



TRACKING PROGRESS TOWARD 2030

REGIONAL INDICATORS
FOR THE **DVRPC LONG**
RANGE PLAN



Delaware Valley
Regional Planning
Commission

The main purpose of the Tracking Progress project is to determine whether the adopted Long Range Plan goals are being met. While there are several exercises of performance indicators that have been undertaken by various entities within the region for differing purposes, none have been systematically comprehensive to evaluate the effectiveness of DVRPC's Long Range Plan goals. Tracking Progress is designed to collect and compile a meaningful time series data set that can help DVRPC and its partners make more effective decisions. Tracking Progress is an ongoing, outcome-based effort to align DVRPC's planning and implementation activities, and it will guide the region's investment strategy to help achieve the vision and goals set forth in Destination 2030. These indicators will inform the development of the Long Range Plan update, Connections - The Regional Plan for a Sustainable Future, by identifying areas of strength and weakness and helping to prioritize initiatives within the plan.

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RANGE PLAN

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Delaware Valley
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DVRPC / WHO WE ARE

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey.

DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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INDICATORS / TRACKING PROGRESS TOWARD 2030



INTRODUCTION

Destination 2030, the adopted Long Range Plan for the Delaware Valley, identifies important regional policy and planning goals. The plan is a comprehensive blueprint for the region's future, and considers means to maintain and fund the region's infrastructure. Destination 2030 organized the region into four Planning Area types and developed policies and strategies for each: Core Cities, Developed Communities, Growing Suburbs, and Rural Areas.

The feedback between the region's investment pattern and the evaluative process to determine whether the region is advancing toward its goals is a critical component in assessing the implementation of the Long

Range Plan. This report summarizes a systematic approach, coordinated with other agencies and organizations, to monitor the region's advancement toward the Long Range Plan goals, and highlights effective programs, while helping the region's decision-makers to focus on areas in need of attention.

In previous years, the Delaware Valley Regional Planning Commission (DVRPC) undertook planning exercises to evaluate the region's progress toward the goals established in the most recent adopted long-range plans, *Direction 2020* and *Horizons 2025*. These exercises resulted in the 1998 and 2000 regional indicator reports.

Tracking Progress Toward 2030: Regional Indicators for the DVRPC Long Range Plan measures the region's progress toward the attainment of the Long Range Planning goals adopted in *Destination 2030*. This effort differs from its predecessors in three primary ways. First, *Tracking Progress* is more explicitly tied to the

individual goals in the Long Range Plan than previous indicator efforts. Second, *Tracking Progress* will be updated and distributed on a regular, ongoing basis. Third, DVRPC has and will continue to coordinate with other organizations pursuing similar efforts in the region.

Tracking Progress is an ongoing, outcome-based effort to align DVRPC's planning and implementation activities, and it will guide the region's investment strategy to help achieve the vision and goals set forth in *Destination 2030*.

These indicators will help revise and prioritize regional goals for inclusion in *Connections - The Regional Plan for a Sustainable Future*.

This update to the *Destination 2030* Long Range Plan is currently under development and is anticipated to be adopted in June 2009.



CONNECTIONS
THE REGIONAL PLAN FOR
A SUSTAINABLE FUTURE

INDICATORS / TRACKING PROGRESS TOWARD 2030

PURPOSE

The main purpose of the *Tracking Progress* project is to determine whether the adopted Long Range Plan goals are being met. While there are several exercises of performance indicators that have been undertaken by various entities within the region for differing purposes, none have been systematically comprehensive enough to evaluate the effectiveness of DVRPC's Long Range Plan goals.

Tracking Progress is designed to collect and compile a meaningful time series data set that can help DVRPC and its partners make more effective decisions. *Tracking Progress* will provide feedback into updates of the Long Range Plan with the indicators being revised in turn.

Besides developing systematic measures to evaluate progress toward the goals of *Destination 2030*, this effort will accomplish several objectives, including:

- Providing an inventory of major performance measure systems and available databases in the region to promote their integration and to share resources;
- Considering ways to optimize regional investment policies that are consistent with the Long Range Plan policies and coordinating this approach with other agencies and organizations;
- Coordinating DVRPC efforts in Long Range Plan development, the Transportation Improvement Program, the Congestion Management Process, and other tasks;
- Benefiting all residents in the region by ensuring ongoing improvements and integration among Long Range Plan functional areas.

METHODOLOGY

The work done for the *Tracking Progress* project draws upon review of previous efforts, technical work by DVRPC staff, and guidance from the Tracking Progress Advisory Committee.

A first step was a literature review of similar projects and studies. The reviewed material included national studies and work by other metropolitan planning organizations, web-based materials and interactive sites, such as the FHWA Performance Measurement Exchange, other related efforts in the region, and previous related efforts by DVRPC. The collective understanding from these previous works – and lessons learned – provided a strong theoretical base to structure *Tracking Progress*.

Upon this foundation, staff developed a draft set of indicators for measuring the *Destination 2030* goals.

INDICATORS / TRACKING PROGRESS TOWARD 2030

Indicators have been continuously enhanced through both periodic reviews and trend analysis.

Concurrent with the staff efforts, an Advisory Committee provided guidance and oversight to this project. Creation of the Advisory Committee started with a mailing to over 250 regional participants in DVRPC's transportation, environment, land use and development, and economic development committees, supplemented with regional stakeholders known for their work in this field.

The Advisory Committee focused on how to best track progress toward the *Destination 2030* goals and help the region reach them. It also facilitated coordination and cooperation among the various related efforts in the region.

DEVELOPMENT OF INDICATORS

The selection of indicators involved developing a set of meaningful and practical performance measures that can track the *Destination 2030* goals. Based upon review of literature and extensive interdepartmental discussion, staff formulated an initial set of questions and indicators for each goal. In many instances, multiple approaches were available to track progress towards a specific goal.

A set of criteria was developed to select indicators. Ideally, indicators should:

1. Cover the entire nine-county DVRPC region;
2. Be readily acquirable;

3. Have a plausible prospect of being updated regularly and frequently in the future (*The year 2000 serves as the baseline, and additional time series data is chosen based on data availability and appropriateness. When 2000 data is not available, the next closest available data set is used.*);

4. Measure results, if possible, rather than inputs or processes, and focus on real numbers rather than simulations; and

5. Focus, where reasonable, on things DVRPC and its partners have some ability to affect. *Tracking Progress* worked with the six critical issue areas identified in *Destination 2030*.

The initial set of indicators followed these subject areas, which are:

- Growth Management
- Urban Revitalization
- The Environment
- Economic Development
- Transportation
- Equity and Opportunity

INDICATORS / TRACKING PROGRESS TOWARD 2030

The initial effort resulted in one or more questions and one or more indicators for each of the thirty-two goals in *Destination 2030*. While this provided a thorough start, it did not always meet the criteria to create the simplest and most meaningful product possible.

The draft set of indicators were revised iteratively based on staff review and discussions with the Study Advisory Committee.

The final list constitutes a mix of indicators that fully meet the selection criteria while presenting a comprehensive reflection of the extent to which the goals of each subject area are being met.

Another change was that Equity and Opportunity was incorporated into the indicators for each subject area. This reduced overlap and addressed those goals more effectively. It remains important to keep in mind that the subjects of the Long Range Plan, particularly Equity and Opportunity, are interrelated and an indicator may relate to multiple subject areas.

INTERPRETING THE INDICATORS

Indicators are summarized in the table on the following pages using a dashboard dial with five possible outcomes. Red signifies a negative trend, yellow signals mixed results, and green signifies a positive trend. Mixed results were further classified as trending either toward red or green.

The 27 indicators presented in this report portray a mixed picture of success toward meeting the goals of *Destination 2030*, with seven indicators showing an improving trend, eight showing a decline in conditions, and ten showing mixed results. Of the ten trends showing mixed results, four were trending toward red and two were trending toward green.

The region is making positive strides in several economic development areas. Average annual pay, workforce education and number of jobs are trending positively.

Privately protected lands and acres of public open space are positive environmental trends. Transit ridership has increased over the past five years and congestion has remained stable. The region is also doing a good job of linking transportation investments to Long Range Plan goals, as measured by Transportation Improvement Program investments in Existing Developed and Future Growth Areas.

Areas of concern that should be monitored include several transportation indicators, such as number of commuters driving alone, number of miles driven, number of deficient bridges and miles of deficient roadways. Population and employment in Core Cities and Developed Communities also continues to decline. However, residential construction activity in Core Cities and Developed Communities is improving and may be a harbinger of improving population and employment trends in those areas.



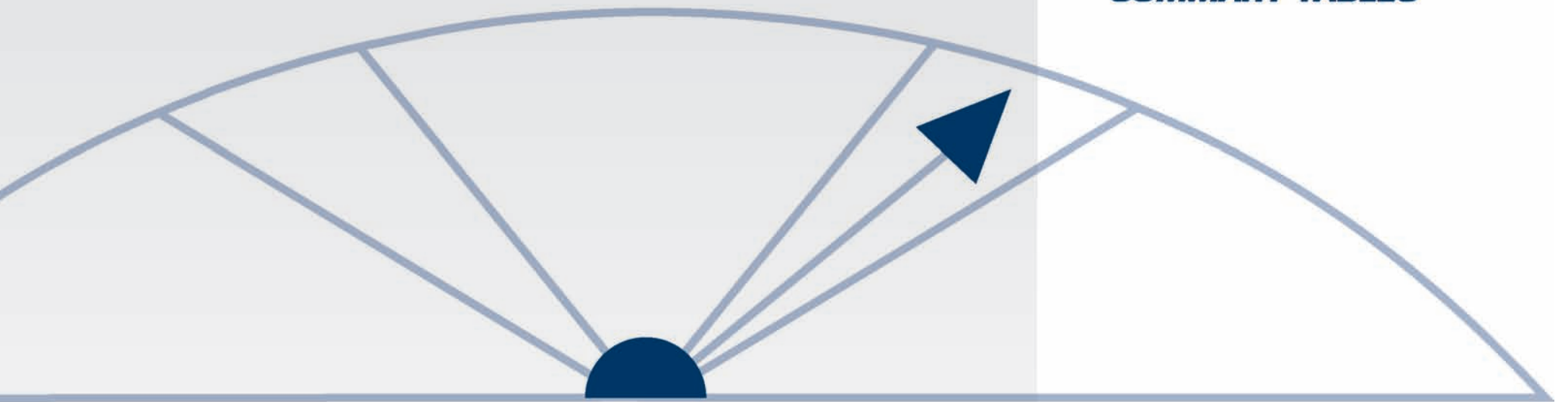
NEXT STEPS

The areas of concern highlighted within this report should receive priority consideration during the development of *Connections - The Regional Plan for a Sustainable Future*, the year 2035 Long Range Plan. Considering such trends and relationships also reveals those areas where policy intervention may be necessary. Finally, these indicators create the foundation for targeting specific, numerical benchmarks to gauge progress toward selected goals over time.

Staff will continually update the indicators as new data becomes available. Some indicators will be updated annually while others can only be updated with the release of decennial Census data. A revised report, including updated indicators, will be issued as part of the Long Range Plan development cycle on an approximately four year cycle.





TRACKING PROGRESS TOWARD 2030

SUMMARY TABLES








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SUMMARY TABLES / GROWTH MANAGEMENT

What We Track	How is the DVRPC Region Performing?	Trend
<p>GM 1: Is land development / land consumption slowing?</p>	<p>Developed lands continue to increase in the region, and specifically in those communities designated “Growing Suburbs” and “Rural Areas.” Between 1990 and 2000, developed lands increased by 15%. However, the rate of development appears to have slightly decreased. Between 2000 and 2005, developed land increased by 5%.</p>	
<p>GM 2: Did growth occur in appropriate areas (<i>existing development or future growth areas</i>) or inappropriate areas (<i>Greenspace Network and Rural Conservation Lands</i>) as designated by the Long Range Plan?</p>	<p>While overall new development is declining due to national real estate market changes, 59% of new development between 2000 and 2005 occurred in areas designated for conservation and preservation.</p>	
<p>GM 3: How much land does each person in the region consume?</p>	<p>Land consumption per person continues to rise. In 2005, each resident consumed 13% more land than in 1990.</p>	
<p>GM 4: Does our development pattern support expanded transit options?</p>	<p>Data incomplete; waiting for 2010 Census Tract data.</p>	





SUMMARY TABLES / URBAN REVITALIZATION

What We Track	How is the DVRPC Region Performing?	Trend
<p>UR 1: Is the population of the region's Core Cities and Developed Communities increasing?</p>	<p>Between 2000 and 2005, the region's population grew by approximately 2%. However, most of the region's population growth is occurring in Growing Suburbs and Rural Areas, which both experienced 9% increase while Core Cities declined by 2% and Developed Communities remained stable.</p>	
<p>UR 2: Is employment in the region's Core Cities and Developed Communities increasing?</p>	<p>Between 2000 and 2005, the region realized a 2% increase of employees. Similar to population trends, however, the vast majority of this growth was located in the region's Growing Suburbs.</p>	
<p>UR 3: Has residential construction activity increased in the region's Core Cities and Developed Communities?</p>	<p>The region has made progress in advancing towards its goal of attracting growth back into the Core Cities and Developed Communities.</p>	
<p>UR 4: Has mortgage lending activity for both home purchases & home improvements increased in the region's Core Cities & Developed Communities?</p>	<p>There are mixed indications regarding housing markets in the region's Core Cities and Developed Communities. Between 2000 and 2005, Core Cities saw a significant decrease in home purchase and home improvement mortgage dollars. Developed Communities experienced an increase in both categories while Growing Suburbs and Rural Areas experienced smaller increases.</p>	
<p>UR 5: Have the tax bases of the region's Core Cities & Developed Communities increased?</p>	<p>The tax base per capita in 2005 was lower in both the region's Core Cities and Developed Communities than in either Growing Suburbs or Rural Areas and, while increasing, has increased at a slower rate than other <i>Destination 2030</i> planning areas since 2002.</p>	









SUMMARY TABLES / ENVIRONMENT

What We Track	How is the DVRPC Region Performing?	Trend
<p>EN 1: Have privately protected lands increased?</p>	<p>Between 2002 and 2004, the amount of private land that is permanently preserved substantially increased by 8%.</p>	
<p>EN 2: Have acres of public open space increased?</p>	<p>The amount of public open space substantially increased by 13% between 2000 and 2004.</p>	
<p>EN 3: Has surface water quality improved?</p>	<p>Data incomplete.</p>	
<p>EN 4: Have we reduced air pollution?</p>	<p>Overall, pollutant levels have been declining, even though there have been spikes during particularly hot years. However, based on the current trend, the region may not meet the air quality standard by the attainment year of 2010.</p>	
<p>EN 5: Has the region's tree cover increased or decreased? Has the region's heavy tree canopy increased?</p>	<p>Tree cover of all types throughout the region decreased by 11%.</p>	
<p>EN 6: Are recreation and open space areas accessible to disadvantaged population groups?</p>	<p>Comparatively, active recreation areas are more accessible to disadvantaged populations than passive open space and conservation lands. However, there are a number of Census tracts that are under-served by both active recreation and passive open space.</p>	

SUMMARY TABLES / ECONOMIC DEVELOPMENT

What We Track	How is the DVRPC Region Performing?	Trend
<p>ED 1: How has the number of jobs in the DVRPC region changed? How does this compare to national job growth?</p>	<p>The number of jobs in the DVRPC region increased slightly between 2000 and 2005.</p>	
<p>ED 2: How has the average annual pay in the DVRPC region changed? How does this compare to national growth in average annual pay?</p>	<p>Average annual pay (<i>adjusted for inflation</i>), in the region, increased by 1.5% between 2000 and 2005; identical to the national increase.</p>	
<p>ED 3: Is the workforce becoming more educated? How does our region compare to the nation?</p>	<p>Educational attainment in the region is steadily increasing and is significantly higher than in the nation as a whole.</p>	
<p>ED 4: How has the percentage of households with housing costs greater than 35% of income changed?</p>	<p>The percentage of the region's households that spend more than 35% of their income on housing costs has increased.</p>	

SUMMARY TABLES / TRANSPORTATION

What We Track	How is the DVRPC Region Performing?	Trend
TR 1: Have vehicle crashes and fatalities declined?	Between 2001 and 2005, the DVRPC region experienced an 18% decrease in fatalities per million VMT and less than 1% decrease in all crashes per million VMT. However, the overall number of crashes rose by 4.6% during this same time period.	
TR 2: Is congestion getting worse?	Congestion appears to be stable – neither improving nor worsening, though VMT has increased.	
TR 3: Is transit ridership increasing?	While transit ridership has experienced some fluctuation, it has increased in the last 5 years.	
TR 4: Has the number of deficient bridges in need of rehabilitation or replacement decreased?	The number of bridges identified as structurally deficient in the DVRPC region has remained steady, but remains twice as high as the acceptable level set by FHWA in its current strategic plan.	
TR 5: Are roads better maintained?	The region saw a slight increase in road miles considered to be deficient, mostly due to NJDOT's stricter standards.	
TR 6: Are fewer people driving to work alone?	The number of people driving to work by themselves continues to increase and is now 73% of all commuters.	
TR 7: Are people driving less?	There are more cars and more drivers driving more miles every year in the region. The region appears to be more auto-dependent.	
TR 8: Are DVRPC's TIP investments in keeping with the LRP goals?	Approximately 97% of the mapped 2007-2010 TIP project funding supports the Long Range Plan and its stated goals.	



TRACKING PROGRESS TOWARD 2030

*GROWTH
MANAGEMENT*



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GROWTH MANAGEMENT

VISION

Regional sprawl is minimized as a significant share of new growth and development locates within and around defined centers and along major transportation corridors. High-quality site and building design is the norm, with higher density, mixed-use and transit-oriented development in existing and emerging communities with a strong identity and character.

GOALS

Revitalize

To attain renewed population and job growth in the region's Core Cities, First Generation Suburbs, and Older Centers, reversing past declines and enhancing a more stable climate as a foundation to attract new real estate and infrastructure investment.

Curtail Sprawl

To curb sprawl, particularly along the region's exurban, rural edge, through a combination of planned infrastructure investments, land use controls, land preservation, and reinvestment in the region's existing developed areas.

Encourage Quality Design

To enhance the design quality of new development and redevelopment that is more sensitive to its surroundings, community character, and thematic landscapes through additional application of municipal Smart Growth tools.

Guide Infrastructure Investment

To use existing and planned expansions of sewer and water systems and transportation facilities and services as key growth management strategies to curtail sprawl and yield more efficient and sustainable regional development patterns.

Preserve Open Space / Farmland / Natural Features Preservation

To maximize preservation of prime farmland areas, natural, scenic, historic, and cultural resources that can protect water quality and the environment, buffer and shape new development, strengthen the region's economic competitiveness, provide recreational and tourism opportunities, and enhance the overall quality of life for all.

Provide Municipal Implementation Tools

To provide technical assistance and guidance to local governments on the adoption and implementation of regional plan policies and recommendations, including such tools as development controls (*e.g., zoning, subdivision and land development, official map*), innovative growth management techniques (*e.g., transferable development rights, traditional neighborhood development, transit-oriented development*) and financing approaches (*e.g., business improvement districts, tax increment financing, impact fees*).

INDICATORS / GROWTH MANAGEMENT

WHAT WE TRACK	REGIONAL INDICATOR	CYCLE	SOURCE
<p>GM 1 Is land development / land consumption slowing?</p>	Developed acres by Planning Area	5 Years	DVRPC Land Use Files (1990, 2000 & 2005) and DVRPC <i>Destination 2030</i> Land Use Plan
<p>GM 2 Did growth occur in appropriate areas (<i>existing development or future growth areas</i>) or inappropriate areas (<i>Greenspace Network and Rural Conservation Lands</i>) as designated by the Long Range Plan?</p>	Number of acres developed compared to the Long Range Plan's Land Use Plan	5 Years	DVRPC Land Use Files (2000 & 2005) and DVRPC <i>Destination 2030</i> Land Use Plan
<p>GM 3 How much land does each person in the region consume?</p>	Developed acres per person by Planning Area	5 Years	DVRPC Land Use Files (1990, 2000 & 2005), DVRPC <i>Destination 2030</i> Planning Areas, and US Census / American Community Survey
<p>GM 4 Does our development pattern support expanded transit options?</p>	Percentage of the region's population living in geographic area in the top two Transit Score classes over time	10 Years	US Census / American Community Survey, and DVRPC Transit Score
	Number of <i>Destination 2030</i> Land Use Development Centers (<i>as designated in the Long Range Plan</i>) that increase in Transit Score class over time	10 Years	US Census / American Community Survey, DVRPC Transit Score, and Long Range Plan

GM 1

How is the DVRPC Region performing?

Developed lands continue to increase in the region, and specifically in those communities designated “Growing Suburbs” and “Rural Areas.” Between 1990 and 2000, developed lands increased by 15%. However, the rate of development appears to have slightly decreased. Between 2000 and 2005, developed land increased by 5%.

WHAT WE TRACK

GM 1: Is land development / land consumption slowing?

INDICATOR

Developed acres by planning area.

All Destination 2030 Planning Areas continue to lose agricultural land. Agricultural land, also known as “green fields,” is often easier to develop than an abandoned lot, or even a wooded lot, as little site preparation is needed: land is owned by one landowner, is usually level, easily-drained, and mostly cleared of vegetation. Between 1990 and 2005, the DVRPC region lost 19.6% of its agricultural land, or about 23 acres per day.

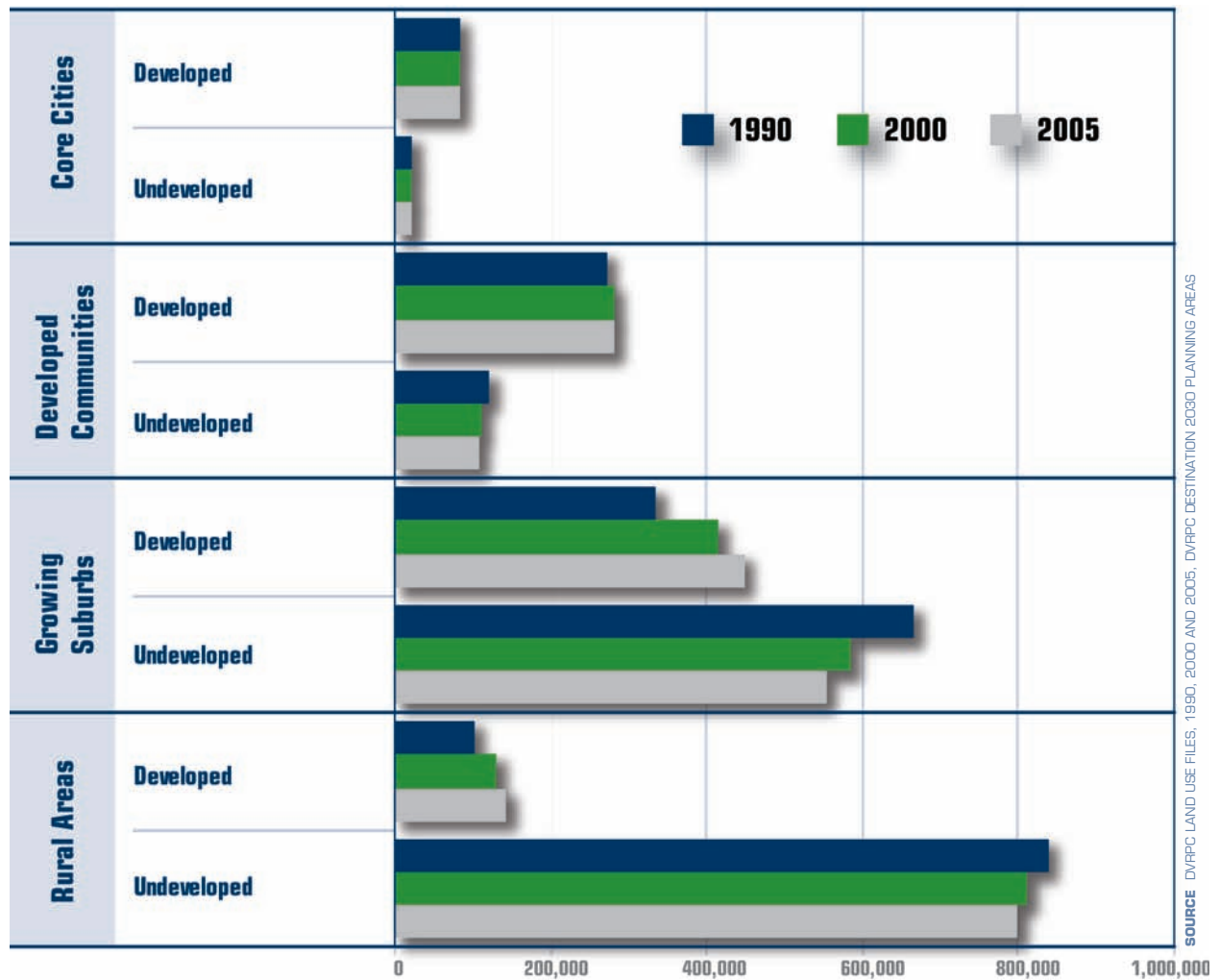
LAND USE CHANGE BY 2030 PLANNING AREA

Destination 2030 Planning Area	Generalized Land Use	1990	2000	2005	% Change (1990-2005)
Core Cities	Developed	85,038	84,256	84,723	-0.4%
	Undeveloped	21,859	22,644	22,950	5.0%
Developed Communities	Developed	271,769	280,479	282,384	3.9%
	Undeveloped	120,392	111,717	109,899	-8.7%
Growing Suburbs	Developed	334,252	415,351	448,435	34.2%
	Undeveloped	666,050	585,004	553,224	-16.9%
Rural Areas	Developed	100,723	128,817	142,084	41.1%
	Undeveloped	838,786	811,145	797,867	-4.9%
DVRPC Region	Developed	791,782	908,903	957,626	20.9%
	Undeveloped	1,647,087	1,530,510	1,483,940	-9.9%

SOURCE: DVRPC LAND USE FILES, 1990, 2000 AND 2005; DVRPC DESTINATION 2030 PLANNING AREAS

INDICATORS / GROWTH MANAGEMENT

CHANGE IN DEVELOPED LANDS IN ACRES 1990-2005
 BY 2030 PLANNING AREA AND DEVELOPMENT TYPE



GM 2

How is the DVRPC Region performing?

While overall new development is declining due to national real estate market changes, 59% of new development between 2000 and 2005 occurred in areas designated for conservation and preservation.

WHAT WE TRACK

GM 2: Did growth occur in appropriate areas (*existing development and future growth areas*) or inappropriate areas (*Greenspace Network and Rural Conservation Lands*) as designated by the Long Range Plan?

INDICATOR

Number of acres developed compared to Long Range Plan's Land Use Plan.

Developed land continues to increase in the region, and as the region prospers, increases in population, jobs, and economic vitality, will and should occur. Therefore, increases in developed land and decreases in open space and farmland do not necessarily indicate that the region is managing growth poorly.

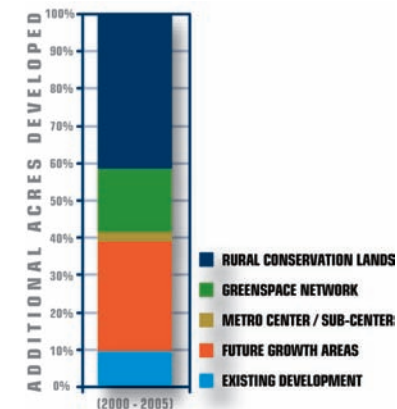
DVRPC's *Destination 2030* Plan identifies areas appropriate to accommodate the region's forecasted increases in population and jobs. The *Destination 2030* Land Use Plan was created by evaluating the location of

existing development in DVRPC's 2000 Land Use file. It is important to note that not all developed land existing before 2000 is located in appropriate areas. Therefore, 2000 land use data compared to the *Destination 2030* Land Use Plan provides a baseline indicator.

In order to meet the *Destination 2030* goals to revitalize our region's Core Cities and Developed Communities and curtail sprawl, particularly in the region's Rural Areas, a large portion of new development should occur within Existing Development and Future Growth Areas. Limited development that does not change the character of the landscape can occur in Rural Conservation Lands and no development is appropriate in the Greenspace Network. An important note to make is that "new development" does not and cannot capture redevelopment and urban revitalization efforts in Core Cities and Developed Communities unless it occurs on land classified as vacant or natural areas. See Urban Revitalization Indicator UR 3 for a measurement of development activities in those specific *Destination 2030* Planning Areas.

In 2000, about 31% of all developed land was located in areas designated for preservation and conservation – Greenspace Network and Rural Conservation Lands. In 2005, about 32% of all developed land was located in conservation areas. Most telling is that between 2000 and 2005, 59% of all new developed lands were located in Greenspace Network and Rural Conservation areas. This illustrates that most *new* development continues to be greenfield development in suburban or rural areas.

LOCATION OF NEW DEVELOPMENT BY 2030 LAND USE CATEGORY



SOURCE: DVRPC LAND USE FILES, 2000 AND 2005; DVRPC DESTINATION 2030 LAND USE PLAN

GM 3

How is the DVRPC Region performing?

Land consumption per person continues to rise. In 2005, each resident consumed 13% more land than in 1990.

WHAT WE TRACK

GM 3: How much land does each person in the region consume?

INDICATOR

Developed acres per person by planning area.

Developed Land Per Person (square feet/person)					
	1990	2000	2005	% Change 2000-2005	% Change 1990-2005
Residential Land per Person	4500	5029	5180	3.0%	15.1%
Other Developed Land per Person	2224	2387	2423	1.5%	9.0%
Total Developed Land per Person	6724	7416	7604	2.5%	13.1%

In 2005, in all Planning Areas except Growing Suburbs, each person consumed more land for all land uses than in 1990. Growing Suburbs have experienced the largest population growth (40% increase between 1990 and 2005), leading to slightly denser development patterns.

During that same time period, each person used nearly 6% less land.

Conversely, Developed Communities, which lost 1% of their population, use 3% more land for residential uses and nearly 5% more land for all land uses.

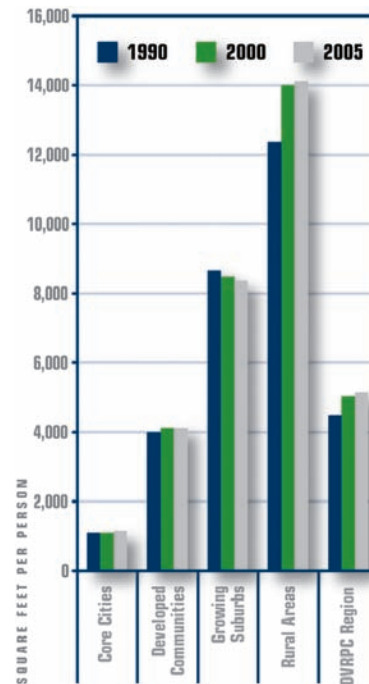
People living in Rural Areas continue to consume land at a greater proportion than any other Planning Area category. Residential land use continues to be the dominant land use in Rural Areas and each person consumed 14% more land for residential uses in 2005 than in 1990.

The significant increase in the region's consumption of land between 1990 and 2005 is primarily due to increased development of all land use types in Growing Suburbs and Rural Areas.

The DVRPC region's average use of land per person is closest to that of a person living in a Developed Community. This indicates that the largest proportion of the region's residents live in Developed

Communities and the largest proportion of developed land (though not total land area) is in Developed Communities.

RESIDENTIAL LAND PER PERSON BY 2030 PLANNING AREA



SOURCE: DVRPC LAND USE FILES, 1990, 2000, AND 2005; US CENSUS 1990, 2000, AND 2005 ESTIMATES; AND DVRPC DESTINATION 2030 PLANNING AREAS

GM 4

How is the DVRPC Region performing?

Data incomplete; waiting for 2010 Census Tract data.

WHAT WE TRACK

GM 4: Does our development pattern support expanded transit options?

INDICATOR

Percentage of region's population living in geographic areas in the top two Transit Score classes; number of *Destination 2030* Land Use Development Centers (as designated in the Long Range Plan) that increase in Transit Score class over time.

DVRPC's Transit Score Tool is a method to assess the appropriateness of various modes and intensities of transit service throughout the DVRPC region. Transit Score calculations also enable quick and easy comparisons and illustrations of the relative transit supportiveness of alternative development scenarios (development under prevailing zoning vs. development under a 'smart growth' zoning proposal, for example).

The Transit Score equation is as follows (reflecting gross densities):

Transit Score	= 0.41 *	(Population per acre)
	+ 0.09 *	(Jobs per acre)
	+ 0.74 *	(Zero car households per acre)

Numerical Transit Score areas are assigned to the following score ranges:

Low	< 0.6
Marginal	0.60 – 1.0
Medium	1.01 – 2.50
Medium-High	2.51 – 7.50
High	> 7.50



Each score category is associated with particular transit service investments that would be broadly appropriate, depending on other planning considerations (such as trip patterns). Transit modes include heavy-urban rail, light-rail transit, commuter rail, bus rapid transit, bus lanes, bus priority treatment, fixed route / line haul bus service, express bus, and local circulator bus / shuttle / para-transit. The most densely-populated areas, with a Transit Score of "high," may support heavy urban rail, while nearly all areas, including those with a Transit Score of "low," may support para-transit and / or a local circulator bus route.

INDICATORS / GROWTH MANAGEMENT

Transit Modal Investment	Transit Score Category				
	High	Med.-High	Medium	Marginal	Low
Heavy Urban Rail	■				
Light Rail Transit (LRT)	■	■	■		
Commuter Rail	■	■	■	■	
Bus Rapid Transit (BRT)	■	■	■		
Bus Lanes	■	■			
Bus Priority Treatment	■	■	■		
Fixed Route / Line Haul Bus Service	■	■	■	■	
Express Bus	■	■	■	■	■
Local Circulator Bus / Shuttle / Para-transit	■	■	■	■	■

■ APPROPRIATE ■ MAY BE APPROPRIATE DEPENDING ON CONDITIONS

SOURCE: DVRPC, CREATING A REGIONAL TRANSIT SCORE PROTOCOL: FULL REPORT, 2007

Transit-supportive areas in the region are generally concentrated within Philadelphia and its inner-ring suburbs, and the region's existing transit infrastructure is generally located within these supportive areas.

Because the data needed to conduct another regional Transit Score analysis, (*specifically new population and employment numbers by Census tract*) data is not yet available, DVRPC cannot complete the Tracking Progress indicator analysis as specified.

In 2000, 30% of the region's population was living in High Transit Score areas and 28% were living in Medium-High Transit Score areas, suggesting that over half of the region's population were living in areas of sufficient density to support rapid or exclusive guideway transit services (*assuming trip patterns that would support those services*).

2000 Transit Score	# of TAZ	Total Population (2000 Census)	Total Area (Acres)
High	487	1,604,052	58,224
Medium-High	479	1,494,737	189,443
Total High & Medium-High	966	3,098,789	247,667
Total Region	1,875	5,387,401	2,441,038

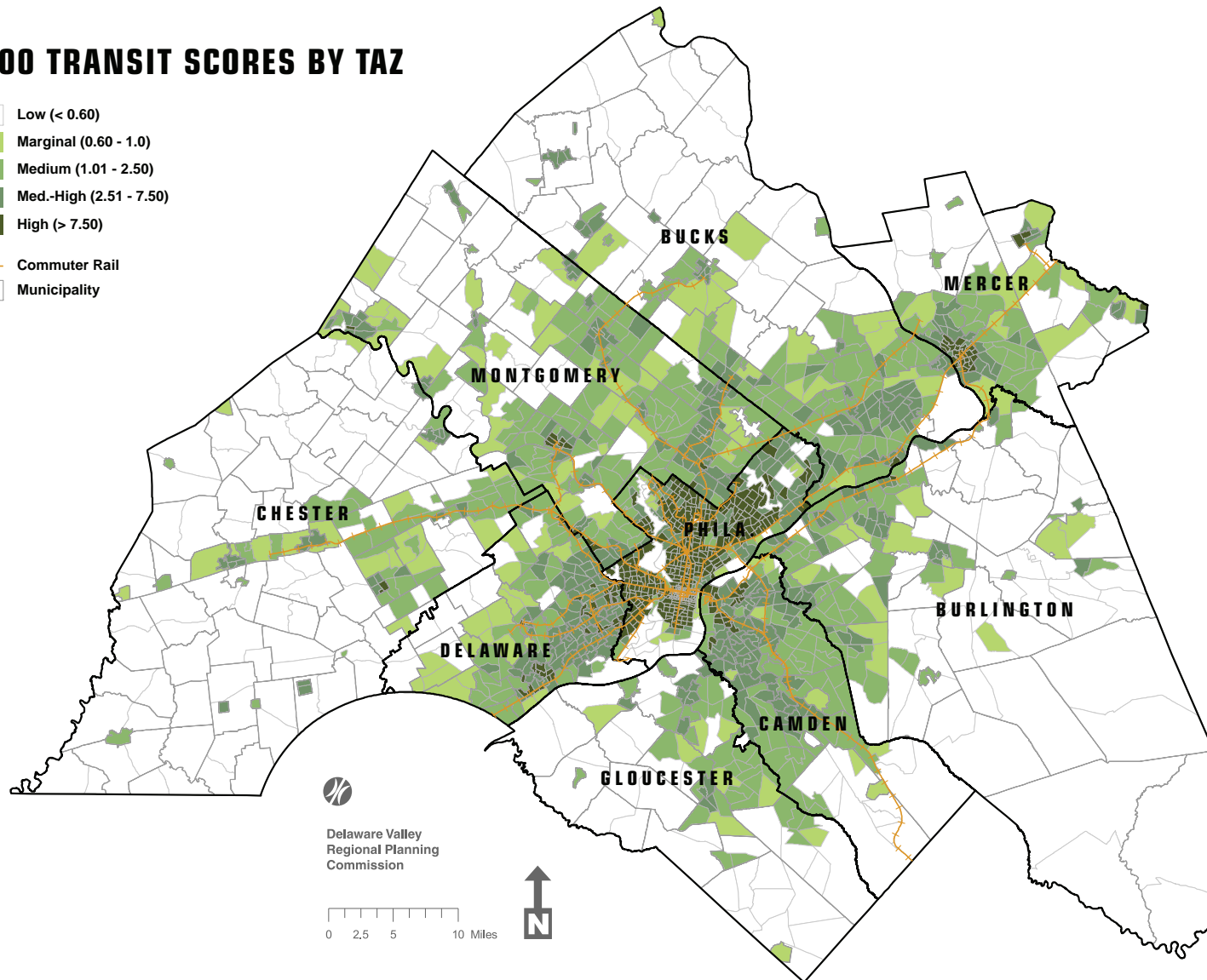
SOURCE: DVRPC, CREATING A REGIONAL TRANSIT SCORE PROTOCOL: FULL REPORT, 2007

To tie the second part of the indicator to the *Destination 2030* Plan, we can track those Traffic Analysis Zones that include the Metro Center, Metro-Sub-Centers, and Regional Centers. These centers are identified based on their current or prospective role and activities within the region and have significant concentrations of governmental, service, economic, and residential uses. We can track those 99 Land Use Centers and the associated TAZs to measure progress towards providing more transit options to diverse constituencies.

INDICATORS / GROWTH MANAGEMENT

2000 TRANSIT SCORES BY TAZ

- Low (< 0.60)
- Marginal (0.60 - 1.0)
- Medium (1.01 - 2.50)
- Med.-High (2.51 - 7.50)
- High (> 7.50)
- Commuter Rail
- Municipality





TRACKING PROGRESS TOWARD 2030

*URBAN
REVITALIZATION*



Delaware Valley
Regional Planning
Commission



URBAN REVITALIZATION

VISION

Urban centers, boroughs, and older suburbs thrive, as a combination of public and private actions strengthen local schools; improve the quality of local services; rejuvenate our cities and older boroughs with art and culture; reduce crime; clean up brownfields sites; reinvigorate greyfields and abandoned shopping areas; build relationships with the business community to foster local entrepreneurship and business investment and create new jobs; capture and enhance existing amenities; preserve existing historical elements of significance; strive for a mix of younger and older persons; and restore distressed neighborhoods.

GOALS

Urban and Older Centers

Strengthen the urban centers and older centers of the region to maintain and enhance the quality of life and increase their appeal as a place to live, work and visit.

Economy of Older Centers

Preserve, revitalize, and renew the region's older centers to restore their economic well-being and attractiveness.

Promote the Reuse of Redevelopment Areas

Rebuild sites into thriving mixed-use areas to improve the quality of life for older areas of the region.

Restore Urban Infrastructure Systems

Restore and maintain existing infrastructure systems, services, and capacity to support existing development, as well as attract new population and employment growth.

Promote Smart Growth Techniques

Work with municipal and private stakeholders to create strong leadership that will promote smart growth techniques in the region's Core Cities and first generation suburbs.

Market Urban Amenities

Market the amenities of the Core Cities and older suburbs – transit and pedestrian friendliness, housing options, and established neighborhoods.

INDICATORS / URBAN REVITALIZATION

WHAT WE TRACK	REGIONAL INDICATOR	CYCLE	SOURCE
<p>UR 1</p> <p>Is the population of the region's Core Cities and Developed Communities increasing?</p>	Population by <i>Destination 2030</i> Planning Area	Annual	US Census Population Estimates Program
<p>UR 2</p> <p>Is employment in the region's Core Cities and Developed Communities increasing?</p>	Employment by <i>Destination 2030</i> Planning Area	5 Years	DVRPC Municipal-Level Employment Estimates
<p>UR 3</p> <p>Has residential construction activity increased in the region's Core Cities and Developed Communities?</p>	Residential building permits issued by <i>Destination 2030</i> Planning Area	Annual	U.S. Census Bureau Construction Statistics Divisions
<p>UR 4</p> <p>Has mortgage lending activity for both home purchases and home improvements increased in the region's Core Cities and Developed Communities?</p>	Number and value of mortgages originated by <i>Destination 2030</i> Planning Area	Annual	Home Mortgage Disclosure Act Raw Data Files
<p>UR 5</p> <p>Have the tax bases of the region's Core Cities and Developed Communities increased?</p>	Tax base per capita in Core Cities and Developed Communities	Annual	PA State Tax Equalization Board and NJ Department of Treasury

UR 1

How is the DVRPC Region performing?

Between 2000 and 2005, the region's population grew by approximately 2%. However, most of the region's population growth is occurring in Growing Suburbs and Rural Areas, which both experienced a 9% increase, while Core Cities declined by 2% and Developed Communities remained stable.

WHAT WE TRACK

UR 1: Is the population of the region's Core Cities and Developed Communities increasing?

INDICATOR

Population by Destination 2030 Planning Area.

A primary goal of *Destination 2030* is the revitalization of urban centers and older communities. An indicator of progress towards meeting this goal is population change in the region's Core Cities and Developed Communities. Successful revitalization should lead to population growth and a resulting increase in the percentage share of the region's population living in these areas.



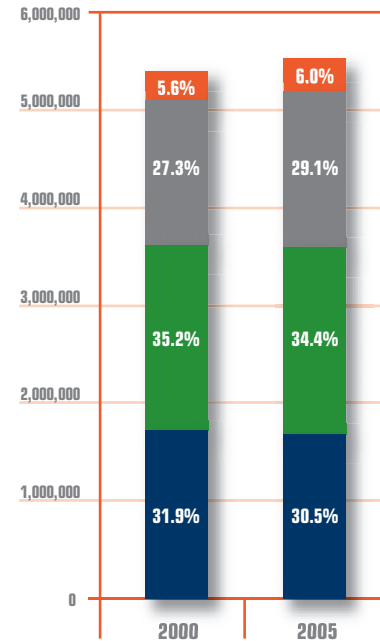
While the number of residents increased by 9% in the Growing Suburbs and Rural Areas, the population in the region's Core Cities declined by 2%, and the population of its Developed Communities remained stable. As a result, the percentage of the region's total population living in the Core Cities and Developed Communities declined from 67% to 65%, while the percentage living in the Growing Suburbs increased.

Planning Area	2000 Population	2005 Population	Percent Change 2000-2005
Core Cities	1,719,711	1,685,066	-2.0%
Developed Communities	1,896,328	1,898,344	0.1%
Growing Suburbs	1,470,321	1,606,133	9.2%
Rural Areas	301,047	329,508	9.5%
DVRPC Region	5,387,407	5,519,051	2.5%

SOURCE: US CENSUS, 2000; DVRPC, 2005

DVRPC REGION'S POPULATION DISTRIBUTION BY DESTINATION 2030 PLANNING AREA

- RURAL AREAS
- GROWING SUBURBS
- DEVELOPED COMMUNITIES
- CORE CITIES



SOURCE: US CENSUS, 2000; DVRPC, 2005

UR 2

How is the DVRPC Region performing?

Between 2000 and 2005, the region realized a 2% increase of employees. Similar to population trends, however, the vast majority of this growth was located in the region's Growing Suburbs.

WHAT WE TRACK

UR 2: Is employment in the region's Core Cities and Developed Communities increasing?

INDICATOR

Employment by Destination 2030 Planning Area.

Another indication of the region's progress towards achieving its goal of urban revitalization is the change in employment in Core Cities and Developed Communities relative to other areas. Successful revitalization should serve to support and maintain the current employment base and attract new employers, resulting in an increase in the percentage share of the region's employment located in these areas.

Between 2000 and 2005, the region realized a net gain of almost 48,000 employees, a 2% increase. Growing Suburbs gained over 52,000 employees. Developed Communities gained only 3,980 employees during the same time period; Core Cities lost approximately 14,000 jobs. Consequently, the percent of the region's total employment located in Core Cities and Developed Communities declined from 68% in 2000 to 66% by 2005.

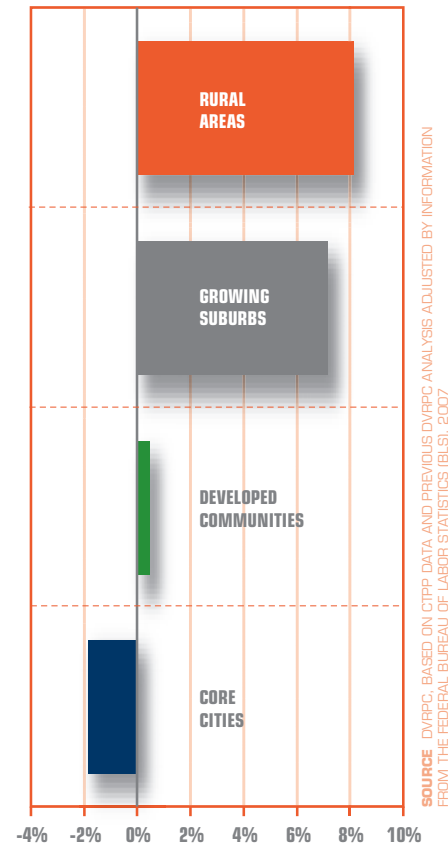


Planning Area	2000 Employment	2005 Employment	Percent Change 2000-2005
Core Cities	776,986	762,773	-1.8%
Developed Communities	919,450	923,430	0.4%
Growing Suburbs	732,192	784,567	7.2%
Rural Areas	71,440	77,248	8.1%
DVRPC Region	2,500,068	2,548,018	1.9%

SOURCE: DVRPC, BASED ON CTRP DATA AND PREVIOUS DVRPC ANALYSIS ADJUSTED BY INFORMATION FROM THE FEDERAL BUREAU OF LABOR STATISTICS (BLS), 2007

DVRPC REGION'S EMPLOYMENT CHANGE

BY DESTINATION 2030 PLANNING AREA, 2000 TO 2005



UR 3

How is the DVRPC Region performing?

The region has made progress in advancing towards its goal of attracting growth back into the Core Cities and Developed Communities.

WHAT WE TRACK

UR 3: Has residential construction activity increased in the region's Core Cities and Developed Communities?

INDICATOR

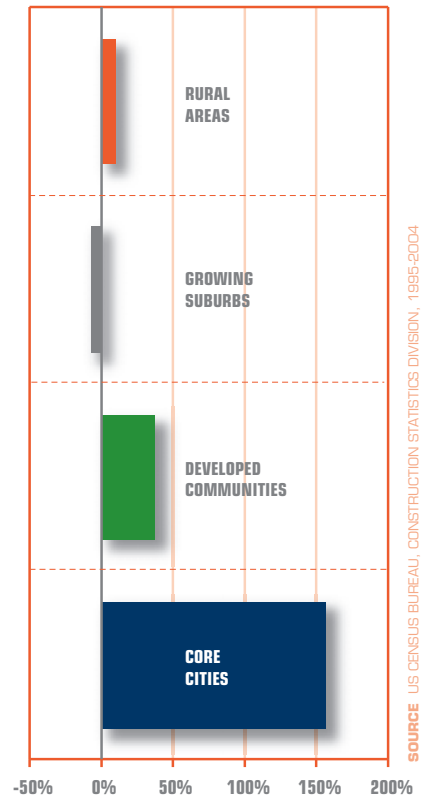
Residential building permits issued by Destination 2030 Planning Area.

Tracking the level of construction activity in each of the region's Destination 2030 Planning Areas can provide an indication of future trends. Although reliable, consistent data on nonresidential construction is not readily available, tracking residential permits can predict future population.

Over 88,000 residential building permits were issued in the region between 2000 and 2004, the majority of which continued to be issued in the Growing Suburbs. Over 9% of the residential permits issued between 2000 and 2004 were issued in the region's Core Cities, compared to only 4% during the previous 5-year time period. The percentage issued in Developed Communities was likewise up, from 14% between 1995 and 1999 to 38% between 2000 and 2005. During the same time period, the percentage issued in the Growing Suburbs declined (from 70% to 61%), while the percentage issued in the region's Rural Areas remained approximately the same.

Planning Area	Residential Permits Issued 1995-1999	Residential Permits Issued 2000-2004	Changed in Permits Issued 95-99 vs. 00-04
Core Cities	3,141	8,064	157%
Developed Communities	11,162	15,379	38%
Growing Suburbs	57,823	53,656	-7%
Rural Areas	10,407	11,435	10%
DVRPC Region	82,533	88,534	7%

DVRPC REGION'S RESIDENTIAL BUILDING PERMIT CHANGE BY DESTINATION 2030 PLANNING AREA, 1995-1999 VS. 2000-2004



SOURCE: U.S. CENSUS BUREAU, CONSTRUCTION STATISTICS DIVISION, 1995-2004

SOURCE: U.S. CENSUS BUREAU, CONSTRUCTION STATISTICS DIVISION, 1995-2004

UR 4

How is the DVRPC Region performing?

There are mixed indications regarding housing markets in the region's Core Cities and Developed Communities. Between 2000 and 2005 Core Cities saw a significant decrease in home purchase and home improvement mortgage dollars. Developed communities experienced an increase in both categories while Growing Suburbs and Rural Areas experienced smaller increases.

WHAT WE TRACK

UR 4: Has mortgage lending activity for both home purchases and home improvements increased in the region's Core Cities and Developed Communities?

INDICATOR

The number and value of mortgages originated by Destination 2030 Planning Area.

Tracking changes in mortgage lending activity over a number of years can illustrate the vitality of the housing markets in specific locations. While the highest levels of lending activity will continue to be in the region's Growing Suburbs and Rural Areas, successful revitalization of Core Cities and Developed Communities should lead to an increase in the number and value of loans originating for home purchases as well as home improvements in these areas.

HOME PURCHASE MORTGAGE LENDING ACTIVITY

	Number		Average Value		Percent Change	
	2000	2005	2000	2005	No.	Ave. Value
Core Cities	16,881	13,940	\$72,993.00	\$117,908.00	-17%	62%
Philadelphia	15,363	10,808	\$73,974.00	\$126,292.00	-30%	71%
Other	1,518	3,132	\$63,071.00	\$88,969.00	106%	41%
Developed Communities	27,430	38,143	\$117,076.00	\$173,325.00	39%	48%
Growing Suburbs	31,619	38,498	\$155,734.00	\$227,293.00	22%	46%
Rural Areas	4,713	6,201	\$161,966.00	\$242,870.00	32%	50%

HOME IMPROVEMENT MORTGAGE LENDING ACTIVITY

	Number		Average Value		Percent Change	
	2000	2005	2000	2005	No.	Ave. Value
Core Cities	5,811	4,059	\$18,629.00	\$43,652.00	-30%	134%
Philadelphia	5,448	3,486	\$18,821.00	\$43,145.00	-36%	129%
Other	363	573	\$15,744.00	\$46,735.00	58%	197%
Developed Communities	8,923	13,359	\$24,918.00	\$59,158.00	50%	137%
Growing Suburbs	8,547	12,036	\$29,011.00	\$66,210.00	41%	128%
Rural Areas	1,694	2,732	\$28,686.00	\$68,419.00	61%	139%

SOURCE: FEDERAL FINANCIAL INSTITUTIONS EXAMINATION COUNCIL, HOME MORTGAGE DISCLOSURE ACT (HMUDA) DATA FILES, 2000 AND 2005

INDICATORS / URBAN REVITALIZATION

The percent of the region's total home purchase mortgage dollars in Core Cities and Developed Communities increased slightly between 2000 and 2005, from 44% in 2000 to 45% in 2005. An increase in mortgage dollars originating in Developed Communities was largely offset by a corresponding decrease in mortgage dollars originating in the Core Cities. The percentage of total home improvement mortgage dollars originating in Core Cities and Developed Communities decreased during the same time period, from 52% to 50%.

The number of home purchase mortgages issued in Developed Communities increased by 39% between 2000 and 2005, compared to 32% in Rural Areas and only 22% in the region's Growing Suburbs. As a result, nearly an identical number of mortgages were originating for home purchases in Developed Communities and Growing Suburbs in 2005. The number of loans in Core Cities declined by 17% during the same time period. Most of this decline was attributable to lending

activity in the City of Philadelphia: the number of mortgages originating in the region's three other Core Cities (*Camden, Trenton, and Chester*) increased by 106%. Home improvement lending generally followed the same pattern, with the number of home improvement mortgages originating in Developed Communities increasing by 50% compared to 61% in Rural Areas and 41% in Growing Suburbs.

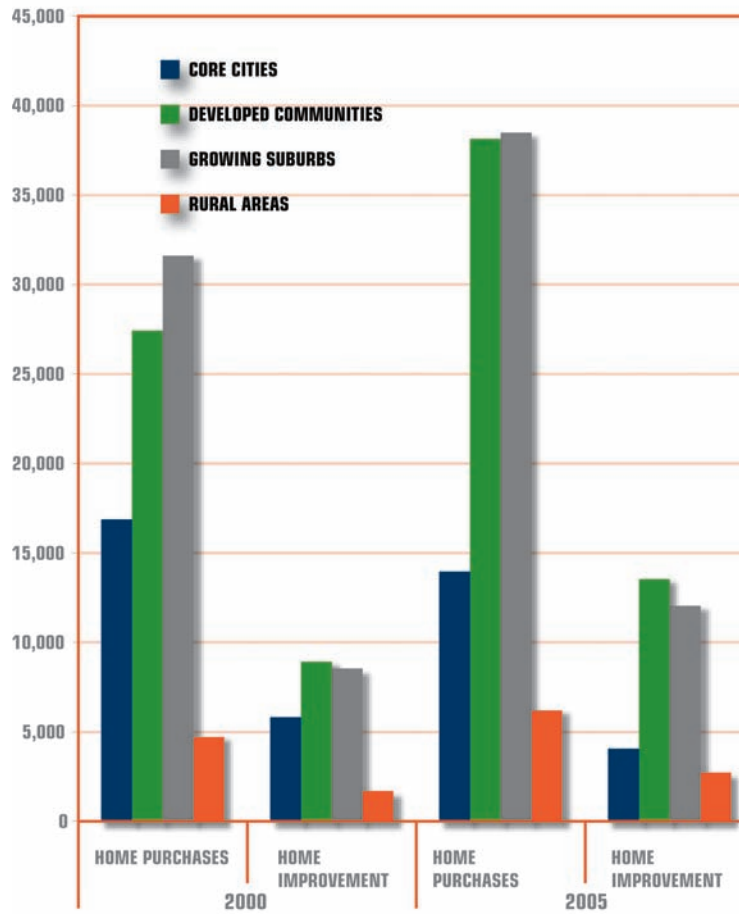
In terms of average value, however, the picture is somewhat different, with the average value of each mortgage loan increasing at a faster rate in Core Cities than in other Planning Areas. The average value of loans originating in the Core Cities increased by 62% between 2000 and 2005, while increasing by 48% in Developed Communities, 46% in Growing Suburbs, and 50% in Rural Areas. Although the number of loans originating in Trenton, Camden, and Chester City increased significantly, the average value of the loans in these other Core Cities did not increase as much as those in Philadelphia.



It is also important to track changes in the foreclosure rate (*particularly in the Core Cities*) to ensure that increased mortgage lending activity is not related to increased predatory lending. Mortgage foreclosure rates are difficult to obtain by municipality, and cannot therefore be easily aggregated into the *Destination 2030* Planning Area. According to RealtyTrac, Inc., however, the foreclosure rate in the City of Philadelphia remained relatively static between 2000 and 2005, increasing in some quarters but declining in others. Foreclosure rates in the region's other eight counties, while increasing slightly, remained well below their respective statewide averages. Future updates to *Tracking Progress* will continue to track foreclosure rates as well as mortgage lending activity.

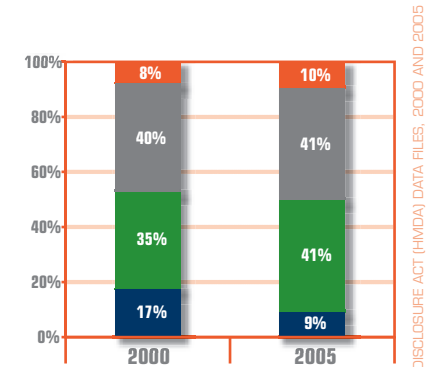
INDICATORS / URBAN REVITALIZATION

NUMBER AND TYPE OF HOME LOANS ORIGINATED BY DESTINATION 2030 PLANNING AREA



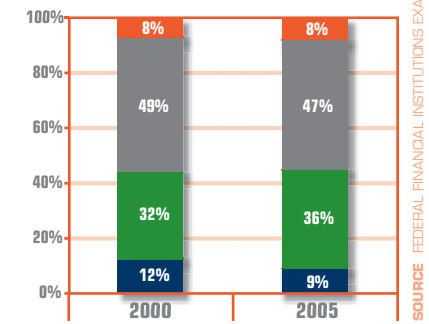
SOURCE: FEDERAL FINANCIAL INSTITUTIONS EXAMINATION COUNCIL, HOME MORTGAGE DISCLOSURE ACT (HMDA) DATA FILES, 2000 AND 2005

DISTRIBUTION OF HOME IMPROVEMENT MORTGAGE DOLLARS ORIGINATION



SOURCE: FEDERAL FINANCIAL INSTITUTIONS EXAMINATION COUNCIL, HOME MORTGAGE DISCLOSURE ACT (HMDA) DATA FILES, 2000 AND 2005

DISTRIBUTION OF HOME PURCHASE MORTGAGE DOLLARS ORIGINATION



SOURCE: FEDERAL FINANCIAL INSTITUTIONS EXAMINATION COUNCIL, HOME MORTGAGE DISCLOSURE ACT (HMDA) DATA FILES, 2000 AND 2005

UR 5

How is the DVRPC Region performing?

The tax base per capita in 2005 was lower in both the region's Core Cities and Developed Communities than in either Growing Suburbs or Rural Areas and, while increasing, has increased at a slower rate than other Destination 2030 planning areas since 2002.

WHAT WE TRACK

UR 5: Have the tax bases of the region's Core Cities and Developed Communities increased?

INDICATOR

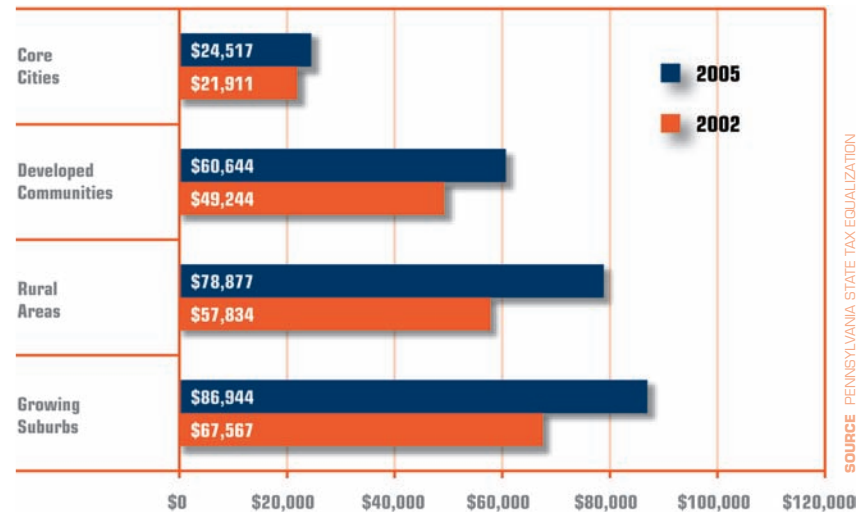
Tax base per capita in Core Cities and Developed Communities.

EQUALIZED TAX VALUATION

Planning Area	2002	2005	Percent Increase	Percent of Regional Total	
			2002-2005	2002	2005
Core Cities	\$37.00	\$40.80	10%	15%	13%
Developed Communities	\$93.00	\$115.00	23%	37%	36%
Growing Suburbs	\$103.00	\$141.00	37%	41%	44%
Rural Areas	\$17.10	\$24.80	45%	7%	8%
Regional Total	\$250.00	\$321.00	28%	100%	100%

SOURCE: PENNSYLVANIA STATE TAX EQUALIZATION BOARD, NEW JERSEY DEPARTMENT OF TAXATION, 2002 AND 2005. MONETARY VALUES IN BILLIONS.

TAX BASE PER CAPITA



SOURCE: PENNSYLVANIA STATE TAX EQUALIZATION BOARD, NEW JERSEY DEPARTMENT OF TAXATION, 2002 AND 2005.

INDICATORS / URBAN REVITALIZATION

Given the region's current dependence on property taxes as the primary source of local revenue, the overall strength of the local tax base directly affects the ability of local governments to provide quality services. The tax bases of most of the region's Core Cities and Developed Communities are stagnant or declining, while, ironically, the number of low-income and dependent residents requiring an increasing level of services continues to rise in these same areas. Increasing the property tax rate to pay for additional services not only places an unfair cost burden on current homeowners, but also perpetuates the population and employment losses realized in many of these communities in recent years.

In 2005, the equalized tax valuation per capita in Developed Communities was \$60,844, compared to almost \$79,000 in Rural Areas and almost \$87,000 in Growing Suburbs. The tax base per capita in the region's Core Cities averaged only \$24,517 in 2005, although these areas typically have additional funding options not available to suburban municipalities (*including business and wage taxes*). The tax bases in both Core Cities and Developed Communities increased at rates less than the region's overall increase of 28%, while those in Growing Suburbs and Rural Areas increased by 37% and 45%, respectively. In 2005, 52% of the region's total equalized valuation was located in Growing Suburbs and Rural Areas, compared to only 47% in 2002.





TRACKING PROGRESS TOWARD 2030

ENVIRONMENT



Delaware Valley
Regional Planning
Commission



ENVIRONMENT

VISION

A clean and sustainable environment for existing and future residents and visitors to the region, where key natural resource areas and scenic landscapes are protected; recreation and open space facilities are provided in an integrated regional network; environmental protection objectives are incorporated into planning activities and growth strategies at all government levels; and investment and redevelopment of urban areas results in reduced development of rural and agricultural lands

GOALS

Land Preservation for Natural Resource Protection, Agricultural Preservation, and Recreation

Preserve critical natural resources, agricultural lands and key recreational landscapes in the region, which shape development, give identity to the region, provide for recreation, attract residents, businesses and tourists, and contribute to the region's overall quality of life. Promote well-planned and environmentally responsible development and redevelopment of neighborhoods and communities.

Improve Water Quality

Improve the surface water quality of all watersheds through the achievement of target water quality goals. Maintain the safety and abundance of drinking water derived from groundwater sources. Increase public awareness and involvement in water-related issues.

Meet Air Quality Standards

Educate the public about air quality issues and promote ways to reduce emissions that cause air pollution. Promote good air quality through sound planning and land use development policies that reduce travel by single-occupant vehicles.

Increase Tree Coverage

Educate decision makers about the environmental and economic benefits of trees, encourage communities to set tree canopy goals and promote specific management strategies to achieve goals. Promote the planting and stewardship of shade trees in suburban and urban areas to enhance property values, provide energy savings, store and sequester air pollution, and absorb stormwater. Protect existing riparian buffers and reforest barren areas to improve water quality, lower stormwater costs, and improve air quality.

INDICATORS / ENVIRONMENT

WHAT WE TRACK	REGIONAL INDICATOR	CYCLE	SOURCE
EN 1 Have privately protected lands increased?	Acres of preserved farmland, acres of protected land trust lands	Two years	DVRPC Protected Lands Inventory
EN 2 Have acres of public open space increased?	Acres of federal, state, county, and municipal park / open space / conservation land holdings	Two years	DVRPC Protected Lands Inventory
EN 3 Has surface water quality improved?	Percentage monitored waterbodies impaired for aquatic health	Two years	NJDEP & PADEP 2002, 2004, & 2006
EN 4 Have we reduced air pollution?	Number of days region exceeded the National Ambient Air Quality Standards (NAAQS) for ground-level ozone and PM 2.5	Annual	EPA
EN 5 Has the region's tree cover increased or decreased? Has the region's heavy tree canopy (<i>the most beneficial type</i>) increased?	Acres of tree cover	Variable 1993, 2000	American Forests, Inc.
EN 6 Are recreation and open space areas accessible to disadvantaged population groups?	Percent of Census tracts with 5 Degrees of Disadvantage (DOD) within ¼ mile of public open space or recreation facility	Variable	DVRPC Degrees of Disadvantage, DVRPC Open Space Inventory file, DVRPC Land Use file (2000)

EN 1

How is the DVRPC Region performing?

Between 2002 and 2004, the amount of private land that is permanently preserved increased by 8%.

WHAT WE TRACK

EN 1: Have privately protected lands increased?

INDICATOR

Acres of preserved farmland, and acres of protected land trust land.

Preserved farmland continues to increase by thousands of acres each year in both New Jersey and Pennsylvania. In a two-year period, permanently-preserved farmland increased by 22%.

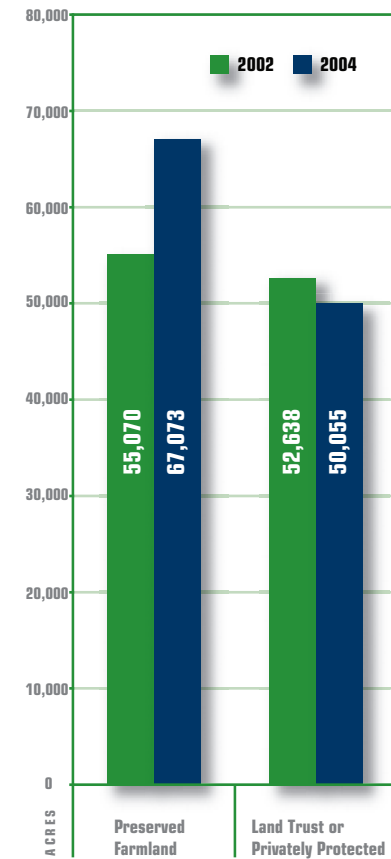
PROTECTED PRIVATELY-HELD OPEN SPACE (ACRES)

Year	Preserved Farmland	Land Trust	Total Protected Private Open Space
2002	55,070	52,638	107,708
2004	67,073	50,055	117,128

SOURCE: DVRPC PROTECTED LANDS INVENTORY, 2002 AND 2004

Land trust and / or privately-protected open space holdings, however, decreased between 2002 and 2004. In New Jersey, Burlington, Gloucester, and Mercer counties reported a decrease in privately-protected open space holdings between 2002 and 2004. This can be accounted for by several explanations. First, data collection and parcel mapping are constantly improving; therefore, parcel lines are refined and acreage numbers become more accurate over time. Second, land trusts and private owners may donate preserved land to public entities like state, county, and municipal governments for tax purposes or to simplify estate proceedings. So, while privately-held protected open space may seem to be decreasing in certain communities or counties, publicly-held protected open space continues to increase in great numbers.

PROTECTED PRIVATELY-HELD OPEN SPACE



SOURCE: DVRPC PROTECTED LANDS INVENTORY, 2002 AND 2004

EN 2

How is the DVRPC Region performing?

The amount of public open space substantially increased by 13% between 2000 and 2004.

WHAT WE TRACK

EN 2: Have acres of public open space increased?

INDICATOR

Acres of federal, state, county, and municipal park / open space / conservation land holdings.

Between 2000 and 2004, the region's protected public open space increased by 35,815 acres, or 13%, through public acquisition and easements.

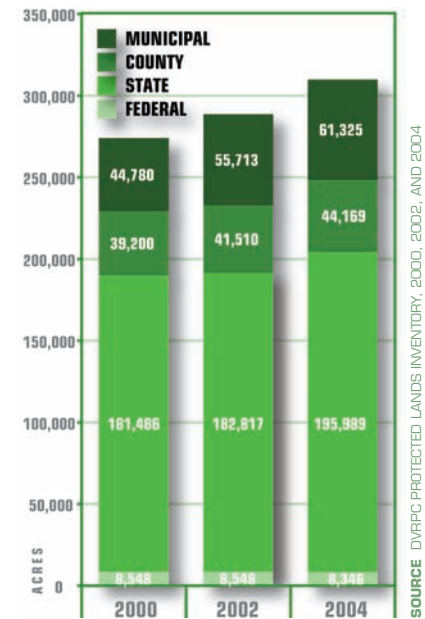
In both New Jersey and Pennsylvania, municipalities made significant purchases, increasing municipal lands by 37%. Counties increased land holdings by 13%. In New Jersey, the state government purchased or acquired nearly 14,000 acres over this four-year period. Together, Pennsylvania and New Jersey land holdings increased by 8%. Federal land holdings decreased by 202 acres, most likely due to an improved accuracy of GIS mapping and data.

The significant increase in public lands signifies enhanced public awareness of open space preservation and is represented by state, county, and municipal voter referendums that raise taxes to support land acquisition. New Jersey's Green Acres program was reauthorized and expanded as the Garden State Preservation Trust Act in the late 1990s and gave millions of dollars to local governments for speedy land acquisition; its voter reauthorization will be in a forthcoming election. Pennsylvania's Growing Greener program was started in 1999 and reauthorized by voter referendum in 2005.

PROTECTED PUBLIC OPEN SPACE IN DVRPC REGION BY OWNERSHIP (ACRES)

Year	Federal	State	County	Municipal	Total
2000	8,548	181,486	39,200	44,780	274,014
2002	8,548	182,817	41,510	55,713	288,588
2004	8,346	195,989	44,169	61,325	309,829

PROTECTED PUBLIC OPEN SPACE



SOURCE: DVRPC PROTECTED LANDS INVENTORY, 2000, 2002, AND 2004

EN 3

How is the DVRPC Region performing?

NJDEP data sets are non-comparable. PADEP data sets are incomplete.

WHAT WE TRACK

EN 3: Has surface water quality improved?

INDICATOR

Percentage of monitored waterbodies impaired for aquatic life.

All data sets are not immediately available for both New Jersey and Pennsylvania. More information was requested from NJDEP and PADEP, specifically the bureaus of Water Quality Standards and Assessment.

New Jersey's 2006 Integrated Report has several changes in the distribution of information. Impairment status is given for a subwatershed rather than for each monitoring station and corresponding stream segment.

The 2006 Report assesses each subwatershed for attainment on a suite of parameters rather than listing by individual parameter. These subwatersheds are given identification numbers known as Hydrologic Unit Codes (HUC), with 14 unique numbers. Many HUC 14 subwatersheds have more than one monitoring station within them. As required by the federal Clean Water Act, "Total Maximum Daily Loads" Plans are developed on a subwatershed level rather than on a stream segment level. Nearly all water pollution is associated with land uses rather than "point sources," which are already monitored via the National Pollution Discharge Elimination System. Subwatershed evaluation will, therefore, be more comprehensive and consistent over time. It also allows for changes in the location of sampling stations. However, as an indicator, the 2006 Integrated Report findings will have to be compared to future subwatershed iterations. DVRPC submitted a data request for stream segment data, if available.

In 2006, reporting impairments on a subwatershed basis has reduced the instances of "insufficient data." Therefore, significantly more waterbodies (*stream segments and lakes*) are listed as "impaired" in 2006 than in 2002 or 2004.

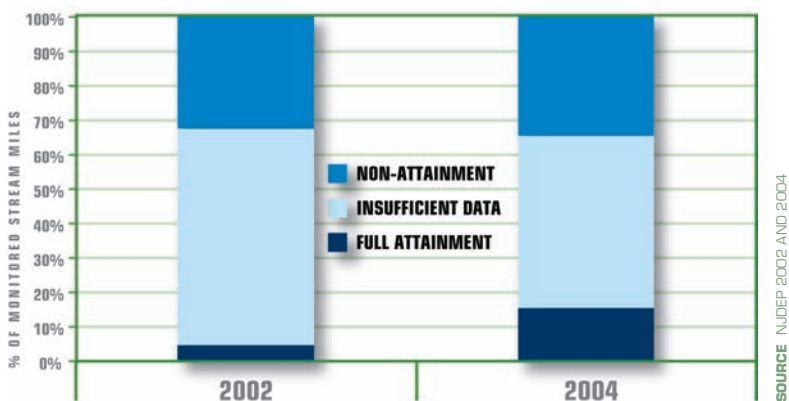
Similarly, DVRPC is waiting on data requests from PADEP for the 2002 and 2004 Integrated Reports GIS data sets. PADEP continues to report water impairments by stream segment rather than subwatershed.

In New Jersey, water quality slightly improved between the 2002 and 2004 reporting periods, most likely due to increased water monitoring and improved accuracy of testing. In Pennsylvania's 2006 Integrated Report, PADEP wholly discounts stream bodies that lack sufficient data or are not monitored.

Therefore, Pennsylvania reports that 66% of all monitored stream miles are fully-attaining for the primary designated use.

INDICATORS / ENVIRONMENT

NEW JERSEY SURFACE WATER QUALITY: AQUATIC LIFE



	Stream Miles	% of Stream Miles	Stations	% of Stations
Full Attainment	26	4.6%	32	5.5%
Insufficient Data	362	62.7%	377	65.2%
Non-Attainment	189	32.7%	169	29.2%
Total	577	100.0%	578	100.0%

	Stream Miles	% of Stream Miles	Stations	% of Stations
Full Attainment	105	15.3%	119	17.1%
Insufficient Data	344	50.1%	353	50.7%
Non-Attainment	237	34.5%	224	32.2%
Total	686	100.0%	696	100.0%

	Sub-watershed Acres	% of Land Area	Sub-watersheds	% Sub-watersheds
Full Attainment	181,799	14.5%	33	13.5%
Insufficient Data	250,669	20.0%	53	21.6%
Non-Attainment	822,396	65.5%	159	64.9%
Total	1,254,865	100.0%	245	100.0%

SOURCE: NJDEP, 2002, 2004, AND 2006

	Stream Miles	% of Stream Miles	Stations	% of Stations
Full-Attainment	1,939	66.0%	119	34.7%
Non-Attainment	1,000	34.0%	224	65.3%
Total Monitored	2,939	100.0%	343	100.0%

SOURCE: PADEP, 2006

Note: Data is not available for 2002 and 2004 Pennsylvania Aquatic Life.

EN 4

How is the DVRPC Region performing?

Overall, pollutant levels have been declining, even though there have been spikes during particularly hot years. However, based on the current trend, the region may not meet the air quality standard by the attainment year of 2010.

WHAT WE TRACK

EN 4: Have we reduced air pollution?

INDICATOR

Number of days the region exceeded the National Ambient Air Quality Standards (NAAQS) for ground-level ozone and PM 2.5.

Data reflects the number of days that the region did not meet the National Ambient Air Quality Standards (NAAQS) for ground-level ozone or fine particulate matter (PM 2.5), the two pollutants for which the region has been classified as non-attainment.

DAYS EXCEEDING THE NAAQS

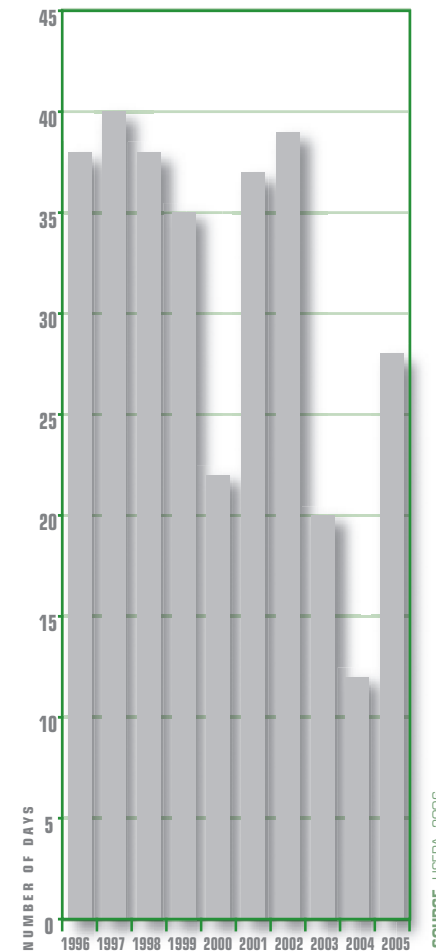
Year	Days	Year	Days
1996	38	2001	37
1997	40	2002	39
1998	38	2003	20
1999	35	2004	12
2000	22	2005	28

SOURCE USEPA, 2006

Two important notes regarding the data are that the ground-level ozone standard was changed in 2005 and data is reported by Metropolitan Statistical Areas; therefore, Mercer County is not included, but Salem County, NJ, is included in the data. Additionally, air quality is monitored by 25 stations throughout the Philadelphia MSA. When one station does not meet NAAQ Standards on a day, the whole region is considered to have exceeded NAAQ standards for that day.

Ground-level ozone is the principal pollutant in the region and is primarily an issue during summer months. Ground-level ozone forms when pollutants in the air combine during hot, sunny days with little air movement. Due to the specific weather conditions that form ground-level ozone, pollutant levels can vary drastically from year to year, particularly if it is an especially cool, wet summer, or if it is a hot, dry summer.

DAYS EXCEEDING THE NAAQS



SOURCE USEPA, 2006

EN 5

How is the DVRPC Region performing?

Tree cover of all types throughout the region decreased by 11%.

WHAT WE TRACK

EN 5: Has the region's tree cover increased or decreased? Has the region's heavy tree canopy (the most beneficial type) increased?

INDICATOR

Acres of tree cover.

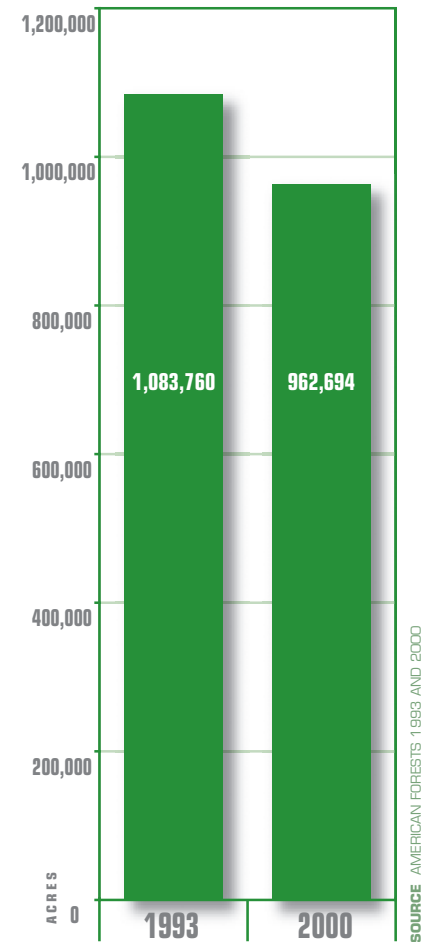
In *Destination 2030*, DVRPC created a goal to increase the region's heavy tree canopy, which provides a higher level of environmental benefits – such as stormwater runoff and carbon sequestration. Additionally, municipalities can pass tree protection ordinances that protect mature trees. Tracking heavy tree canopy over time would help DVRPC determine the effectiveness of local development controls.

DVRPC established a requirement to maintain overall data quality by using uniform data sources and data years for the region's counties in New Jersey and Pennsylvania. Because of disparate data sources and collection years, DVRPC must use a modified indicator – “acres of tree cover” – rather than “heavy tree canopy.” Until NJDEP and PADEP release land cover data that is comparable, DVRPC will use American Forests data.

Heavy tree canopy (data available only for New Jersey) also decreased by 4%.

Tree Cover		Change 1993 to 2000	
1993	2000	Absolute	Percent
1,083,760	962,694	121,065	-11.20%

TREE COVER IN DVRPC REGION



EN 6

How is the DVRPC Region performing?

Comparatively, active recreation areas are more accessible to disadvantaged populations than passive open space and conservation lands. However, there are a number of census tracts that are underserved by both active recreation and passive open space.

WHAT WE TRACK

EN 6: Are recreation and open space areas accessible to disadvantaged population groups?

INDICATOR

Percentage of Census tracts with 5 or more Degrees of Disadvantage (DOD) within ¼ mile of public open space or recreation facility.

Through its work with Title VI of the Civil Rights Act, DVRPC created a methodology to identify disadvantaged communities within the Delaware Valley region that may be disproportionately or egregiously affected by regional projects or policies. DVRPC currently analyzes the following populations: households in poverty, non-Hispanic minority, Hispanic, elderly, car-less households, physically disabled, limited English proficiency, and female head of household with child.

Population groups were chosen based on guidance from the federal government, executive orders, and populations that may have special transportation needs. Using US Census 2000 data, these eight disadvantaged groups are defined for the region and analyzed at the census tract level. Census tracts that have higher concentrations of a particular population than the regional average are considered to be disadvantaged, resulting in eight possible degrees of disadvantage (DOD). The DOD methodology has subsequently been incorporated into several projects and studies, including *Destination 2030*, TCDI grants, the Congestion Management Process, an annual TIP analysis, and several corridor studies.

To determine if open space and recreation areas are accessible to the region's diverse population, we used the DVRPC DOD GIS layer combined with the DVRPC Open Space Inventory GIS layer and Land Use GIS layer.

Additionally, preserved open space found along stream corridors or in a state wildlife management area is very different from open space related to active recreation, like basketball fields, soccer fields, and recreation centers. While both types of "open space" are intrinsically related to the health of a community and can improve property values or decrease crime rates, we needed to differentiate between open space conservation lands, which contribute to the natural environment and provide semi-occasional recreation opportunities, and active recreation sites, which accommodate daily use to immediate residential neighborhoods.

LAND IDENTIFIED AS RECREATIONAL

% of Tracts within 1/4 mile parkland buffer	# of Tracts w/ 5 + Degrees of Disadvantage w/ Limited Access to:	
	Active Recreation Lands	Passive Recreation Lands
0%	2	10
0.01% to 10%	8	26
10% to 19.99%	10	13
20% to 29.99%	16	14
30% to 39.99%	20	24
40 to 49.99%	25	29
Total Under-Served Tracts	81	116
Total DOD Tracts	354	354

SOURCE: DVRPC'S DEGREES OF DISADVANTAGE, DVRPC OPEN SPACE INVENTORY FILE, AND DVRPC LAND USE FILE (2000)

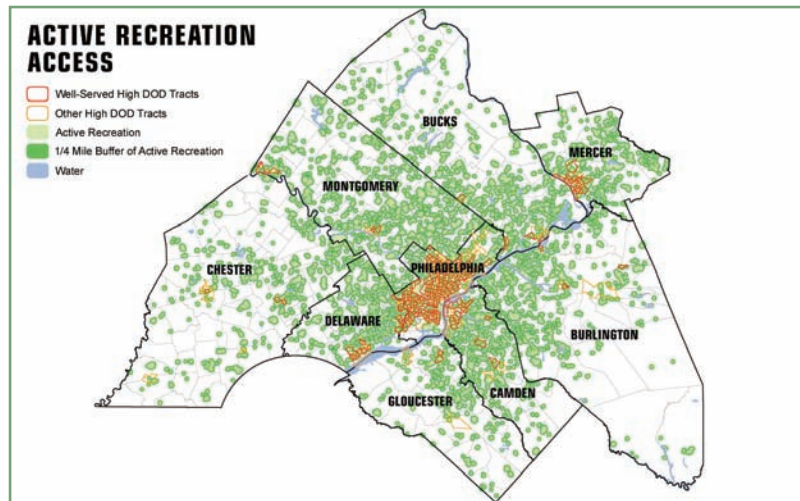
Land identified as “recreational” (which also includes public and private school yards and fields) in the 2000 Land Use file was considered “active recreation.” Land in the Open Space Inventory was considered “passive recreation,” except in instances when sites overlapped with recreation sites. In those cases, the site was considered to be active recreation. This classification was used to capture municipal and county parks that host most of a community’s sports fields and playground amenities.

After distinguishing active recreation from passive recreation, a one-quarter mile buffer was placed around the parkland. Those tracts with 5 or more Degrees of Disadvantage were highlighted. All DOD tracts were “touched” by either the passive or active parkland buffer; however, many residences within those tracts would be significantly beyond the quarter-mile buffer, thus making access to a public facility, parkland, or conservation land much more difficult. Therefore, any DOD tract with less than 50% of the tract within the ¼-mile parkland buffer is considered to be under-served.

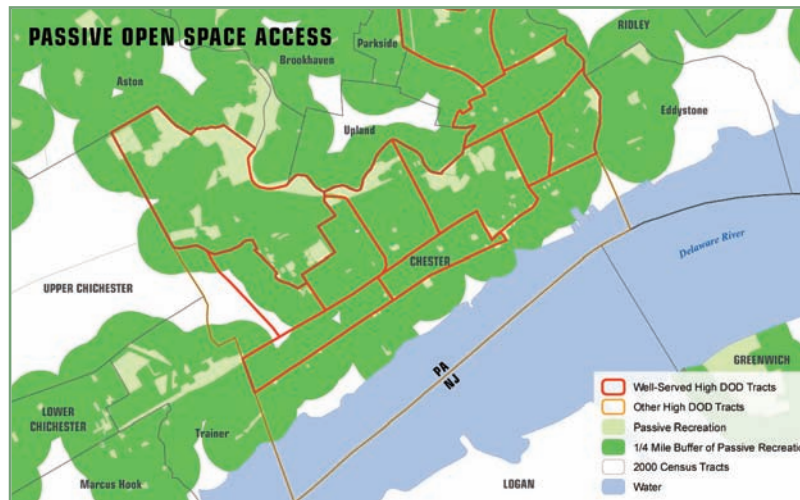


Out of 354 Census tracts considered to be disadvantaged, 116 (33%) lacked access to passive recreation / open space areas and 81 (23%) lacked access to active recreation areas.

INDICATORS / ENVIRONMENT



40 DOD tracts (11%) were underserved by both active recreation and passive open space areas. 76 DOD tracts were underserved by passive open space but adequately served by active recreation, while 41 tracts were underserved by active recreation but adequately served by passive open space. Every DOD Tract was within 1 mile of active recreation or passive open space areas.



Future analysis will consider approximately how many of the region's residents are within walking distance of active recreation or passive open space areas. This analysis will be based on Census block data within the High DOD Tracts.

SOURCE: DVRPC, 2007 EXAMPLE OF GIS ANALYSES



TRACKING PROGRESS TOWARD 2030

*ECONOMIC
DEVELOPMENT*



Delaware Valley
Regional Planning
Commission

INDICATORS / ECONOMIC DEVELOPMENT



ECONOMIC DEVELOPMENT

VISION

A diversified and growing regional economy, attractive for new entrepreneurial and established business investment where the combination of an educated labor force, favorable business climate, and high quality of life create a competitive regional advantage with new economic opportunities created in proximity to the needed labor force.

GOALS

Target Business Investment – Resource Protection, Agricultural Preservation, and Recreation

Target business investment to the region's best opportunities.

Enhance the Region's Economic Competitiveness

Support an appropriate competitive advantage strategy for the region.

Enhance the Region's Labor Force

Improve the quality of the labor force through education and training.

Invest Strategically

Adopt public policies and make strategic investments that prepare the region to effectively compete in the 21st Century.

INDICATORS / ECONOMIC DEVELOPMENT

WHAT WE TRACK	REGIONAL INDICATOR	CYCLE	SOURCE
<p>ED 1 How has the number of jobs in the DVRPC region changed? How does this compare to national job growth?</p>	Number of jobs in the DVRPC Region	Annual	Bureau of Labor Statistics
<p>ED 2 How has the average annual pay in the DVRPC region changed? How does this compare to national growth in average annual pay?</p>	Average annual pay	Annual	Bureau of Labor Statistics
<p>ED 3 Is the workforce becoming more educated? How does our region compare to the nation?</p>	Percentage of population aged 25 and over with associate's, bachelor's, and graduate or professional degrees	Annual	US Census / American Community Survey
<p>ED 4 How has the percentage of households with housing costs greater than 35% of income changed?</p>	Percentage of households spending more than 35% of income on housing costs	5 Years	American Community Survey

ED 1

How is the DVRPC Region performing?

The number of jobs in the DVRPC region increased slightly between 2000 and 2005.

WHAT WE TRACK

ED 1: How has the number of jobs in the DVRPC region changed? How does this compare to national job growth?

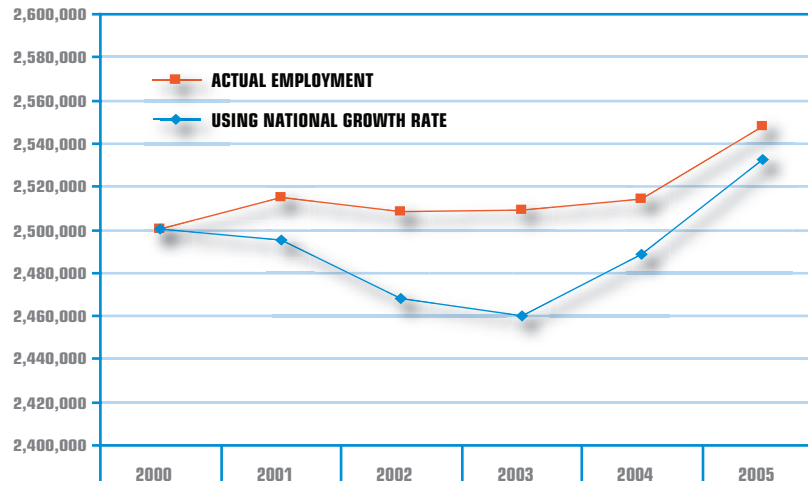
INDICATOR

Number of jobs in the DVRPC Region.

The number of jobs in our region increased very slightly, by fewer than 50,000 jobs, from 2000 to 2005. This increase of 1.9% is lower than the population increase of 2.5%, but higher than the national employment increase of 1.3%.

Between 2000 and 2003, the number of jobs in the DVRPC region increased by 0.4%, while throughout the nation jobs declined by 1.6%. From 2003 to 2005, the number of jobs in the DVRPC region grew by 1.6% while the number jobs nationally grew by 3.0%

EMPLOYMENT IN DVRPC REGION



SOURCE: BUREAU OF LABOR STATISTICS, CENSUS OF EMPLOYMENT AND WAGES, 2000-2005

EMPLOYMENT IN DVRPC REGION

Year	Employment		Change from 2000		Applying National Growth Rate to DVRPC Region
	DVRPC Region	Nation	DVRPC Region	Nation	
2000	2,500,069	129,877,063			2,500,069
2001	2,514,788	129,635,800	0.59%	-0.19%	2,495,425
2002	2,508,658	128,233,919	0.34%	-1.27%	2,468,439
2003	2,509,407	127,795,827	0.37%	-1.60%	2,460,006
2004	2,514,540	129,278,176	0.58%	-0.46%	2,488,541
2005	2,548,018	131,571,623	1.92%	1.30%	2,532,688

SOURCE: BUREAU OF LABOR STATISTICS, CENSUS OF EMPLOYMENT AND WAGES, 2000-2005

ED 2

How is the DVRPC Region performing?

Average annual pay (adjusted for inflation) in the region increased by 1.5% between 2000 and 2005, identical to the national increase.

WHAT WE TRACK

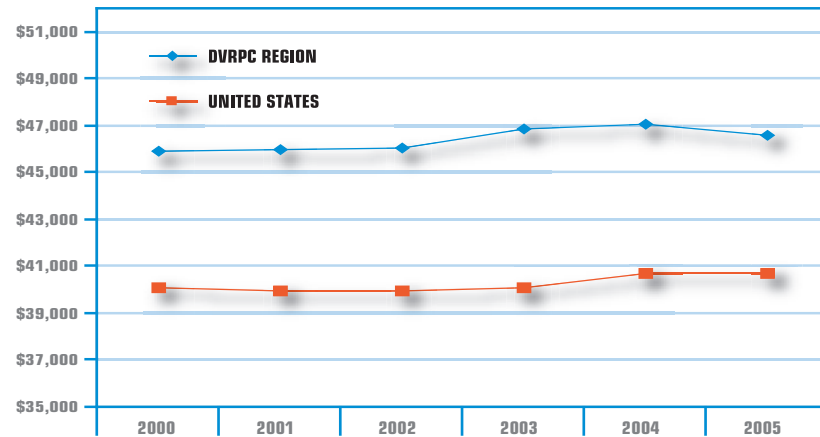
ED 2: How has the average annual pay in the DVRPC region changed? How does this compare to national growth in average annual pay?

INDICATOR

Average annual pay.

Between 2000 and 2005, the average annual pay in the DVRPC region rose by 1.5%, from \$45,910 to \$46,613 (2005 dollars). During this same period, average annual pay in the U.S. increased by 1.5% from \$40,061 to \$40,667 (2005 dollars).

AVERAGE ANNUAL PAY DVRPC VS. UNITED STATES 2005 DOLLARS



SOURCE: BUREAU OF LABOR STATISTICS, CENSUS OF EMPLOYMENT AND WAGES, 2000-2005; INFLATED USING REGIONAL AND NATIONAL CPI, RESPECTIVELY.

AVERAGE ANNUAL PAY DVRPC REGION VS. UNITED STATES

Year	Average Annual Pay		Consumer Price Index		2005 Price Dollars	
	DVRPC Region	Nation	DVRPC Region	Nation	DVRPC Region	Nation
2000	\$39,682	\$35,323	176.5	172.2	\$45,910	\$40,061
2001	\$40,799	\$36,219	181.3	177.1	\$45,952	\$39,941
2002	\$41,708	\$36,764	184.9	179.88	\$46,062	\$39,916
2003	\$43,321	\$37,765	188.8	183.96	\$46,854	\$40,093
2004	\$45,284	\$39,354	196.5	188.9	\$47,058	\$40,687
2005	\$46,613	\$40,677	204.2	195.3	\$46,613	\$40,677

SOURCE: BUREAU OF LABOR STATISTICS, CENSUS OF EMPLOYMENT AND WAGES, 2000-2005

ED 3

How is the DVRPC Region performing?

Educational attainment in the region is steadily increasing and is significantly higher than in the nation as a whole.

WHAT WE TRACK

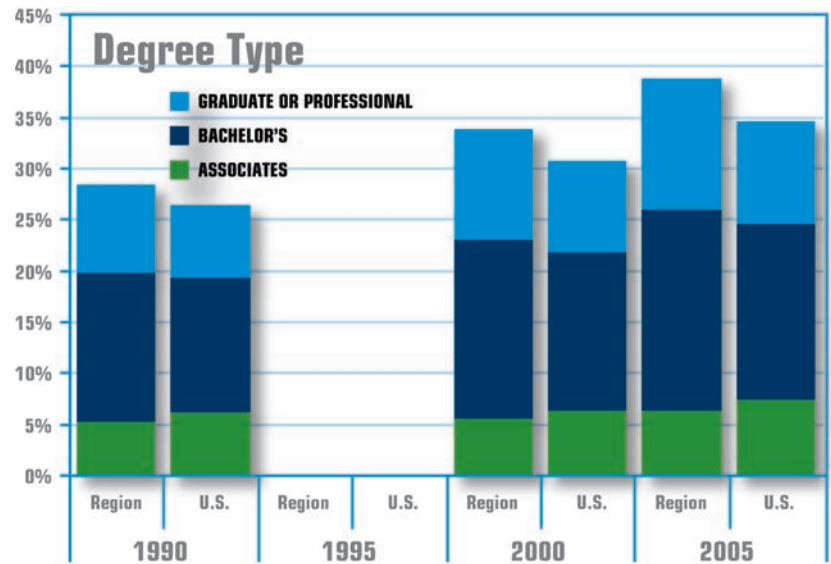
ED 3: Is the workforce becoming more educated? How does our region compare to the nation?

INDICATOR

Percentage of population aged 25 and over with college degrees by type.

The percentage of the region's adult population with associate's degrees, bachelor's degrees, and graduate or professional degrees has increased steadily since 1990. Educational attainment in the region is significantly higher than in the nation as a whole.

EDUCATIONAL ATTAINMENT IN DVRPC REGION AND UNITED STATES



SOURCE: US CENSUS, 1990 AND 2000; ACS 2005

EDUCATIONAL ATTAINMENT PERCENTAGE OF POPULATION AGED 25+ WITH DEGREE NOTED DVRPC REGION AND UNITED STATES

Degree	1990		2000		2005	
	Region	U.S.	Region	U.S.	Region	U.S.
Associate's	5.30%	6.2%	5.6%	6.3%	6.4%	7.4%
Bachelor's	14.50%	13.1%	17.4%	15.5%	19.6%	17.2%
Graduate / Professional	8.60%	7.2%	10.9%	8.9%	12.8%	10.0%

SOURCE: US CENSUS, 1990 AND 2000; ACS 2005

Note: ACS is a new initiative of the Census Bureau with a smaller sample size and a different sampling methodology. ACS 2005 data should not be directly compared to Census 2000 data. Data is not available for 1995.

ED 4

How is the DVRPC Region performing?

The percentage of the region's households that spend more than 35% of their income on housing costs has increased.

WHAT WE TRACK

ED 4: How has the percentage of households with housing costs greater than 35% of income changed?

INDICATOR

Housing Affordability.

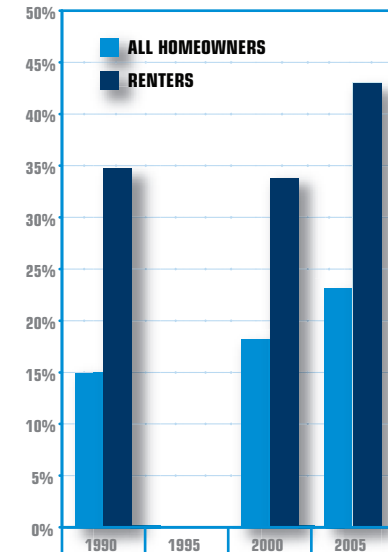
In their December 2001 report, Choices: A Report on the State of the Region's Housing Market, The Reinvestment Fund and the Metropolitan Philadelphia Policy Center define affordable housing as housing where monthly mortgage and interest or contract rent does not exceed 30% of income. As a proxy for this, we are using a threshold of 35% of total housing costs (including taxes, insurance, and utilities, in addition to mortgage / rent).

Between 2000 and 2005, the percentage of renters in the DVRPC Region paying 35% or more of their income for housing costs increased from 33.8% to 43.0%. During the same time period, the percentage of homeowners paying 35% or more of their income in housing costs increased from 18.2% to 23.1%. For renters, these numbers are slightly higher than they are for renters in the 10 most populous US metropolitan areas¹. For all homeowners, the DVRPC region fares better than the largest 10 US metropolitan areas, although it fares worse for homeowners without mortgages. This is perhaps due to the high number of retired homeowners, as well as to relatively high local property taxes.

¹Boston, Chicago, Dallas, Detroit, Houston, Los Angeles, New York, Philadelphia, San Francisco, and Washington.

HOUSING AFFORDABILITY IN DVRPC REGION

(percentage of households moderately or severely burdened - defined as housing costs 35 percent of income or more)



SOURCE: US CENSUS 1990 AND 2000; ACS 2005

PERCENTAGE OF HOMEOWNERS AND RENTERS PAYING 35% OR MORE OF INCOME IN HOUSING COSTS

	DVRPC			10 Largest Metros		
	1990	2000	2005	1990	2000	2005
Renters	34.7%	33.8%	43.0%	33.7%	32.7%	42.3%
All Homeowners	15.0%	18.2%	23.1%	17.5%	19.0%	26.9%
With Mortgage	16.5%	20.4%	25.6%	20.2%	21.9%	30.9%
No Mortgage	12.4%	13.2%	17.5%	10.3%	10.6%	15.8%

SOURCE: US CENSUS 1990 AND 2000; ACS 2005

Note: ACS is a new initiative of the Census Bureau with a smaller sample size and a different sampling methodology. ACS 2005 data should not be directly compared to Census 2000 data. Data is not available for 1995.



TRACKING PROGRESS TOWARD 2030

TRANSPORTATION



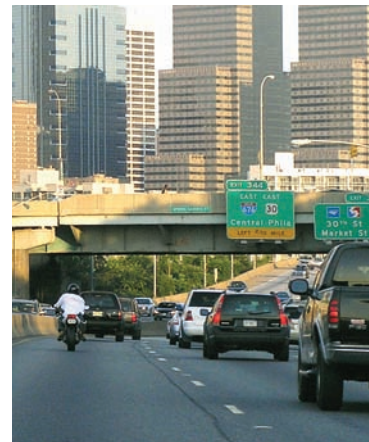
Delaware Valley
Regional Planning
Commission



TRANSPORTATION

VISION

A safe, convenient and seamless multi-modal passenger and freight system that is sufficient in its capacity, attractive and affordable to its users, accessible and equitable for all citizens and visitors to locations throughout the region and incorporating sound growth management, urban revitalization, environmental and economic development planning principles.



GOALS

Improve Safety

Improve safety by reducing travel hazards through the application of technological improvements and by bringing our transportation system up to modern standards.

Reduce Congestion

Reduce congestion by making the transportation infrastructure more efficient, instituting transportation demand management strategies, and providing alternatives to the single-occupant vehicle.

Improve Mobility

Increase mobility by providing additional choices for travel and guaranteeing the transportation system accommodates everyone.

Enhance the Environment

Enhance the environment by ensuring transportation investments improve or preserve our natural environment.

Rebuild the Infrastructure

Rebuild the transportation infrastructure with a focus on maintaining our current system before expanding capacity to new areas.

Link Transportation Investments to Long Range Plan Goals

Link transportation improvements to land use and economic development policies outlined in the Long Range Plan in order to create a holistic built environment.

Ensure Adequate Funding

Ensure each mode of transportation receives adequate funding to maintain, modernize, and operate its infrastructure.

INDICATORS / TRANSPORTATION

WHAT WE TRACK	REGIONAL INDICATOR	CYCLE	SOURCE
TR 1 Have vehicle crashes and fatalities declined?	Fatality rate (<i>fatalities per million vehicle miles traveled</i>) and crash rate (<i>crashes per million vehicle miles traveled</i>), including crashes between vehicles and pedestrians / bicycles	Annual	NJDOT and PennDOT Bureau of Highway Safety & Traffic Engineering
TR 2 Is congestion getting worse?	Percentage of annual traffic count locations throughout the region that are congested (<i>Volume / Capacity ratio greater than or equal to 0.85</i>)	Annual	NJDOT, PennDOT, DVRPC count program and Congestion Management Process (CMP)
TR 3 Is transit ridership increasing?	Annual Unlinked Passenger Trips	Annual	National Transit Database, details from SEPTA, NJ Transit, and PATCO
TR 4 Has the number of deficient bridges in need of rehabilitation or replacement decreased?	Number of deficient bridges	5-Year	PennDOT, NJDOT
TR 5 Are roads better maintained?	Lane miles of roadway identified as deficient from the pavement inventory	5-Year	PennDOT, NJDOT
TR 6 Are fewer people driving to work alone?	Commute mode share	5-Year	US Census / American Community Survey
TR 7 Are people driving less?	Vehicle Miles Traveled (VMT)	Annual	NJDOT, PennDOT, US Census / American Community Survey
TR 8 Are DVRPC's TIP investments in keeping with the LRP goals?	Percentage and dollar amount of TIP funding located in "existing development" and "future growth areas" as designated in the Long Range Plan	4-Year	DVRPC Transportation Improvement Program (TIP)

TR 1

How is the DVRPC Region performing?

Between 2001 and 2005, the DVRPC region experienced an 18% decrease in fatalities per million VMT and a less than 1% decrease in all crashes per million VMT. However, the overall number of crashes rose by 4.6% during this same time period.

WHAT WE TRACK

TR 1: Have vehicle crashes and fatalities declined?

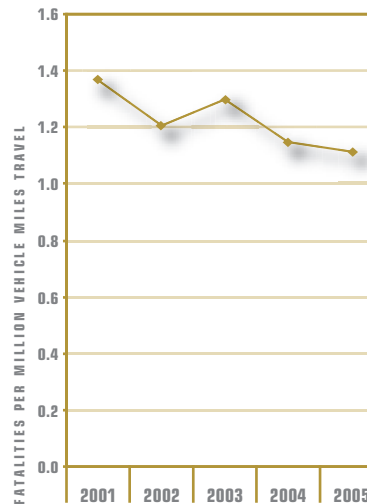
INDICATOR

Fatality rate (fatalities per million vehicle miles traveled) and crash rate (crashes per million vehicle miles traveled), including crashes between vehicles and pedestrians / bicycles.

Both the fatality rate and the crash rate can explain improved or diminished highway safety. A fatality, as defined by US Department of Transportation, is a death from injuries sustained in a vehicle crash within 30 days of the crash. New Jersey and Pennsylvania have different crash definitions.

In Pennsylvania, crashes are reportable if there has been an injury or a vehicle has to be towed from the scene. In addition to that criteria, a crash is reportable in New Jersey if there is \$500 or more in damage (*determination is made by the reporting officer*).

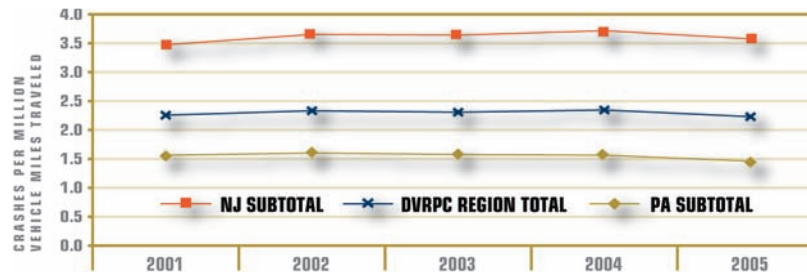
FATALITIES PER MILLION VEHICLE MILES TRAVELED



The DVRPC region experienced an 18% decrease in fatalities per million VMT between 2001 and 2005. However, the region has not attained the Federal Highway Administration's Safety Program goal of less than 1 fatality per million VMT.

Additionally, the DVRPC region's crash rate decreased by less than 1% over the same time period, 2001 to 2005, but the total number of crashes increased by 4.6%. PennDOT reported a 7% decline in crash rate, from 1.56 crashes to 1.46 crashes per million VMT. NJDOT reported a 3% increase in crash rate, from 3.48 crashes to 3.58 crashes per million VMT.

CRASHES PER MILLION VEHICLE MILES TRAVELED



SOURCE: US CENSUS, 1990 AND 2000; ACS 2005

Note: New Jersey and Pennsylvania use different definitions for crashes.

INDICATORS / TRANSPORTATION

Pennsylvania Subtotal	2001	2002	2003	2004	2005	Percent Change 2001-2005
Number of Crashes	38,749	40,676	40,399	40,370	37,872	-2.3%
Number of Fatalities	337	319	366	321	300	-11.0%
Annual VMT (<i>In Millions</i>)	24,796	25,308	25,684	25,778	25,964	4.7%
Crashes per Million VMT	1.56	1.61	1.57	1.57	1.46	-6.7%
Fatalities per Million VMT	1.36	1.26	1.42	1.25	1.16	-15.0%
New Jersey Subtotal	2001	2002	2003	2004	2005	Percent Change 2001-2005
Number of Crashes	48,826	51,463	52,170	54,778	53,738	10.1%
Number of Fatalities	193	156	153	144	157	-18.7%
Annual VMT (<i>In Millions</i>)	14,049	14,107	14,343	14,719	15,016	6.9%
Crashes Per Million VMT	3.48	3.65	3.64	3.72	3.58	3.0%
Fatalities per Million VMT	1.37	1.11	1.07	0.98	1.05	-29.3%
DVRPC Region Total	2001	2002	2003	2004	2005	Percent Change 2001-2005
Number of Crashes	87,575	92,139	92,569	95,148	91,610	4.6%
Number of Fatalities	530	475	519	465	457	-13.8%
Annual VMT (<i>In Millions</i>)	38,900	39,400	40,000	40,500	41,000	5.5%
Fatalities per Million VMT	1.36	1.21	1.3	1.15	1.12	-18.3%
Crashes Per Million VMT	2.25	2.34	2.31	2.35	2.24	-0.4%

SOURCE: NJDOT AND PENNDOT, BUREAU OF HIGHWAY SAFETY & TRAFFIC ENGINEERING, 2001-2005

Note: New Jersey and Pennsylvania have different definitions for crashes.

TR 2

How is the DVRPC Region performing?

Congestion appears to be stable: neither improving nor worsening, though VMT has increased.

WHAT WE TRACK

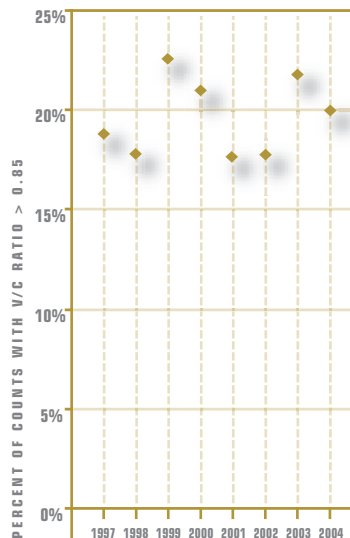
TR 2: Is congestion getting worse?

INDICATOR

Percentage of annual traffic count locations throughout the region that are congested (**Volume / Capacity ratio greater than or equal to 0.85**).

Criteria 1 and 2 of DVRPC's Congestion Management Process (CMP) consider whether roads have congested conditions defined as traffic counts taken with Volume / Capacity (V/C) ratios over generalized Level of Service E conditions ($V/C \geq 0.85$). All traffic counts were conducted by DVRPC and NJDOT. Only counts taken on non-local roads (*not urban local, rural minor collector, or rural local*) are included. The capacity side of the equation is drawn from DOT GIS layers and the DVRPC transportation model. Only counts for which the number of lanes could be determined were included; ramp counts were not included due to data issues.

ROAD CONGESTION



SOURCE: NJDOT AND PENNDOT, 1997-2004; DVRPC COUNT PROGRAM AND CONGESTION MANAGEMENT PROCESS, 2007

For the region as a whole, congestion appears to be surprisingly stable, which would be in keeping with the goals of the Long Range Plan and CMP. It is important to note, however, that congestion is growing quickly in some parts of the region. Count programs are a mix of statistically valid sampling of all classes of roads by area type performed for the federal Highway Performance Management System (HPMS) counts done for specific projects, as well as counts done under contract to counties. In summary, this is a positive finding.

Year	Number of Counts *	Number V/C ≥ 0.85	Percent V/C 0.85 or Over
1997	1,249	233	19%
1998	1,443	268	19%
1999	1,805	406	22%
2000	1,429	301	21%
2001	1,116	196	18%
2002	1,417	252	18%
2003	1,499	326	22%
2004	1,057	211	20%

SOURCE: NJDOT AND DVRPC, 1997-2004; DVRPC CONGESTION MANAGEMENT PROCESS, 2007

Note: This reflects number of counts on non-local roads for which all needed data was available, not total number of counts, 1997-2004.

TR 3

How is the DVRPC Region performing?

While transit ridership has experienced some fluctuation, it has increased between 2000 and 2005.

WHAT WE TRACK

TR 3: Is transit ridership increasing?

INDICATOR

Annual unlinked passenger trips.

Unlinked passenger trips count each passenger boarding, regardless of fare paid. If a passenger boards multiple vehicles in a single trip, each boarding is counted.

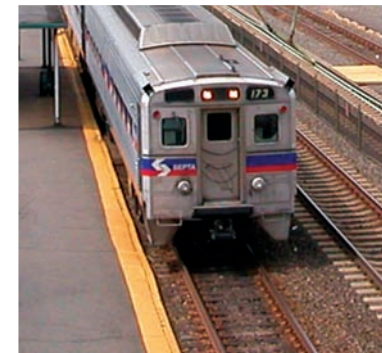
New Jersey Transit ridership figures are for the DVRPC region only. These are based on southern New Jersey Transit bus routes in the region as indicated by the New Jersey Transit Quarterly Ridership Trends report, Northeast Corridor line ridership on stations in the DVRPC region (*Trenton, Hamilton, and Princeton Junction*), the Atlantic City Line, and the River Line. These figures do not include Amtrak or private bus ridership.



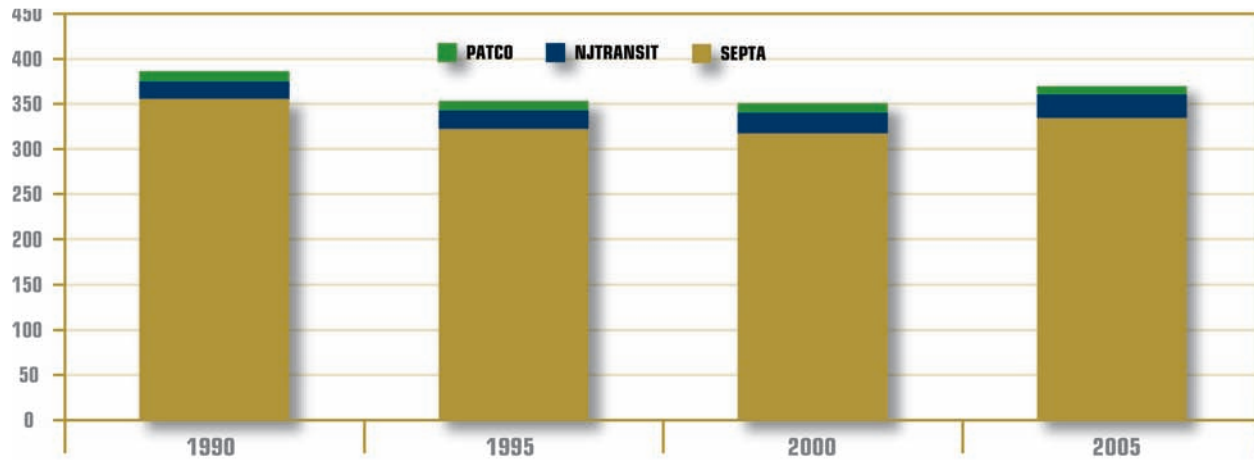
Between 2000 and 2005, annual transit ridership increased by 5.4% in the DVRPC region. New Jersey Transit showed a significant ridership increase of nearly 13% during this time. However, over the same period, PATCO has experienced nearly a 12% decrease. Although ridership numbers in the region were up in the previous 5 years, they declined from 1990 to 2000 and remain below 1990 levels. One significant change to the

region's transportation system was the opening of the New Jersey Transit River Line in the fall of 2004. This line is at least partly responsible for the increase in New Jersey Transit ridership over the most recent period.

Recently, there was good news for the impact transit is having in the region: the DVRPC cordon counts indicated that in 2006, fewer vehicles were driven into Center City than in 2005. This is the first decline in this figure since 1990, and it corresponds to increased transit ridership, particularly on SEPTA's regional rail system.



ANNUAL UNLINKED PASSENGER TRIPS (IN MILLIONS)



SOURCE: FEDERAL TRANSIT ADMINISTRATION'S NATIONAL TRANSIT DATABASE; DETAILS FROM SEPTA, NJ TRANSIT, AND PATCO, 1990-2005

	1990	1995	2000	2005	Percent Change		
					1990-2005	1995-2005	2000-2005
SEPTA	356	322	317	335	-6.0%	3.8%	5.5%
NJ Transit	19.1	20.2	22.8	25.8	34.8%	27.5%	12.9%
PATCO	11.4	10.7	10.6	9.4	-17.7%	-12.1%	-11.5%
DVRPC Region	386	353	351	370	-4.3%	4.7%	5.4%

SOURCE: FEDERAL TRANSIT ADMINISTRATION'S NATIONAL TRANSIT DATABASE; DETAILS FROM SEPTA, NJ TRANSIT, AND PATCO, 1990-2005

TR 4

How is the DVRPC Region performing?

The number of bridges identified as structurally deficient in the DVRPC region has remained steady, but remains twice as high as the acceptable level set by FHWA in its current strategic plan.

WHAT WE TRACK

TR 4: Has the number of deficient bridges in need of rehabilitation or replacement decreased?

INDICATOR

Number of deficient bridges.

Both New Jersey and Pennsylvania Departments of Transportation track deficiency as required by federal regulations for state-maintained and National Highway System (NHS) bridges. Sufficiency ratings for bridges are determined through inspections that occur every two years. If the deck, superstructure, or substructure is given a low rating, or if certain culvert materials do not meet requirements, the bridge is considered structurally deficient. Depending on the overall sufficiency rating, a bridge may be repairable, or if the rating is too low, the bridge will need replacement. A bridge may be considered functionally obsolete if waterway

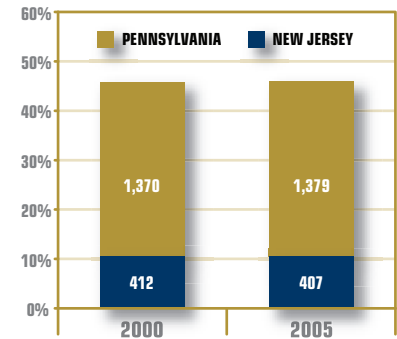
adequacy, deck geometry, under-clearances, roadway alignment, or structural evaluation do not meet standards. These bridges are included in the DVRPC region's determination of deficient bridges. It should be noted that deficient bridges indicate maintenance needs that do not pose safety issues so long as they are resolved in a timely manner.

New Jersey has managed a small reduction in the number of deficient bridges in the region over the past five years, while Pennsylvania has seen a slight increase. The region as a whole has remained flat during this period. However, the number of deficient bridges in the region was quite high to begin with and failure to reduce the backlog is a major concern.

Federal Highway Administration has a stated goal of reducing the number of deficient bridges in the nation to 25%. Currently, in the Pennsylvania portion of the DVRPC region, more than 50% of bridges are deficient.

NJDOT has a short-term goal of reducing the number of deficient bridges in the region by 50% over the next five years. In the long-term, its goal is no deficient bridges.

TOTAL PERCENT OF DEFICIENT BRIDGES



SOURCE PENNDOT, NJDOT, 2000 AND 2005

	Total		Percent	
	2000	2005	2000	2005
NJ	412	407	34.9%	34.4%
PA	1,370	1,379	50.5%	50.9%
Region Total	1,782	1,786	45.8%	45.9%

SOURCE PENNDOT, NJDOT, 2000 AND 2005

TR 5

How is the DVRPC Region performing?

The region saw a slight increase in road miles considered to be deficient, mostly due to NJDOT's stricter standards.

WHAT WE TRACK

TR 5: Are roads better maintained?

INDICATOR

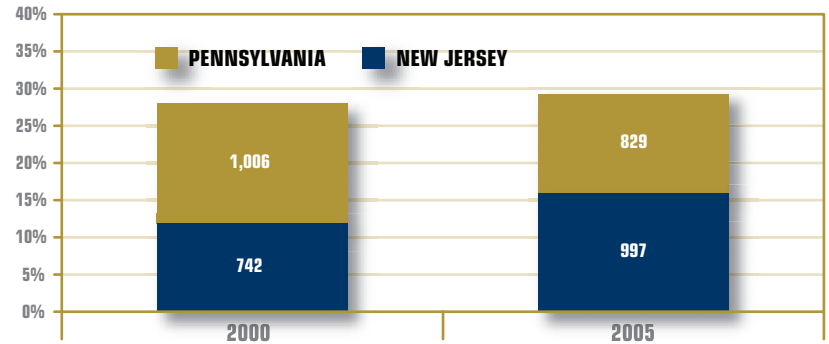
Lane miles of roadway identified as deficient from the pavement inventory.

Both NJDOT and PennDOT track conditions for state-maintained and National Highway System (NHS) roadways. PennDOT uses the International Roughness Index (IRI) to measure pavement conditions. NJDOT uses the IRI and a second measure, Surface Distress Index (SDI). If a segment of road fails either of the IRI or SDI, it is considered deficient.

PennDOT reduced the number of lane miles in deficient condition by 18% between 2000 and 2005. In New Jersey, the lane miles in deficient condition have increased by one-third. However, this increase may be caused by NJDOT's more stringent measuring standards.

The Federal Highway Administration's strategic plan sets a national goal to reduce the amount of lane miles identified as deficient to 7% or fewer. Currently, the DVRPC region is four times higher than this stated goal.

TOTAL AND PERCENT OF PAVEMENT LANE MILES RATED DEFICIENT



SOURCE PENNDOT, NJDOT 2000 AND 2005

	Total		Percent	
	2000	2005	2000	2005
NJ	742	997	37.9%	50.9%
PA	1,006	829	23.5%	19.4%
Region Total	1,747	1,826	28.1%	29.3%

SOURCE PENNDOT, NJDOT 2000 AND 2005

Note: NJDOT standards changed between 2000 and 2005.

TR 6

How is the DVRPC Region performing?

The number of people driving to work by themselves continues to increase and is now 73% of all commuters.

WHAT WE TRACK

TR 6: Are fewer people driving to work alone?

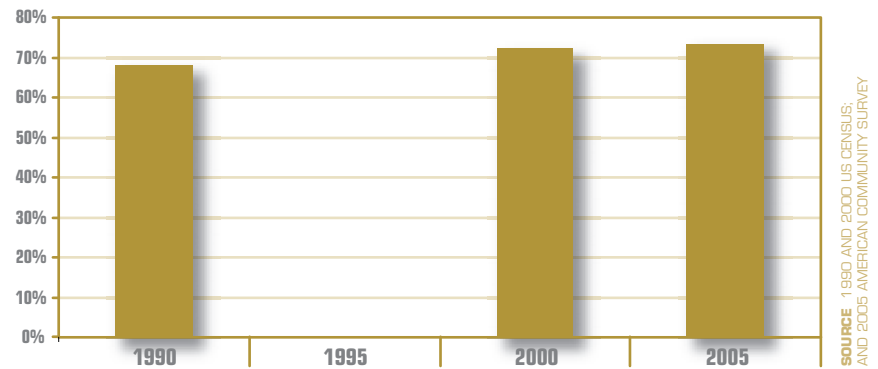
INDICATOR

Commute mode share.

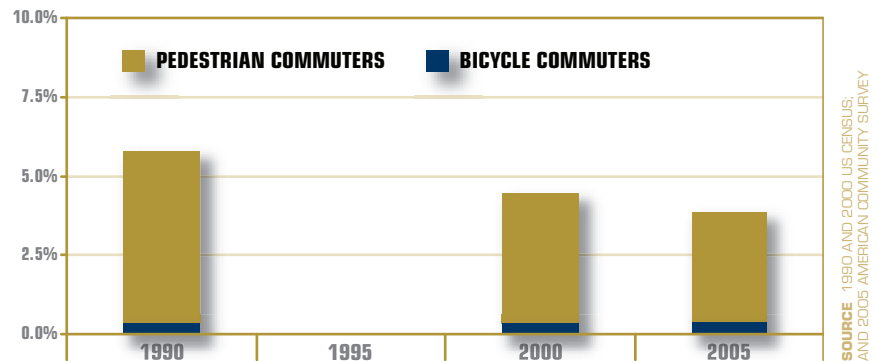
The majority of commuters in the region drive alone to work. In 1990, 68% of commuters drove to work alone, while in 2005, more than 73% drove alone.

Commuting by walking has declined since 1990. Bicycling has seen a slight increase since 1990. Other alternative commuting options, such as carpooling and public transportation, have also fallen, but not drastically. It should be noted that public transit ridership went up between 2000 and 2005, even as the proportion of commuters using it has decreased. Only one alternative form of commuting has shown increases over the 15 years: working from home, or telecommuting. This has increased from 2.3% in 1990 to 3.5% in 2005.

PERCENT OF COMMUTERS DRIVING ALONE

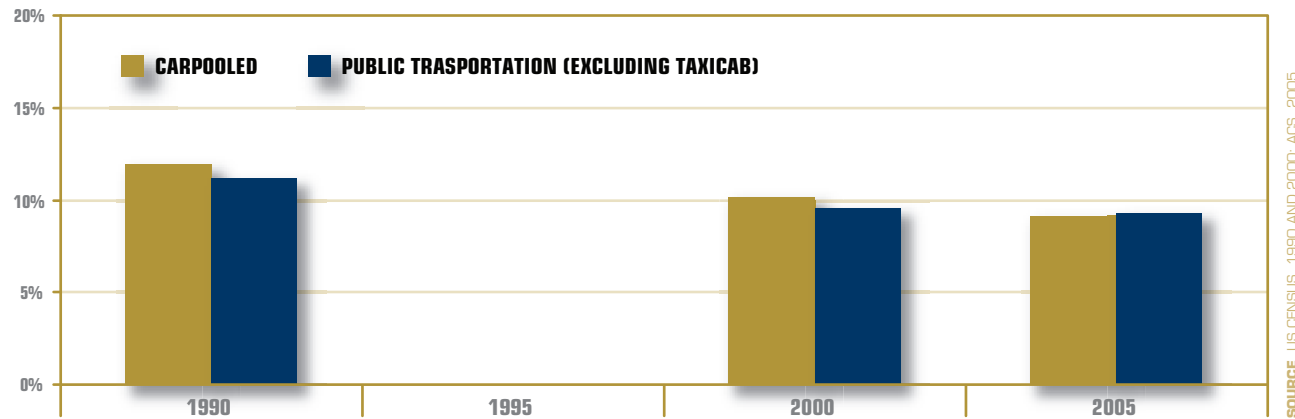


PERCENT OF PEDESTRIAN AND BICYCLE COMMUTERS



INDICATORS / TRANSPORTATION

PERCENT OF COMMUTERS CARPOOLING AND USING PUBLIC TRANSPORTATION



COMMUTING MODESHARE

	Percent of Commuters		
	1990	2000	2005
Drove Alone	68.0%	72.2%	73.7%
Carpooled	12.0%	10.2%	9.2%
Public Transportation (excluding taxicab)	11.2%	9.5%	9.3%
Bicycle Commuters	0.3%	0.4%	0.4%
Pedestrian Commuters	5.5%	4.1%	3.5%
Worked at Home	2.3%	2.9%	3.5%
Other*	0.7%	0.7%	0.9%

SOURCE: US CENSUS, 1990 AND 2000; ACS, 2005

TR 7

How is the DVRPC Region performing?

From 2000 to 2005 the number of cars in the region increased by 4%, the number of miles driven by 8%, while the population increased by only 2%. The region appears to be becoming more auto-dependent.

WHAT WE TRACK

TR 7: Are people driving less?

INDICATOR

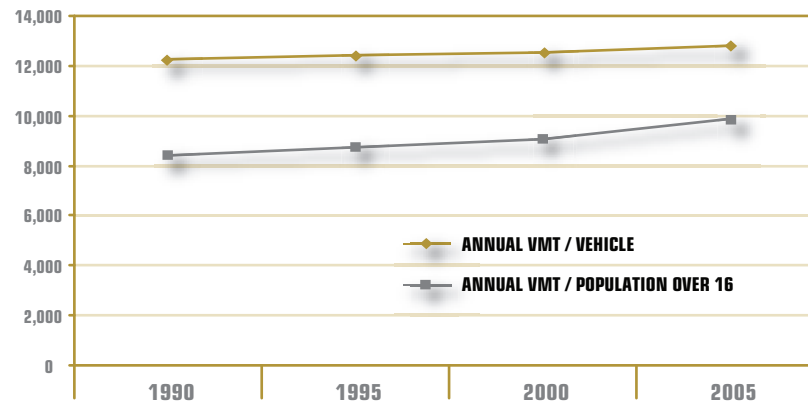
Vehicle Miles Traveled (VMT).

Vehicle Miles Traveled (VMT) in the DVRPC region increased by 5% between 1990 and 1995, increased by 6% between 1995 and 2000, and increased by 8% from 2000 to 2005. This is an increase of nearly 7 billion miles over a 15 year time period. In that same time period, the number of vehicles in the region increased by nearly 360,000, while the total population of the region increased by 2.4%.

The findings suggest that not only are there more cars in the region, but each one is being driven more miles every year. Between 1990 and 2005, the ratio of annual VMT per car has increased by 770 miles, while each individual drove more than 830 additional miles a year.

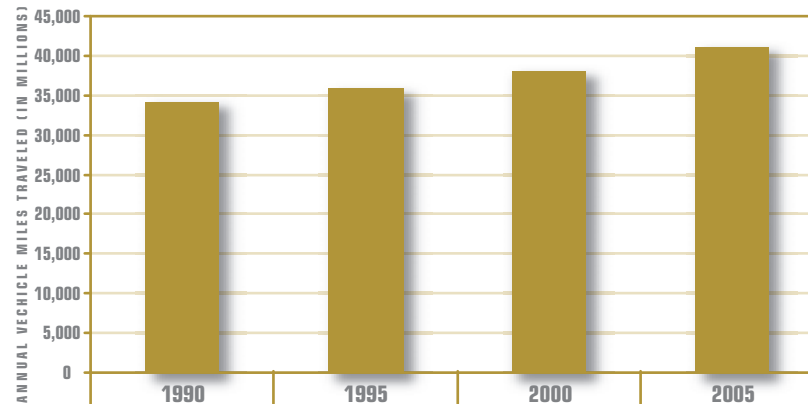
This implies the region has become more auto dependent over the last 15 years.

ANNUAL VEHICLE MILES TRAVELED COMPARED TO NUMBER OF VEHICLES AND POPULATION



SOURCE NJDOT AND PENNDOT, 1990-2005; US CENSUS, 1990 AND 2000; DVRPC 2000 AND 2005

ANNUAL VEHICLE MILES TRAVELED (IN MILLIONS)



SOURCE NJDOT AND PENNDOT, 1990-2005; US CENSUS, 1990 AND 2000; DVRPC 2000 AND 2005

INDICATORS / TRANSPORTATION

ANNUAL VEHICLE MILES TRAVELED, REGISTERED AUTOMOBILES, AND DRIVING AGE POPULATION DVRPC REGION

	Totals				Percent Change	
	1990	1995	2000	2005	2000-2005	1990-2005
Annual Vehicle Miles Traveled <i>(in Millions)</i>	34,100	35,900	37,900	41,000	8.0%	20.0%
Automobiles <i>(in Millions)</i>	2.78	N/A	3.01	3.14	4.1%	12.9%
Population <i>(in Millions)</i>	5.18	N/A	5.39	5.52	2.4%	6.5%
Annual VMT / Automobile	12,293	N/A	12,591	13,065	3.8%	6.3%
Vehicles / 1,000 Population	536	N/A	559	568	1.6%	6.0%
Annual VMT / Population	6,588	N/A	7,042	7,425	5.5%	12.7%

SOURCE: NJDOT AND PENNDOT, 1990-2005;
US CENSUS, 1990 AND 2000; DVRPC 2000 AND 2005

TR 8

How is the DVRPC Region performing?

Approximately 97% of the mapped 2007-2010 TIP project funding supports the Long Range Plan and its stated goals.

WHAT WE TRACK

TR 8: Are DVRPC's TIP investments in keeping with the LRP goals?

INDICATOR

Percentage and dollar amount of TIP funding located in "existing development" and "future growth" as designated in the Long Range Plan.

Destination 2030 includes a Land Use Plan designating areas where growth is appropriate and helps the region meet its goals. Indicator TR-8 evaluates whether Transportation Improvement Program (TIP) investments are enabling these designated areas – "Existing Development," "Future Growth," and "Metro-Center / Sub-centers" – to grow and support more commercial, residential, and other types of land development. Growth is not desirable in the "Greenspace Network" or "Rural Conservation Lands."

This analysis selected TIP projects within or intersecting areas where growth is desirable and then summed their value. This was then translated into dollars committed in the 2007-2010 TIP. This analysis was also applied to the Horizon 2025 Long Range Plan's land use plan and the 2003-2006 TIP projects. Both plans have similar land use categories.

Some qualifications apply:

- A quarter-mile buffer was placed around all existing development and future growth areas because (a) improvements to the transportation network often benefit a large area (*an improvement near a metro center may support it*) and (b) bridge projects are located over waterways, regardless of whether they serve developed or undeveloped land; a quarter-mile buffer is needed to capture these projects.
- Outlying year funding, beyond the four-year TIP, was included in the cost totals.

MAPPED TIP FUNDS IN EXISTING DEVELOPMENT AND FUTURE GROWTH DVRPC REGION

	2002	2006
Dollar Value	\$6,059.00	\$7,125.00
Percent	99.4%	97.2%

- Approximately one-third of TIP projects are not currently mapped. Non-mapped projects include all funding for studies, capital expenditures, statewide programs, and other such line items. Such projects also support LRP goals, but cannot be expressed in a geographic context. In the 2003-2006 TIP, 65% of TIP projects were mapped. In the 2007-2010 TIP, 68% of TIP projects were mapped.

Future iterations of Tracking Progress will compare the current Land Use Plan with the corresponding TIP.

SOURCE: DVRPC DESTINATION 2030 LAND USE PLAN (OR MOST UPDATED LONG RANGE PLAN); 2007-2010 DVRPC TRANSPORTATION IMPROVEMENT PROGRAM; 2007

INDICATORS / TRACKING PROGRESS TOWARD 2030: REGIONAL INDICATORS FOR THE DVRPC Long Range Plan

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ABSTRACT:
The main purpose of the Tracking Progress project is to determine whether the adopted Long Range Plan goals are being met. While there are several exercises of performance indicators that have been undertaken by various entities within the region for differing purposes, none have been systematically comprehensive to evaluate the effectiveness of DVRPC's Long Range Plan goals. Tracking Progress is designed to collect and compile a meaningful time series data set that can help DVRPC and its partners make more effective decisions. Tracking Progress is an ongoing, outcome-based effort to align DVRPC's planning and implementation activities, and it will guide the region's investment strategy to help achieve the vision and goals set forth in *Destination 2030* and help identify priority initiatives for the new *Connections* Long Rang Plan.

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