

DVRPC NEWS

THE NEWSLETTER OF DELAWARE VALLEY REGIONAL PLANNING COMMISSION

DVRPC ADOPTS PLAN FOR REGION'S FUTURE

The DVRPC Board adopted the *Destination 2030* Long Range Plan, its vision for the future, at its June, 2005 Board meeting.

DVRPC's designation as the *Metropolitan Planning Organization* (MPO) for the region and the requirements of the *Transportation Equity Act for the 21st Century* (TEA-21) have given the Commission an expanded and stronger role in planning to link transportation, land use, and the environment. The Long Range Plan ties together those three components, and also addresses bicycle/pedestrian needs, aviation issues, goods movement, and intelligent transportation operations.

In preparation for the update of the Long Range Plan, DVRPC contracted with *The Ivy Group* to develop and implement a telephone survey of the residents of the nine-county, two-state region. The survey solicited public opinion regarding land use, transportation and environmental issues that affect the region. DVRPC found that some results compare favorably to the results from the year 2000 Census, such as 74% of the 675 respondents drive alone to their place of employment, 9% take the train or bus, 10% walk, bike, or work at home, and 6% drive with others. A majority of the survey questions dealt with transportation issues, such as funding and improvements to the system. 42% of all respondents cited the

need to reduce congestion as the most important transportation issue in our region at the present time. The most important environmental issue for the future was open-space preservation, cited by 36% of respondents. Other survey questions dealt with housing issues and managing future development of the region.

“The Year 2030 Plan presents an integrated land use and transportation vision for the Delaware Valley.”

The Year 2030 Plan presents an integrated land use and transportation vision for the Delaware Valley. By the year 2030, regional forecasts predict almost 700,000 new people and almost 500,000 new jobs. If current land use development trends continue, this future growth would consume an additional 250,000 acres of land. However, by directing a small amount of new growth as infill to existing communities and modestly increasing the net density of new development, all of the forecasted growth could be accommodated in just 110,000 acres.



The diversity of communities in the Delaware Valley are represented by the Core Cities of Philadelphia, Camden, Trenton and Chester; Developed Communities including the inner ring older suburbs and scattered boroughs; Growing Suburbs that now represent the face of suburban sprawl; and Rural Areas, where farming and agriculture still provide a unique character and quality of life. For each of these areas, specific policies of redevelopment and renewal, stabilization and revitalization, growth management and urban design, and land preservation and limited development guide the

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transportation investments of the plan.

The *Destination 2030* Long Range Plan assumes that over \$57 billion, split almost evenly between highway and transit projects, will be available for transportation projects over the life of the Plan. The *Destination 2030* Plan adopts a "Fix It First" policy that allocates the majority of anticipated funding to rebuilding the region's transportation infrastructure. Both Pennsylvania and New Jersey Departments of Transportation have adopted a similar stance. The Long Range Plan also identifies over 100 major, regionally-significant highway and transit projects. Major highway projects include the Pennsylvania Turnpike and I-95 inter-

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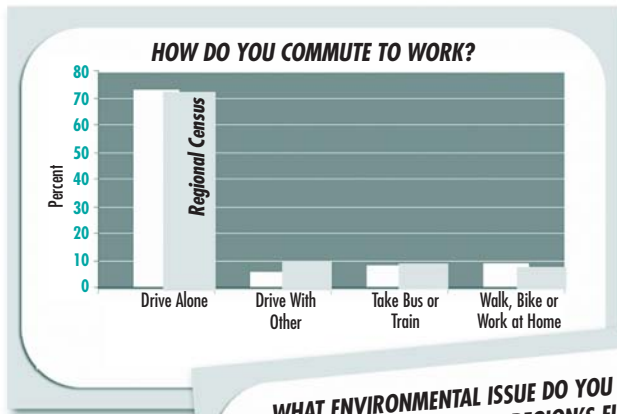
change, reconstructing and/or widening several portions of US 202, and separate projects to add missing movements and provide a direct connection for I-295 in the vicinity of the NJ 42 Freeway. On the transit side, major initiatives include the Schuylkill Valley Metro/R6 Extension, Route 100 Spur to King of Prussia, new rail lines to Quakertown and Gloucester County, and a Bus Rapid

Transit service to serve the US 1 corridor in central New Jersey. Additionally over half a billion dollars has been allocated to improve the

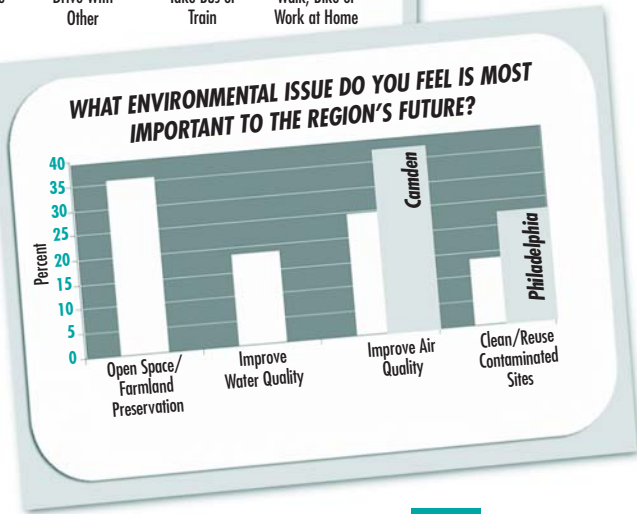
operations of our highway and transit facilities by incorporating *Intelligent Transportation System* (ITS) elements.

DVRPC opened a public comment period from May 2 to June 2, 2005, to provide citizens with an opportunity to comment on the Plan, as well as on the FY 2006 TIP for New Jersey, and on Air Quality Conformity. Information was mailed to well over 3,000 groups and individuals and copies of all materials were available for review at numerous libraries throughout the Delaware Valley, as well as DVRPC's library and on the DVRPC website (www.dvrpc.org).

Public meetings were held at the American College of Physicians Building in Philadelphia, the Four Seasons Banquet Hall in Norristown, PA, and at the Vogelson Branch — Camden County Library in Voorhees, NJ. Individual and organizational comments played a role in the final version of the Plan that was adopted by DVRPC's Board. 🌟



ABOVE. In preparation for the update of the Long Range Plan, DVRPC implemented a survey soliciting public opinion. Survey results compare favorably to the results from the year 2000 Census, such as 74% of the 675 respondents drive alone to their place of employment.



RIGHT. The most important environmental issue for the future is open space preservation, cited by 36% of respondents.

VISIT DVRPC AT ITS NEW LOCATION!

DVRPC recently moved into new offices at the American College of Physicians (ACP) Building at 6th and Race Streets in historic Philadelphia. The new offices were officially opened on May 9, 2005. DVRPC now occupies the entire 8th floor of the ACP building and a portion of the seventh.

The DVRPC staff looks forward to welcoming all planning partners to the new offices, and greatly appreciates your patience during this period of transition.



AIR QUALITY PARTNERSHIP KICKS OFF 10TH OZONE SEASON

It's summer and once again we can look forward to hot weather, hazy days, and the persistent problem of poor air quality. However, the Air Quality Partnership is on top of the problem with its Air Quality Action Program. A project of DVRPC, the Air Quality Partnership is a coalition of business, government and environmental groups, from Delaware, New Jersey and Pennsylvania, that work collaboratively to inform the public of ways in which to improve the region's air quality.

The region's 10th Ozone Action season kicked off in May 2005 with an event at the Shops at Liberty Place, hosted by the Air Quality Partnership and the U.S. Environmental Protection Agency. The event, which also celebrated Asthma Awareness Month, offered educational information about air quality and asthma, and other giveaways to the public.

Representatives from several groups including the *American Lung Association*, the *City of Philadelphia Health Department*,

“The Air Quality Partnership’s Ozone Action Season provides summertime ground-level ozone forecasts and encourages voluntary actions to reduce pollution.”

the *U.S. Department of Health and Human Services*, *Thomas Jefferson University*, the *Asthma Allergy Foundation of America*, *SEPTA*, *Clean Air Council*, and the *U.S. EPA*, recognized regional initiatives to improve air quality.

The Air Quality Partnership's Ozone Action Season, which runs from May-September, provides summertime ground-level ozone forecasts and encourages voluntary actions to reduce pollution. Currently, the Delaware Valley does not meet the federal air quality standards for ground-level ozone. In the summer, sunlight and high temperatures “bake” pollutants emitted by motor vehicles, power plants, industrial manufacturing and other sources to form high levels of ground-level ozone, commonly known as smog.

The Air Quality Partnership also forecasts for particle pollution, tiny drops of liquid or small particles that float in the air. Particle pollution is most common during winter months and comes from a variety of sources such as cars, wood stoves, factories, construction sites, forest fires, and waste incinerators.

Other outreach plans for the upcoming year include sponsorship of the Camden Riversharks and Trenton Thunder minor league baseball teams; information booths at community and regional events; and a focus on increasing member involvement.

For more information about ozone, particle pollution and the Air Quality Partnership, visit www.airqualitypartnership.org.



COMMUTER BENEFIT PROGRAM HITS \$100 MILLION DOLLAR MARK

After more than a decade of promoting the benefits of using public transit, the Philadelphia region's premier commuter benefit program, *TransitChek*®, has attained the significant achievement of reaching \$100 million in sales. At the present time, 670 companies and between 20,000 and 25,000 employees participate in the program.

Created by DVRPC in 1991, *TransitChek* is a program that employers can offer to their employees to help pay for commuting

on transit. It saves employers and commuters money because the program takes advantage of federal legislation that allows tax-free dollars to pay for transit fares. As a result, tens of thousands of area commuters are enjoying tax breaks of up

“The \$100 million mark is significant ...this money goes right back into our transit systems.”

to \$400 dollars per year, just for taking public transit. Employers can also realize significant savings on FICA-related taxes for each participating employee.

“The \$100 million mark is significant for several reasons, not the least of which is that this money goes right back into our transit systems, attracting new riders and retaining current riders,” said Stacy Bartels, Manager, DVRPC Office of Marketing and Commuter Services. “This benefit gives commuters and their employers a significant tax break, while helping to manage traffic congestion and improve air quality in our region,” she went on to say.

For further information on *TransitChek*, call 1-800-355-5000 or visit www.gettransitchek.org.





COMMISSION TO SELECT HOME TOWN STREETS AND SAFE ROUTES TO SCHOOL PROJECTS

Making communities safer, more walkable, and more aware of pedestrian and bicyclist needs is a worthy cause. As part of Governor Ed Rendell's commitment to reviving communities, the Commonwealth of Pennsylvania continues to provide a comprehensive plan to retain and create new jobs, and reclaim treasured resources for a better quality of life. The Transportation Enhancements (TE), the Home Town Streets (HTS) and the Safe Routes to School (SRS) programs are based on this initiative. These programs provide the opportunity to revive our downtowns, enhance the quality of life of citizens across the Commonwealth, and attract the companies and industries we need in Pennsylvania. The Pennsylvania Department of Transportation (PennDOT) embraces the programs as a key part of its

role in building better communities by helping to enhance revitalization efforts and ensure safe walking and biking routes to schools. Projects encompass Bucks, Chester,

Delaware, Montgomery, and Philadelphia counties and include a wide range of streetscape and walkway improvements.

PennDOT will be combining the application and selection process of the TE, HTS, and SRS programs for the 2005-2006 round of competition. It will require all of our efforts to successfully complete these important projects; DVRPC is committed to helping you through the process. To this end, DVRPC, which administers these programs for PennDOT, has scheduled several free workshops to assist you with the programs and application process. Workshop dates and locations are available on-line at

www.dvrpc.org/transportation/capital/hts_srs/workshops.htm

The application deadline for this round of programs is September 30, 2005.

For more information about Home Town Streets and Safe Routes to School programs, visit

www.dvrpc.org/transportation/capital/hts_srs.htm



DVRPC TO STUDY POTENTIAL NORTHEAST CORRIDOR AIR SERVICE DEMAND AT SMALL COMMERCIAL AIRPORTS

DVRPC has awarded a \$611,911 contract to *Parsons Brinckerhoff Quade & Douglas, Inc.* to assist in evaluating regional air service.

The study, which will be coordinated with similar ongoing efforts in Southern New York State and the Metro New York City areas, will provide an analysis and assessment of Trenton Mercer (TNN), Atlantic City (ACY), and Lehigh Valley (ABE) airports, and define their potential market areas. The purpose of the study is to determine the facilities' potential and capacity to provide air service for travelers in South Jersey and Southeastern Pennsylvania who traditionally use airports in the New York metropolitan region; to



provide the airports with passenger demographic and demand data to aid in their efforts to improve their economic competitiveness; and to provide the FAA with a useable data set for further regional analysis.

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The study will develop forecasts of aviation activity at the three commercial airports to the year 2025, and will generate the information necessary to provide the highest levels of commercial airline service to air passengers in the region.



DVRPC FUNDS OVER \$1.1 BILLION IN TRANSPORTATION IMPROVEMENTS

At its June meeting, the DVRPC Board adopted the FY2006 Transportation Improvement Program (TIP) for New Jersey, for the counties of Burlington, Camden, Gloucester and Mercer. By its action, the Board gave the green light for nearly 130 projects totaling \$1.1 billion in state and federal funds to advance over the next three years, FY2006-FY2008.

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The TIP is the regional list of priority transportation projects, including bridge, roadway and transit projects as well as bicycle, pedestrian and freight initiatives. Work has been ongoing for a number of months on the NJ TIP; gathering input on project needs, building consensus among the region’s planning partners, while insuring that all federal requirements are met, including those concerning financial constraint, air quality and public participation.

In addition to the TIP, the DVRPC Board adopted the *Destination 2030* Long Range Plan and the air quality conformity finding at its June meeting. This conformity process ensures that plans and programs receiving federal funding are consistent with national, state and regional air quality goals.

To invite public comment on the TIP, Plan and conformity documents, DVRPC opened a 30-day public comment period ending June 2. Public meetings were held and the documents were placed in numerous libraries and on the DVRPC website. Dozens of comments were received and provided to DVRPC’s committees and Board for consideration before the final action.



TIP PROJECT HIGHLIGHTS

BURLINGTON COUNTY

\$ Route 206 at Old York Road and Rising Sun Road, near NJ Turnpike Exit 7, connector road and other improvements, final \$13.9 M of \$26.0 M total cost.

\$ Route I-295 at Route 38, addition of missing ramps, \$25.3 M toward \$112.5 M total cost.

\$ Route 73 at Fox Meadow Road and Fellowship Road, widening and interchange improvements, \$29.9 M.

\$ Route 70 and Route 73, Marlton Circle elimination, \$31.2 M toward \$43.8 M total cost.

CAMDEN COUNTY

\$ Maple Ave. (Pennsauken) and Chapel Ave. (Cherry Hill) bridges over NJ TRANSIT, \$11.1 M.

\$ Route I-295 to Route 42 Missing Moves, additional ramps, \$82.7M.

\$ Route 130 and Route 30, Collingswood Circle elimination, final \$17.2 M of \$29.4 M total cost.

\$ Route 73 and Route 30, Berlin Circle elimination, final \$27.1 M of \$51.3 M total cost.

GLOUCESTER COUNTY

\$ Route I-295 Paulsboro Brownfields Access, new bridge and road, \$13.0 M of \$17.0 M total cost.

\$ Route I-295 Rehabilitation, Tomlin Station Rd. to Route 45, \$31.4 M.

\$ Route 47 at Chapel Heights Ave. and East Holly Ave., intersection improvement, \$7.5 M.

MERCER COUNTY

\$ Alexander Road bridge over Amtrak, \$9.1 M.

\$ Route I-295 Rehabilitation, Route 1 to Route I-195, final \$7.0 M of \$14.0 M total cost.

\$ Route 33 bridge over Conrail, \$11.7 M.

VARIOUS COUNTIES

\$ Bridge Deck Preservation Program, \$11.1 M.

\$ Emergency Service Patrols, \$14.7 M.

\$ Rail-Highway Grade Crossing Program, \$5.1 M.

\$ Traffic Operations Center, \$10.8 M.

NJ TRANSIT

\$ Bus Acquisition Program, \$38.4 M.

\$ Various Bus System Support projects, \$68.5 M.

\$ River Line Operating Assistance, \$35.5 M and Debt Service, \$148.5 M.

\$ Various Rail System Support projects, \$94.7 M.

\$ Rail Station Revitalization, \$20.3 M.

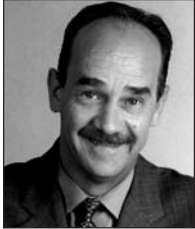
DRPA/PATCO

\$ Purchase/Rebuild PATCO Rail Cars, \$14.5 M.

WORK



DVRPC BOARD ELECTS OFFICERS FOR FY 2006



ABOVE: Thomas J. Gurick

Camden County Freeholder Thomas J. Gurick has been elected Chair of the DVRPC Board and Executive Committee for FY2006. The Board also elected Senior Policy Manager of the Pennsylvania Governor's

Policy Office, Joanne R. Denworth, as Vice-Chair; Burlington County representative Jerald R. Cureton as Secretary; and Bucks County Commissioner Charles H. Martin as Treasurer. Their terms began on July 1, 2005 and will continue through June, 2006.

"We welcome the leadership abilities and personalities that this fine team of officials will bring to the Commission," said John J. Cosica, Executive Director.

THOMAS GURICK is an elected member of the Camden County Board of Chosen Freeholders and professional radio personality who began his on-air career at Camden's WCAM at age 16. His voice is heard through-

"We welcome the leadership abilities and personalities that this fine team of officials will bring to the Commission."

out the Delaware Valley on the region's "oldies" radio station, WOGL 98.1 FM, and on KYW News Radio 1060 as a traffic reporter. A third-generation Gloucester City resident, his election to the Board of Chosen Freeholders in 2000 made him the first Gloucester City resident to serve as Freeholder in 40 years. In addition to his Freeholder duties, Gurick is also a member of the Camden County Planning Board and acts as Liaison to the Camden County Department of Public Works. He served as Vice-Chair of DVRPC's Board for FY2005.

JOANNE R. DENWORTH, who served as DVRPC Board Chair for FY2005, is Senior Policy Manager for the Pennsylvania Governor's Policy Office. She is responsible for policy issues in state agencies relating to transportation, land use, water and sewer infrastructure, and energy. Ms. Denworth is also a land use and environ-

mental lawyer, and has authored numerous articles and handbooks on issues surrounding growth management and land use planning.

JERALD CURETON is a founding partner and President of Cureton Caplan, P.C., where he specializes in commercial litigation and chairs the firm's employment law department. He is a graduate of Temple University and the Marshall-Wythe School of Law at the College of William and Mary. Cureton is a member of the New Jersey, Pennsylvania, Florida and American Bar Association, as well as the Burlington County and Camden County Bar Associations. Cureton served as Treasurer of DVRPC's Board in FY2005.

CHARLES MARTIN, a Bucks County Commissioner since 1995, has over 30 years professional corporate experience in customer service and public relations including media relations, consumer affairs, public policy, emergency planning and quality management. Martin served 12 years as a local elected township official establishing policy, developing budget and responding to constituents. Martin served as Secretary of DVRPC's Board for FY2005.



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John J. Cosica, Executive Director

Jerald R. Cureton, Secretary
Charles H. Martin, Treasurer

DVRPC News is funded through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's member governments.

Since its establishment in 1965, DVRPC has been instrumental in ensuring the orderly growth of the bi-state region. As the federally-funded metropolitan planning organization, DVRPC also provides data and consulting services to public and private sector organizations, and fosters cooperation among all levels of government. Shown above is the nine-county Delaware Valley region.

SUMMER 2005