-676 Vine Street Expressway, Bridge Superstructure Replacements 22nd - 18th Streets	PennDOT	2019
	JFK Bridge Reconstruction and Bike & Pedestrian Connection at 22nd Street	PennDOT	2017
	Chestnut Street Bridge Rehabilitation	PennDOT	2019
	Market Street Bridge Rehabilitation	PennDOT	2020
	Rehabilitation of Benjamin Franklin Parkway and Free Library Bridge	PennDOT	2020
	I-95 Improvements	PennDOT	TBD
	8th Street Parking Garage	Philadelphia Parking Authority	2016
	MeterUp Pilot Project	Philadelphia Parking Authority	2015

Source: Center City District, Amtrak, DRPA, DRWC, PPA, PennDOT, City of Philadelphia

INDEGO BIKE SHARE MORNING COMMUTE



Source: Bicycle Transit System; Indego

INDEGO BIKE SHARE MORNING COMMUTE, TOP 10 TRIP ORIGINS AND DESTINATIONS

TOP ORIGINS		TOP DESTINATIONS	
1	23rd & South	1	18th & JFK
2	23rd & Fairmount	2	University City Station
3	21st & Catharine	3	Rittenhouse Square
4	11th & Pine Kahn Park	4	13th & Locust
5	Darien & Catharine	5	Amtrak 30th Street Station
6	Rittenhouse Square	6	Municipal Services Building Plaza
7	4th & Christian	7	15th & Spruce
8	15th & Spruce	8	36th & Sansom
9	4th & Bainbridge	9	19th & Market
10	13th & Locust	10	9th & Locust

Source: Bicycle Transit System; Indego

43% OF MORNING RUSH HOUR USE OF INDEGO BIKE SHARE IS FOR COMMUTES FROM ADJACENT NEIGHBORHOODS INTO CENTER CITY, WHILE ANOTHER 17% IS FOR COMMUTES WITHIN CENTER CITY.