

Delaware Valley  
Regional Planning  
Commission

JANUARY 2008

FY2009

*Planning  
Work Program*

43 YEARS OF SERVICE / SERVING THE PHILADELPHIA, CAMDEN, TRENTON, METROPOLITAN AREAS



FY2009

*Planning  
Work Program*



Delaware Valley  
Regional Planning  
Commission

DVRPC, 8TH FLOOR  
190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106  
WWW.DVRPC.ORG

**DVRPC MEMBER GOVERNMENTS**

COMMONWEALTH OF PENNSYLVANIA

STATE OF NEW JERSEY

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PENNSYLVANIA GOVERNOR'S POLICY OFFICE

NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS

BUCKS COUNTY

BURLINGTON COUNTY

CHESTER COUNTY

CAMDEN COUNTY

DELAWARE COUNTY

GLOUCESTER COUNTY

MONTGOMERY COUNTY

MERCER COUNTY

CITY OF CHESTER

CITY OF CAMDEN

CITY OF PHILADELPHIA

CITY OF TRENTON



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## **Mission Statement:**

*DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. We will do so by providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.*



The preparation of this report was funded through federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as well as by DVRPC's member governments. The authors, however, are solely responsible for its contents and conclusions, which may not represent the official views or policies of the funding agencies.

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, inter-county and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development 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. The Commission is an advisory agency which divides its planning and service functions between the Office of Executive Director, the Office of Public Affairs, and three line Divisions: Planning, Technical Services, and Administration. DVRPC's mission for the 21<sup>st</sup> century is to emphasize technical assistance and services and to conduct high priority studies for member, state and local governments, which determining and meeting the needs of the private sector.

The DVRPC logo is adapted from the official seal of the Commission 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 flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.





**DVRPC**

**DELAWARE  
VALLEY  
REGIONAL  
PLANNING  
COMMISSION**

**C R E A T I N G > T O M O R R O W > T O D A Y**

190 N. INDEPENDENCE MALL WEST  
8TH FLOOR  
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800  
FAX: 215.592.9125  
WEB: [www.dvrpc.org](http://www.dvrpc.org)

January 24, 2008

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2009 Planning Work Program as adopted by the Board of Commissioners on January 24, 2008.

This document details work to be completed by DVRPC and our member governments during FY 2009, which begins July 1, 2008 and extends through June 30, 2009. This year's program includes work mandated by SAFETEA-LU and the Clean Air Act Amendments (CAAA), as well as high priority local and regional initiatives as identified by the DVRPC Board.

DVRPC's mission is to define a vision for the sustainable growth of the region and work to implement that vision through our planning activities and technical and financial assistance. Key issues for the Commission in FY 2009 include the safety and security of the transportation system, increasing the efficiency and operations of our roads and transit systems, promoting growth and revitalization in our older communities, protecting our air, land and water resources, and continuing to support programs that will integrate transportation, land use, the environment and economic development. An important new program area for the Commission in FY2009 will be to begin to address the challenges and responses to climate change in our region.

The Commission believes that the FY 2009 work program responds to changing planning and critical issues identified by the leadership and citizens of the region, and will continue to lead the way toward a brighter future. Your comments and suggestions are invited.

**Jerald R. Cureton**  
Chair

**Barry Seymour**  
Executive Director







**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**ADOPTION OF THE  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FISCAL YEAR 2009 PLANNING WORK PROGRAM**

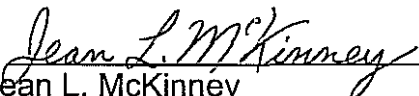
**BE IT RESOLVED**, that the Board of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts the Fiscal Year 2009 Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and
2. Approve the actions to amend or modify the FY 2008 TIP for New Jersey (NJ08-03) and FY 2007 TIP for Pennsylvania (PA07-76) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2009 Planning Work Program with appropriate funding agencies and to prepare, execute and file the required applications and negotiate and execute the necessary contracts and grant agreements, and modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2009 Planning Work Program; and
4. Authorizes and directs Barry Seymour, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
5. Authorizes and directs Barry Seymour, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2009 Planning Work Program; and

6. Designates Barry Seymour, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2009 Planning Work Program; and
7. Authorizes and directs Jean L. McKinney, Recording Secretary, to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 24<sup>th</sup> day of January, 2008  
by the Board of the Delaware Valley  
Regional Planning Commission.

I hereby certify that this is a true and correct copy of Resolution No. B-FY07-003.

  
\_\_\_\_\_  
Jean L. McKinney  
Recording Secretary

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FY 2009 PLANNING WORK PROGRAM**

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**Delaware Valley  
Regional Planning  
Commission**

**JANUARY 2008**

# CHAPTER 1

## *Introduction*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2009 PLANNING WORK PROGRAM**

**CHAPTER ONE**

**INTRODUCTION**

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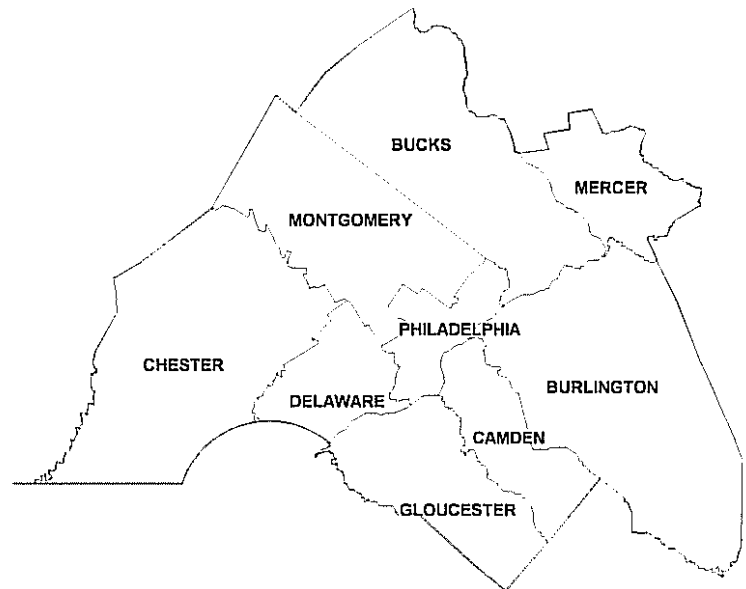


**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**Fiscal Year 2009 Planning Work Program**

**INTRODUCTION**

The Fiscal Year 2009 Planning Work Program for the Delaware Valley Regional Planning Commission incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2008 through June 30, 2009. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

Federal laws and regulations require the formation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 to coordinate a comprehensive, coordinated and continuing transportation planning program. The Delaware Valley Regional Planning Commission (DVRPC) is the designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery Counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer Counties in New Jersey. The cities of Camden and Trenton in New Jersey, and Chester in Pennsylvania, are also voting members at DVRPC, as are the States of Pennsylvania and New Jersey.



DVRPC's mission is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector. Three principal emphasis areas were identified to direct the development of the DVRPC Planning Work Program, including work in FY2009. The areas are:

- continue and enhance the intergovernmental process to insure coordinated regional development and resolution of regional issues, and the provision of technical assistance to our member governments and the region's transportation operating agencies;

- continue the refinement and implementation of the long-range transportation and land use plan for the region, known as *Destination 2030*, through local area and corridor studies and plans; and
- enhance the sharing of technology and information collection to insure that pertinent information is readily available to the region's governments and decision makers.

## **SAFETEA-LU & CAAA**

As the federally-designated Metropolitan Planning Organization (MPO) for the region, DVRPC must respond to the planning requirements of two federal laws: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 (CAAA). SAFETEA-LU, adopted in 2005, continues and enhances the regional transportation planning programs first advanced in ISTEA and TEA-21.

Under SAFETEA-LU, certain allocations of highway and transit funds are to be administered by a region's MPO, and the MPO is a partner in the planning for the use of all transportation funds. SAFETEA-LU also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range investment plan, which must be consistent and serve to implement the region's long-range plan. The TIP prioritizes all of the Delaware Valley's transportation related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years

SAFETEA-LU identifies eight planning factors that must be considered in the metropolitan planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The Clean Air Act Amendments (CAAA) establishes a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and fine particulate matter and has until the year 2009 and 2010 to attain the mandated air quality standards for fine particulate matter and ground-level ozone, respectively. Although the responsibility for attaining the standards falls directly on the states, DVRPC is responsible for a key role in developing many of the programs relating to air quality attainment. The projects in the TIP and the Long Range Transportation Plan must conform to the states' air quality implementation plans. These projects must not lead to any further degradation of the region's air quality, but, instead improve air quality and move the region toward meeting the federal clean air standards.

### **Comprehensive Planning and Other Programs**

DVRPC's annual Planning Work Program is also defined, in part, by the planning needs of the city and county member governments and additional regional needs. The member governments' contribution to a Comprehensive Planning fund provides support for DVRPC to address key issues of regional significance that would not otherwise be eligible for federal and state transportation funding. The Comprehensive Planning program supports initiatives such as open space and environmental planning projects, economic development planning, housing analysis, and local or regional land use planning. Many programs, while broad in scope, affect transportation conditions in the region. DVRPC's TCDI program (Transportation and Community Development Initiative) is an important effort whereby DVRPC provides planning grants, based on the competitive review of proposals, to the cities, boroughs and older suburban communities of the region to support projects that link revitalization, economic development and transportation needs.

DVRPC also responds to the needs of other partners, including city, state and federal agencies, operating authorities, non-profit foundations and organizations, and the private sector. Therefore, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. In FY 2006, such projects included an initiative funded by the William Penn Foundation to examine the barriers and opportunities for collaboration between the cities of Philadelphia and Camden and their adjoining suburban municipalities. A series of projects continued into FY2007 advancing collaborative undertakings between Philadelphia and five Delaware County communities along Baltimore Avenue, and between Camden City and seven Camden County communities along the Black Horse Pike. Other regional initiatives include administering the Coastal Zone Management program in Pennsylvania and the Tri-County Water Quality Management program in New Jersey; and preparing plans

that link land use and economic development initiatives with transportation improvements along the Route 322 corridor in Gloucester County and in the Plymouth/Norristown/Conshohocken area in Montgomery County. In FY 2009, DVRPC will continue many of these efforts and undertake some new initiatives such as Climate Change, (including a greenhouse gas inventory and outreach and education programs) and an increased emphasis on transportation operations.

### **Destination 2030**

SAFETEA-LU and its preceding legislation (TEA-21 and ISTEA) mandate the preparation and update of a long-range regional plan to set a policy for transportation improvements and establish a list of priority investments for a 20 year period. The Destination 2030 Plan, DVRPC's long-range plan for the next 20 years, follows a philosophy of emphasizing *Centers and Corridors* to promote investment and growth in and around established communities or centers and link those centers with the existing infrastructure. The Plan includes a detailed future land use vision for the region that provides the framework for the capital investments of the regional transportation plan.

By linking transportation, economic development, environmental protection and land use planning, the 2030 Plan attempts to reverse the current trend of sprawl by supporting investment in the region's established centers and corridors. New development will be encouraged in specified growth centers while land outside of the centers and corridors (i.e., open spaces and farmland) will be preserved. In order for the Plan to be successful, new growth areas must have a sufficient mix of residential, commercial, employment and recreational opportunities to attract both residents and employers. Densities must be sufficient to allow alternatives to the automobile, reducing traffic congestion and improving the region's air quality.

DVRPC completed the required three-year update to the long-range plan in June 2005. In FY2006, the DVRPC Work Program included a number of projects and programs that serve to implement the 2030 Plan, including a series of corridor studies, municipal outreach and education, promotion of transit-oriented development, coordination with adjoining regions, and maintenance and update of regional data. Implementation of the 2030 Plan through project planning, capital investment programming, and outreach and education continued in FY2007, including revisions to make the Plan compliant with SAFETEA-LU. Population and employment forecasts for 2035 were also prepared and adopted in FY 2007. In FY 2008, DVRPC will take additional steps necessary to update the plan in accordance with the required schedule. An extensive public outreach effort and revised goals, objectives and policies will be prepared. This work will continue and accelerate during FY 2009 developing a financial plan, selecting plan projects, and seeking public review comments.

## **Agency Roles and Responsibilities**

DVRPC, as the regional MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process, as discussed below.

***State Departments of Transportation (DOTs)*** — DVRPC works cooperatively with the Pennsylvania and New Jersey Departments of Transportation (PennDOT and NJDOT) as well as Delaware and Maryland DOT's in carrying out all of its transportation and air quality planning activities. PennDOT and NJDOT representatives serve on all transportation related committees, as well as the DVRPC Board. Delaware and Maryland transportation departments serve on the committee responsible for coordinating transportation-related air quality.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of statewide long-range plans, which include the long-range transportation plan developed by DVRPC. Each state DOT also develops a Statewide Transportation Improvement Program (STIP), which must embody the appropriate sections of the regional TIP developed by DVRPC. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP.

The state DOTs have the lead responsibility for developing the statewide management systems tools provided for by SAFETEA-LU. Development of these systems involves extensive consultation with DVRPC and other MPOs. These systems help DVRPC to identify transportation needs.

The state DOTs also serve as the primary intermediaries between DVRPC and federal transportation agencies, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Federal Aviation Administration (FAA).

***State Departments of Environmental Protection (DEPs)*** — The Pennsylvania and New Jersey Departments of Environmental Protection have overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). Both agencies rely on DVRPC as the lead planning agency for highway-related control measures for air quality in the metropolitan area. As a result, DVRPC provides transportation data used in emissions inventories and identifies and analyzes potential air quality strategies. State air quality agencies from all four states in the Philadelphia Ozone Nonattainment Area serve on DVRPC's Regional Air Quality Committee.

**Transit Operators** — The largest provider of public transportation in the Delaware Valley Region is the Southeastern Pennsylvania Transportation Authority (SEPTA). Substantial service is also provided by Port Authority Transit Corporation (PATCO), New Jersey Transit Corporation (NJTC) and Pottstown Urban Transit (PUT). Each is responsible for both the capital needs and service needs in their respective service areas. They are the principal source for identifying transit projects for inclusion in the transit portion of DVRPC's TIP. They also carry out many of the transit planning activities, both funded through DVRPC's regional planning program and through other sources. PATCO, a subsidiary of the Delaware River Port Authority (DRPA), is responsible for operations management of the transit agency while DRPA is responsible for planning. All transit operating agencies participate in DVRPC Board and committee meetings.

**City and County Planners** — The eight counties and four cities that comprise the DVRPC Board and region are key partners in the regional planning process. Using the Federal planning funds made available to DVRPC, funding is passed through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional process. Member governments participate in all regional committees, identify and prioritize projects, and provide the local knowledge and perspective needed to integrate with the regional program.

### **DVRPC's Working Committees**

One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with citizens residing in the region. To accomplish this objective, the DVRPC Board has established several committees to address the regional issues of transportation, land use, air quality, housing, airports, goods and freight movement and citizens' concerns. These committees enhance the regional forum provided by the Board and extend it so that all interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. The working committees include:

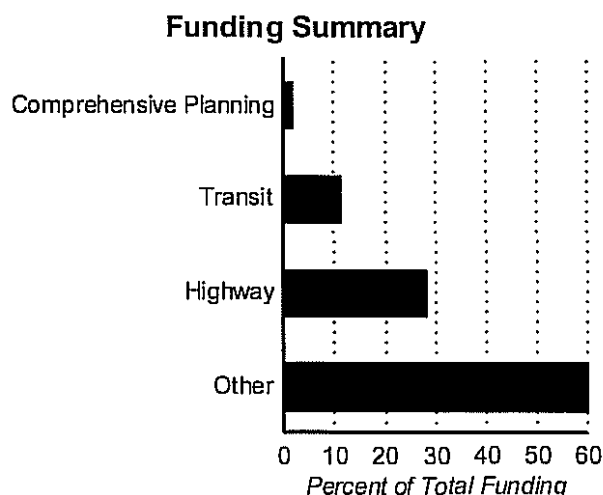
- the **Policy Analysis Committee (PAC)**, which is an ad-hoc committee of the DVRPC Board members that provides an opportunity for extended review and discussion regarding current issues and projects;
- the **Regional Transportation Committee (RTC)**, which advises the DVRPC Board on transportation planning issues;
- the **Regional Air Quality Committee (RAQC)**, which serves as a regional forum for air quality issues and as a guide for transportation and air quality activities;
- the **Regional Citizens Committee (RCC)**, which provides citizens access to, and participation in, the regional planning and decision-making process;
- the **Land Use and Housing Committee (LUH)**, which functions as a forum for



- planners, developers, housing agencies, and non-profit organizations to share ideas and formulate regional land use and housing policies;
- the **Information Resources Exchange Group (IREG)**, which provides a forum for the exchange of ideas and experiences among regional data managers;
  - the **Goods Movement Task Force (GMTF)**, DVRPC's official freight planning and coordinating committee, which affords a wealth of freight transportation expertise from a wide spectrum of interests;
  - the **Tri-County Water Quality Management Board (WQMB)**, which serves to coordinate water supply and wastewater treatment planning for Burlington, Camden and Gloucester Counties and to maintain the Tri-County Water Quality Management Plan; and
  - the **Regional Aviation Committee (RAC)**, which provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration.
  - the **Intelligent Transportation Systems Coordinating Council (ITSCC)**, which develops and maintains the region's ITS architecture and guides the implementation of intelligent transportation systems.

### FY 2009 Program Budget

The total budget for the FY 2009 Planning Work Program is \$22,343,110, a decrease of \$2,945,876 from that contained in the FY 2008 Planning Work Program. Table A, *Funding Summary* (see Page 21), shows DVRPC's funding by major source. Table B, *Project Funding* (see Chapter 2) shows the budget and funding for each project.



## **FY2009 Programs and Projects**

This Work Program continues the reorganized structure began last year which consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. The concept of programs allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each DVRPC major program area and the goals of each program.

### **DVRPC Major Programs and Related Tasks**

#### **Technical Assistance to Member Governments**

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, projects and plans through monthly meetings of the Planning Coordinating Committee and the Regional Transportation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities).

#### **TransitChek Marketing**

TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$110/month as of 1/1/07. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and their employer(s). All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators.

#### **Regional Forum**

This project ensures continued intergovernmental and policy coordination, as well as administrative oversight by the DVRPC Board and its Committees, through the provision of secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board.

#### **Work Program Administration**

Preparation of the Planning Work Program, negotiate project funding, monitor the program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

**Environmental Justice**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act and the 1994 President's Executive Order on Environmental Justice. During the past six years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in DVRPC's Work Program, publications, communications, public involvements efforts, and general way of doing business.

**Transportation Operations**

Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies employing technology and interagency coordination that will address reoccurring and non-reoccurring congestion.

**Corridor Planning**

This project is the nexus between the long-range plan and project development. Corridor planning takes needs identified in the long-range plan, related to routes identified as essential to the movement of goods and people in the region, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional transportation and land use decision making.

**Regional Transit Planning Program**

This program assists regional, county, and transit agencies with respect to public transit planning efforts. This includes identifying, assessing and enhancing transit access, connectivity, and mobility as directed by the Regional Transit Advisory Committee (RTAC). The program focuses on three areas: the first is continued collection and analysis of survey and other data relating to the transit system; second is outreach to member governments and stakeholders on transit issues, and selection of member government transit projects for study, guided by the Regional Transit Advisory Committee; and finally, the cooperative development of technical studies supporting long range planning both internal and external to DVRPC.

**Non-Motorized Transportation and Human Services Planning Program**

The goal of this program is to expand mobility choices and options to young, elder and disabled citizens not able to take advantage of traditional transportation modes. This program integrates non-motorized transportation such as bicycle and pedestrian planning into transportation planning and design, per USDOT policy. It seeks outreach, coordination, and development of human services planning, including JARC and New Freedoms program planning, and ongoing Safe Routes to

School (SRTS) project development for communities in the region. The goal of human service transportation planning ensures that all publicly funded transportation services are seamless, comprehensive and accessible to all citizens.

#### **Delaware Valley Freight Planning**

Maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

#### **Transportation Safety and Security**

This program supports the goals of DVRPC's long-range plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. It incorporates transportation safety, a planning factor required by federal metropolitan planning regulations, into the transportation planning process; and seeks to improve the safety of the region's transportation system while maintaining acceptable levels of accessibility and efficiency

#### **Travel Monitoring**

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system

#### **Smart Growth Coordination**

The Smart Growth Coordination work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth principles. This program will support greater understanding of sprawl issues and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, and economic development.

#### **Economic Development**

Ensure a diverse and competitive regional economy by supporting the retention of existing business and residents and by encouraging new enterprises that create employment opportunities in close proximity to the labor force, as well as marketing the region as a great place to live, work and play.

### **Strategies for Older Communities**

Many of the region's oldest suburbs and boroughs face social, economic, and infrastructure challenges uncharacteristic of more affluent "outer ring" communities and lack the resources available to the region's core cities. This program will continue work that identifies opportunities for coordination and cooperation between municipalities in the region.

### **Climate Change Initiatives**

This project will:

- Focus the resources and attention of municipal, county, and regional officials on developing regional policies for reducing GHG emissions and adapting to predicted climate change impacts.
- Result in a common greenhouse gas emissions baseline and forecast, using a single methodology for a common base year.
- Require and facilitate regional cooperation—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region.

### **Long Range Plan**

Develop a long range vision and plan to guide development in the region. Ensure that transportation investments are linked to long range land use, economic development and transportation goals.

### **Regional Congestion Management Process**

Evaluate how the process of monitoring the transportation system and measuring congestion has worked. Update data and CMP analysis with modifications as agreed upon. Use analysis to review and update the CMP corridors and strategies. Produce results for use in the upcoming update of the Long Range Plan.

### **Air Quality Planning**

Improve air quality in the region through coordination of intra and inter-regional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

### **Environmental Planning**

Assure a clean and sustainable environment and implement Destination 2030 by assisting in efforts to preserve the 2030 Greenspace Network and 2030 Conservation Focus Areas for natural resource, agricultural preservation and outdoor recreational purposes.

### **Travel and Land Use Modeling**

The Travel and Land Use Modeling work program element is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of planning activities. Short and long-range regional, corridor, and

facility planning studies require accurate socioeconomic, land use, and travel forecasts. The models that produce these projections need to be calibrated and validated with current data. Validation and refinement of DVRPC's land use, travel simulation, and mobile source emissions models is needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments.

#### **Transportation Improvement Program (TIP)**

This project provides for transportation financial planning and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program (TIP) as well as the Long Range Plan.

#### **Competitive Program and Project Management**

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Four categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

#### **Geographic Information Systems**

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation.

#### **Data Exchange and Analysis**

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, IRS migration data, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography.

## **Work Program Organization**

The FY 2009 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationship to other transportation agencies in the Delaware Valley region. Chapter Two details the programs and projects which DVRPC will be undertaking during FY 2009. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which are funded by DVRPC and carried out by its member governments and transit operating agencies. Chapter Five includes other projects to be carried out by member governments. Chapter Six includes high priority projects which could not be funded in FY 2009 for both DVRPC sponsored projects and those of its member governments. Additional funding would need to become available in order for these projects to be implemented. It also includes those planning efforts anticipated to be carried out by other transportation agencies to insure a coordinated transportation planning effort.

Within the framework of available financial and human resources, this work program effectively addresses the key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley.

### **Achievement of *Destination 2030* Goals**

The goals of the *Destination 2030* Plan serve as a framework for many of the projects and programs undertaken by DVRPC. The Work Program serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in *Destination 2030*. In an effort to highlight the connection between the Work Program and the Long Range Plan, a matrix was developed that shows the linkage between these two core documents. Both primary and peripheral associations between the programs and the goals of the Long Range Plan are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the goals of the Long Range Plan.





DESTINATION 2030 LONG RANGE PLAN GOALS

PROGRAMS	Urban Revitalization	Growth Management	Economic Development	Enhance the Environment	Equity and Opportunity	Improve Safety and Security	Reduce Congestion	Improve Mobility and Accessibility	Rebuild the Infrastructure	Link Investments to Plan Goals
Regional Forum	•	•	•	•	•	•	•	•	•	•
Work Program Administration	•	•	•	•	•	•	•	•	•	•
Technical Assistance to Member Governments	•	•	•	•	•	•	•	•	•	•
Environmental Justice	•	•	•	•	•	•	•	•	•	•
Transportation Improvement Program					○	•	•	•	•	•
Competitive Project Management	○		•	•	○	○	○	•	•	○
Long Range Plan	•	•	•	•	•	•	•	•	•	•
Congestion Management					○		•	•		•
Transportation Operations				○		•	•	•		○
Corridor Planning	○	○	○	○	○	•	•	•	•	•
Smart Growth Coordination	○	•	•	•	○					
Strategies for Older Communities	•		•	•	○				○	○
Non-Motorized & Human Services Transportation Planning	○	○	○	•	•	•	•	•		○
Regional Transit Planning Program	○		○	○	•	•	•	•	•	○
Freight Planning			•			•		•	•	○
Economic Development	○	○	•		○					○
Environmental Planning	○	○		•	•					
Air Quality Planning				•	○					
Transportation Safety					○	•				
Travel Monitoring				○			•	•		•
Data Exchange	•	•	•	•	•	•	•	•	•	•
Geographic Information Systems	•	•	•	•	•	•	•	•	•	•
Travel and Land Use Modeling	○	○	○	○						•
TransitCheck Marketing							•	•		○
Climate Change Initiative	○	○	•	•	•					○

• Primary Association ○ Peripheral Association



**Title VI Compliance:**

The Delaware Valley Regional Planning Commission (DVRPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which DVRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with DVRPC. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: [www.dvrpc.org](http://www.dvrpc.org) or call (215) 238-2871.



TABLE "A"

02-19-08

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2009 PLANNING WORK PROGRAM  
FUNDING SUMMARY**

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$4,125,308	\$4,125,308
FAA	0	0	0	0	332,500	332,500
PA FTA	0	0	947,270	0	0	947,270
PA FHWA	0	3,491,070	0	0	2,274,800	5,765,870
PA STATE	0	542,239	118,408	0	300,200	960,847
PA OTHER	0	0	0	0	272,000	272,000
LOCAL	0	0	0	0	0	0
NJ FTA	0	0	408,462	0	0	408,462
NJ FHWA	0	2,164,092	0	0	605,000	2,769,092
NJ STATE	0	0	0	0	0	0
LOCAL	0	0	0	0	20,000	20,000
<b>PA LOCALS</b>	<b>\$138,977</b>	<b>\$330,529</b>	<b>\$118,409</b>	<b>\$273,013</b>	<b>\$6,390</b>	<b>\$867,318</b>
Bucks County	21,569	51,298	18,377	42,372	1,278	134,894
Chester County	15,649	37,218	13,333	30,741	1,278	98,219
Delaware County	18,553	44,126	15,808	36,447	1,278	116,212
Montgomery County	27,073	64,387	23,066	53,183	1,278	168,987
City of Philadelphia	54,799	130,327	46,688	107,649	1,278	340,741
City of Chester	1,334	3,173	1,137	2,621	0	8,265
<b>NJ LOCALS</b>	<b>\$55,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,912</b>	<b>\$100,112</b>	<b>\$213,529</b>
Burlington County	15,281	0	0	15,943	39,753	70,977
Camden County	15,486	0	0	16,157	29,703	61,346
Gloucester County	9,192	0	0	9,590	27,878	46,660
Mercer County	9,580	0	0	9,996	1,278	20,854
City of Camden	2,885	0	0	3,011	1,500	7,396
City of Trenton	3,081	0	0	3,215	0	6,296
<b>SUBTOTAL DVRPC</b>	<b>\$194,482</b>	<b>\$6,527,930</b>	<b>\$1,592,549</b>	<b>\$330,925</b>	<b>\$8,036,310</b>	<b>\$16,682,196</b>
<b>MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES</b>						
PA FTA	\$0	\$0	\$947,270	\$0	\$0	947,270
PA FHWA	0	628,000	0	0	470,000	1,098,000
NJ FTA	0	0	408,462	0	0	408,462
NJ FHWA	0	0	0	0	2,535,000	2,535,000
PA LOCALS	0	157,000	236,817	0	80,000	473,817
NJ LOCALS	0	0	102,115	0	96,250	198,365
<b>SUBTOTAL</b>	<b>\$0</b>	<b>\$785,000</b>	<b>\$1,694,664</b>	<b>\$0</b>	<b>\$3,181,250</b>	<b>\$5,660,914</b>
<b>GRAND TOTAL</b>	<b>\$194,482</b>	<b>\$7,312,930</b>	<b>\$3,287,213</b>	<b>\$330,925</b>	<b>\$11,217,560</b>	<b>\$22,343,110</b>







**Delaware Valley  
Regional Planning  
Commission**

**JANUARY 2008**

# CHAPTER 2

## *Program Area & Project Descriptions*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2009 PLANNING WORK PROGRAM**

**CHAPTER TWO**

**DVRPC PROJECT DESCRIPTIONS**

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2009 PLANNING WORK PROGRAM  
PROJECT FUNDING BY SOURCE

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	Chpt. Two-Sect. A	<b>DVRPC PROGRAM AREAS</b>					
33	09-21-010	Technical Assistance to Member Governments	\$ 266,404	\$ 221,072	\$ 45,332	\$ -	\$ -
35	09-22-020	TransitChek Marketing	250,000	-	-	-	250,000
37	09-23-010	Regional Forum	240,000	198,960	41,040	-	-
39	09-23-020	Work Program Administration	240,000	198,960	41,040	-	-
41	09-23-040	Environmental Justice	120,000	99,480	20,520	-	-
43	09-41-020	Transportation Operations	260,000	215,540	44,460	-	-
47	09-41-030	Corridor Planning	800,000	530,560	109,440	-	160,000
51	09-41-040	Regional Transit Planning Program	500,000	-	500,000	-	-
55	09-41-050	Non-Motorized Transportation and Human Services Planning Program	350,000	290,150	59,850	-	-
59	09-41-080	Delaware Valley Freight Planning	275,000	227,975	47,025	-	-
63	09-41-090	Transportation Safety & Security	575,000	410,355	84,645	-	80,000
69	09-43-010	Travel Monitoring	645,000	645,000	-	-	-
71	09-44-010	Smart Growth Coordination	220,000	116,060	23,940	60,000	20,000
75	09-44-020	Economic Development	200,000	82,900	17,100	50,000	50,000
77	09-44-030	Strategies for Older Communities	430,000	185,800	34,200	50,000	180,000
79	09-44-040	Climate Change Initiatives	240,000	144,308	29,767	65,925	-
83	09-46-010	Longe Range Plan	520,000	431,080	88,920	-	-
87	09-46-020	Regional Congestion Management Process	260,000	260,000	-	-	-
89	09-46-030	Air Quality Planning	210,000	174,090	35,910	-	-
93	09-47-010	Environmental Planning	140,000	75,000	-	65,000	-
97	09-51-010	Travel and Land Use Modeling	540,000	364,760	75,240	-	100,000
99	09-52-010	Transportation Improvement Program (TIP)	340,000	281,860	58,140	-	-
103	09-52-020	Compelive Program and Project Management	640,000	50,000	-	-	590,000
105	09-53-010	Geographic Information Systems	380,000	315,020	64,980	-	-
107	09-54-010	Data Exchange and Analysis	260,000	215,540	44,460	-	-
	Chpt. Two-Sect. B	<b>DVRPC PROJECTS</b>					
	07-41-010	PA and NJ Initiative on Trans., Land Use and Economic Development Planning **	\$ 200,000	\$ -	\$ -	\$ -	200,000
	08-42-100	FFY 2008 Regional Aviation System Planning **	80,000	-	-	-	80,000
	08-43-330	Intelligent Transportation Systems (ITS) Including RIMIS **	900,000	-	-	-	900,000
	08-47-020	CY 2008 Tri-County Water Quality Management Program **	47,500	-	-	-	47,500
113	09-04-010	Private Sector Data Requests	50,000	-	-	-	50,000
	09-10-010	General Fund	194,482	-	-	-	194,482
115	09-22-010	Commuter Benefit Program - TransitChek	1,500,000	-	-	-	1,500,000
117	09-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
119	09-23-030	Public Participation, Information and Visualization Techniques	320,000	265,280	54,720	-	-
121	09-41-080	Tri-County Transportation Plan Implementation	60,000	49,740	10,260	-	-
123	09-41-110	US 422 Corridor Transportation Master Plan, Phase 2 of 2	160,000	-	-	-	160,000
			\$ 12,664,386	\$ 6,029,490	\$ 1,530,989	\$ 290,925	\$ 4,812,982

TABLE B  
FINAL  
2/15/2008

DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2009 PLANNING WORK PROGRAM  
PROJECT FUNDING BY SOURCE

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2009 BUDGET	HIGHWAY PLANNING	TRANIST PLANNING	COMPREHENSIVE PLANNING	OTHER
<b>DVRPC PROJECTS (continued)</b>							
127	09-41-210	Regional Truck Parking Study	\$ 100,000	\$ -	\$ -	\$ -	100,000
129	09-42-010	FFY 2009 Regional Aviation System Planning	350,000	-	-	-	350,000
131	09-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
133	09-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000
135	09-44-050	Plan Implementation Technical Assistance Program	180,000	66,320	13,680	-	100,000
139	09-44-060	Paoli Transportation Center Planning Assistance, Phase 2 of 2	90,000	-	-	-	90,000
141	09-44-070	Germantown Ave. Corridor City/Suburb Collaboration Study, Phase 2 of 2	60,000	-	-	-	60,000
143	09-46-040	Central Jersey Transportation Forum	175,000	-	-	-	175,000
145	09-46-050	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
147	09-46-055	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
149	09-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	60,000	-	-	-	60,000
151	09-47-020	CY 2009 Tri-County Water Quality Management Program	47,500	-	-	-	47,500
153	09-47-030	Pennsylvania Coastal Zone Management Implementation Program	42,000	-	-	-	42,000
155	09-47-040	Delaware Valley Regional Food System Plan	100,000	82,900	17,100	-	-
157	09-47-200	New Jersey Local Environmental Initiatives	140,000	-	-	40,000	100,000
159	09-51-200	PennDOT Alternative Tests	400,000	-	-	-	400,000
161	09-52-030	Funding Regional Transportation Infrastructure	60,000	49,740	10,260	-	-
163	09-52-040	Transportation Asset Management Process	120,000	99,480	20,520	-	-
165	09-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
167	09-56-700	Member Government Special Projects	668,310	-	-	-	668,310
	09-56-701	Carryover of PennDOT Highway Needs Studies **	400,000	-	-	-	400,000
Subtotal			4,017,810	498,440	61,560	40,000	3,417,810
<b>SUBTOTAL DVRPC PROGRAM</b>			<b>\$ 16,682,196</b>	<b>\$ 6,527,930</b>	<b>\$ 1,592,549</b>	<b>\$ 330,925</b>	<b>\$ 8,230,792</b>
<b>MEMBER GOVERNMENT AND TRANSIT OPERATING AGENCIES</b>							
169	Chpt Three	Supportive Regional Highway Planning Program					
	09-60-000/09-61-000	PA/NJ Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
217	Chpt Four	Transit Support Program					
	09-63-000	PA/NJ Transit Support Program	1,694,664	-	1,694,664	-	-
275	Chpt. Five	Other Member Government Projects					
279	09-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
281	09-62-000	NJ Local Scoping Program	2,000,000	-	-	-	2,000,000
283	09-65-000	Smart Transportation for Growing Suburbs	400,000	-	-	-	400,000
<b>SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES</b>			<b>\$ 5,660,914</b>	<b>\$ 785,000</b>	<b>\$ 1,694,664</b>	<b>\$ -</b>	<b>\$ 3,181,250</b>
<b>GRAND TOTAL</b>			<b>\$ 22,343,110</b>	<b>\$ 7,312,930</b>	<b>\$ 3,287,213</b>	<b>\$ 330,925</b>	<b>\$ 11,412,042</b>

\*\* Carryover Projects





**Delaware Valley  
Regional Planning  
Commission**

**JANUARY 2008**

# CHAPTER 2A

## *Program Area Descriptions*



**PROJECT: 09-21-010 Technical Assistance to Member Governments**

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Richard Bickel

**Project Managers:** W. Thomas Walker, Patricia Elkis, John Ward

**Goals:**

To ensure intergovernmental coordination on transportation issues, provide technical assistance and training that can increase opportunities and encourage local and agency actions that help to implement the regional long range transportation plan's policies and concepts.

**Description:**

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, aviation issues, projects and plans through monthly meetings of the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies are prepared. In southeastern Pennsylvania, DVRPC will assist PennDOT to expand and promote the Local Technical Assistance Program (LTAP). LTAP provides timely and convenient training, information and technical assistance for municipal elected officials and their staff on maintaining and operating local transportation facilities. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Responses to legal inquiries and estimates of the air quality, land use and transportation effects of proposed transportation improvements may also be prepared.

**Tasks:**

1. Staff the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee meetings, including agendas, minutes and related materials, related to the long-range plan, Transportation Improvement Program, the Annual Planning Work Program and other transportation and land use issues or projects.
2. Perform short-term, high priority studies; provide technical services and data; investigate specific issues; and participate on transportation committees at the regional, state or national levels.
3. At least semi-annually, consult with City/County Planning Directors regarding ongoing projects and short-term needs.
4. Participate on regional or statewide committees and task forces as appropriate, to represent DVRPC's interests.
5. Conduct short-term research or prepare policy papers and memoranda in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. Continue to work with PennDOT to implement the Local Technical Assistance Program

(LTAP) in southeastern Pennsylvania. (Carry out priority training derived from the priority list and coordination schedule developed in FY 2007; identify and secure training facilities for the courses; identify instructors; provide training program schedule on the DVRPC web site; mail letters and brochures announcing the LTAP program to municipalities; and market the program at appropriate conferences, meetings and events).

7. Evaluate effectiveness of the training programs through surveys of participants, and conduct After Action Reviews (AAR) with PennDOT, upon completion of the scheduled training.
8. Prepare summary report for PennDOT with program outcomes and recommendations for future activities with LTAP in the DVRPC region.
9. Design and conduct special traffic studies in response to PennDOT requests in coordination with member governments, including estimates of the impact of proposed transportation improvements on vehicular emissions and public transit services, as well as the potential impact on land use patterns.
10. If required, respond to legal inquiries on previously completed PennDOT studies.
11. Conduct Census Transportation Planning for NJDOT
12. Coordinate with the Federal Transit Administration with regard to new starts and small starts applications proposed by member governments and transit operators.

**Products**

1. Policy papers, memoranda and brief research reports.
2. Meeting agendas, minutes and related materials as required.
3. Training materials, course brochures, Southeastern PA LTAP evaluation report, including recommendations for future LTAP activities.
4. Reports and other study-related information (traffic data, transit ridership counts, turning movements, land use, economic and demographic information).
5. Data and other research materials related to the investigation of legal issues, involving specific transportation improvement proposals or projects.
6. Census Transportation Planning products

**Beneficiaries:**

Municipalities, State DOTs, Operating Agencies, County Planning Agencies, Businesses and Citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008	\$210,722	\$186,363	\$24,359		
2009	\$266,404	\$221,072	\$45,332		
2010	\$266,404				
2011	\$266,404				

**PROJECT: 09-22-020 TransitChek Marketing**

---

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Stacy Bartels**

**Project Manager: Erin Burke**

**Goals:**

To help increase usage of the region's transit systems by promoting this program to and increasing awareness and interest among the region's transit-riding public. Secondly, increasing awareness among the general public, including non-transit commuters, will encourage riders to take information to their employers for possible implementation.

**Description:**

The TransitChek program has been administered by DVRPC since its inception in 1991. TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$115/month as of 1/1/08. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and companies. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators. (Note that this program also reaches to southcentral Pennsylvania.)

This work program covers outreach and marketing activities to promote TransitChek and TransitChek Select to employers and transit riders.

**Tasks:**

1. Work with the Marketing Task Force to obtain input in marketing strategies and programs; stay abreast of transit issues.
2. Promote the program to both main audiences: local employers with worksites accessible to transit, and transit-riding commuters.
3. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.
4. Develop an annual marketing and media plan, and budgets.
5. Develop and produce marketing materials as needed.
6. Coordinate events and efforts with transit agencies and other transportation-related organizations.

**Products**

1. Annual marketing and media plans.
2. Marketing and media materials.
3. Website information.
4. Quarterly and annual reports.

**Beneficiaries:**

Public, area employers, transit agencies, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$250,000				\$250,000
2009	\$250,000				\$250,000
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000

\*1. \$160,000 PA TIP-17891, \$40,000 Transitchek Program Cash 2. \$40,000  
NJ TIP- D0406, \$10,000 Transitchek Program Cash

**PROJECT: 09-23-010 Regional Forum**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Jean McKinney**

**Project Manager: Barry Seymour**

**Goals:**

To ensure intergovernmental coordination and technical assistance to the region's member governments and operating agencies.

**Description:**

This project ensures continued intergovernmental and policy coordination, as well as administrative oversight by the DVRPC Board and its Committees, through the provision of secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board.

**Tasks:**

1. Plan, develop, coordinate and schedule all business to be transacted by the Board, Executive Committee and its subcommittees with follow-through to ensure that actions are implemented.
2. Record proceedings and maintain official records of all meetings.
3. Review and coordinate all DVRPC committee agendas.
4. Identify regional issues of significance, through involvement with the DVRPC Board, staff, national and regional publications, journals, the media, the internet and other sources.
5. Conduct short-term research, including review of research by other agencies, as well as literature reviews, interviews, and analysis of regional impacts or implications and report the findings to the DVRPC Board and pertinent technical committees.
6. Review pending and proposed federal and state legislation, determine the effects on the region and draft proposed Board or staff position statements.
7. Attend conferences or meetings to coordinate with other agencies and organizations or to gather information for regional action.
8. Schedule up to four meetings of the Board Policy Analysis Committee and provide agenda, minutes and meeting materials as needed.

**Products**

1. Agenda, minutes and supporting materials as required.
2. Special policy reports, memoranda and correspondence as required.

3. Interim reports as appropriate.
4. Agendas and minutes of Board Policy Analysis Committee

**Beneficiaries:**

All client groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$240,000	\$205,200	\$34,800		
2009	\$240,000	\$198,960	\$41,040		
2010	\$240,000				
2011	\$240,000				



**PROJECT: 09-23-020 Work Program Administration**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** John Griffies

**Project Manager:** Charles Dougherty, Donald Shanis, Richard Bickel

**Goals:**

To ensure intergovernmental coordination by preparing the annual work program and monthly progress reports and provide technical assistance by administering the regional highway planning program and transit planning program

**Description:**

Prepare the FY 2010 Planning Work Program, negotiate project funding, monitor the FY 2009 program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

**Tasks:**

1. Prepare the FY 2010 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection, and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures, and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Non-Profit Organizations.
10. Prepare closing report(s).

**Products**

1. FY 2010 Planning Work Program.
2. Monthly and quarterly progress reports and invoices.
3. Contract closing report(s).

4. Grant applications and contracts.
5. Special financial and internal management reports.

**Beneficiaries:**

Member Governments and Operating Agencies,

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$240,000	\$205,200	\$34,800		
2009	\$240,000	\$198,960	\$41,040		
2010	\$240,000				
2011	\$240,000				

**PROJECT: 09-23-040 Environmental Justice**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Candace Snyder

**Project Manager:** Elise Turner, Eric Grugel, Jane Meconi

**Goals:**

Assure that Environmental Justice, as outlined by the 1994 President's Executive Order, is considered in DVRPC's planning and outreach practices. Implement Title VI of the Civil Rights Act of 1964 by assuring that all residents of the Delaware Valley are represented fairly and not discriminated against in the transportation planning and capital investment process.

**Description:**

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Environmental justice refines this concept by specifying the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal or commercial operations or the execution of federal, state, local and tribal programs and policies.

**Tasks:**

1. Continue to expand and refine the composition and scope of the Environmental Justice Committee.
2. Revise the DVRPC Public Participation Plan and the Environmental Justice Protocol, as needed, to continue the ongoing assessment of the benefits and burdens of transportation system improvements and to continue efforts to apply public involvement techniques that maximize meaningful participation for all segments of the region's population.
3. Interact with the Title VI Liaisons to monitor progress toward Title VI goals.
4. Prepare for the yearly audit by the state transportation agencies.
5. Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations.
6. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes.
7. Refine mechanisms for the ongoing review of the TIP and long range plan.

8. Incorporate EJ analysis into individual project studies and reports.
9. Continue to train staff in EJ/Title VI strategies.

**Products**

1. Updated Public Participation Plan to provide improved public input opportunities to the environmental and transportation planning processes
2. Expanded database of community organizations and contacts for public involvement and to supplement the Regional Citizens Committee.
3. Refined mechanism for the ongoing review of the TIP
4. Expanded role for and development of equity and opportunity in the long-range plan
5. Refined Environmental Justice/Title VI web page
6. Title VI Annual Report
7. Refined EJ Methodology showing updated demographic profiles
8. EJ Planning Study with defined project selection
9. Web-based Directory of EJ/Title VI resources as well as expanded EJ/Title VI publications in DVRPC's Resource Center
10. Work with neighborhoods, communities and counties in the region to enhance their awareness of and implementation of EJ and Title VI.

**Beneficiaries:**

Transportation agencies and operators, environmental agencies, community organizations, low-income and minority population groups, Delaware Valley citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$120,000	\$102,600	\$17,400		
2009	\$120,000	\$99,480	\$20,520		
2010	\$120,000				
2011	\$120,000				

**PROJECT: 09-41-020 Transportation Operations**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Stanley Platt**

**Project Manager: Christopher King, Laurie Matkowski, Matthew West**

**Goals:**

Optimize the efficiency of the highway network through systems operations and management.

**Description:**

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with the federal requirements, but on a more fundamental level, it will formalize the recent expansion of DVRPC's planning activities into nontraditional transportation areas. More information about DVRPC's ITS and transportation operations activities can be found at <http://www.dvrpc.org/transportation/longrange/its.htm>.

NJDOT and PennDOT are recognizing the importance of transportation operations and management. Both organizations are becoming more involved with traffic management, incident management, and traffic signal operations. As part of this process, they are redefining their relationships with local municipalities, transit agencies, and other regional organizations. The Transportation Operations component of this program will help DVRPC continue its role in assisting the DOT's in fostering relationships with these other types of organizations.

In past years of this continuing project, DVRPC and the DOT's focused on transportation operations and management issues for different corridors, and through a series of workshops, identified personnel, institutional, and technical issues that impede interoperability within the corridor. Working with various stakeholders, DVRPC developed a wide range of recommendations to improve transportation operations and management. Most of the recommendations were only partially implemented because there was no local mechanism to advance them. In FY 09, the number of corridors to be studied will be cut back, and in its place DVRPC will hold training workshop(s) to teach DOT, county and TMA representatives how to initiate and manage incident management task forces. These task forces are typically the primary study recommendation, and represent a mechanism to implement other recommendations. I-95 in Philadelphia will be the primary corridor to be studied, which will be a continuation of FY 08 efforts. As PennDOT plans a 10-15 year reconstruction of I-95, this project will assist PennDOT and the City of Philadelphia to develop a long-term operations plan for the corridor and an individual traffic

management plan for each construction phase.

Traffic signals, a major component of transportation operations, will be addressed from two different perspectives: establishing regional priorities for funding traffic signal systems, and ensuring closed loop traffic signal systems are properly timed. These activities match PennDOT's recently completed Regional Operations Plan (ROP) recommendations for the DVRPC region.

Since traffic signals in Pennsylvania are owned and operated by the municipalities, the initiative to implement new signal systems has largely resided with them. Their priorities may or may not coincide with regional priorities to reduce congestion, move traffic, or support expressway diversion routes. In FY 08, DVRPC worked with PennDOT and the counties to develop the Priorities for Optimum Investment Operational (POInts) model, a program to optimize the region's investment in traffic signals and signal systems. In FY 09, DVRPC will expand upon this initial effort.

Once these systems go in, many municipalities do not properly maintain signal timing plans, and they lose their effectiveness. Over time, new development and other factors tend to degrade signal timings. DVRPC will assist PennDOT and the counties in updating traffic signal timing plans in selected corridors.

The work program is subdivided by the three sub elements described above.

### **Tasks:**

#### Transportation Operations Tasks:

1. Continue working with the I-95 reconstruction working group consisting of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Pennsylvania State Police, Delaware River Port Authority, Burlington County Bridge Commission, Sports Complex Special Services Business District, Center City Business District, Philadelphia International Airport, and PennDOT design consultants.
2. Assist the working group to address operational and management issues identified in FY 08. These issues include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, communications, upgrading of traffic signals, and construction coordination. As appropriate, participate in work zone safety rule workshops sponsored by FHWA or PennDOT.
3. Document I-95 recommendations including policy recommendations, ITS equipment implementation, institutional agreements, or identification of potential funding for operation programs on the TIP.
4. In cooperation with NJDOT and PennDOT, develop a training curriculum for DOT, county and TMA staff to organize and manage incident management task forces. Arrange for outside speakers and develop presentation materials.
5. Hold 1-2 day incident management task force training workshop(s) for county,

TMA, and DOT staff. Perform workshop logistic support.

#### Traffic Signal Systems Priority Program Activities

1. Hold periodic meetings of the steering committee, which is composed of PennDOT, DVRPC, FHWA, and county representatives. Prepare agendas, presentation materials, and meeting minutes.
2. Maintain Priorities for Optimum Investment Operational (POInts) model. Expand model capabilities to include additional parameters, develop website to display model results.
3. In cooperation with PennDOT, maintain POInts databases including signal locations, signal systems, and fiber network. Periodically distribute the databases to the counties.
4. In coordination with the steering committee, evaluate all traffic signal system applications with respect to the regional priorities. Determine appropriate form of signal interconnection. Update regional traffic system priorities as required.

#### Closed Loop Traffic Signal Optimization Tasks

1. In cooperation with PennDOT and the counties, select which closed loop systems will be evaluated for detailed signal timing re-evaluation.
2. Collect traffic counts, travel times, and other operational data. Input data into Synchro traffic signal optimization software, conduct optimization runs.
3. Document traffic optimization results.

#### **Products**

##### Transportation Operations Products:

1. Meeting agendas, summaries, and meeting materials
2. Maps showing ITS equipment, detour routes, traffic signals, and other transportation control devices
3. A report for the I-95 corridor documenting recommendations.
4. Incident management task force workshop materials

##### Signal Products

1. An up-to-date POInts model, and traffic signal and signal system databases.
2. Review of proposed signal system projects for concurrence with regional priorities

##### Closed Loop Traffic Signal Products

1. A technical memo documenting the signal optimization analysis with appropriate recommendations

#### **Beneficiaries:**

NJDOT, PennDOT, and the counties

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$260,000	\$153,900	\$26,100	\$0	\$80,000
2009	\$260,000	\$215,540	\$44,460		
2010	\$260,000				
2011	\$260,000				



**PROJECT: '09-41-030 Corridor Planning**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** David Anderson

**Project Manager:** Karin Morris, Kelly Rossiter, Regina Moore

**Goals:**

To support DVRPC's long-range plan, Destination 2035, and the DOTs' land use and transportation linkage initiatives. Explore innovative approaches to help implement the long-range land use and transportation plan and help communities plan for a sustainable future. Alleviate congestion and improve the efficiency and safety of the existing transportation network.

**Description:**

This project is the nexus between the long-range plan and project development. Corridor planning takes needs identified in the long-range plan and congestion management process, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional and local transportation and land use decision making.

This project is multifaceted. It will examine and analyze specific corridors as well as explore innovative approaches to transportation and land use planning. It will also seek modern approaches to integrating transportation and land use planning in order to better manage growth in the region. Moreover, the project will strive to improve access to and efficiency of the regions transportation system, improve mobility and safety, and mitigate congestion. Components of Corridor Planning will be conducted with the collaboration of federal, state and local planners, officials, the development community and other stakeholders as deemed appropriate. The Corridor Planning program includes providing both technical and policy guidance on best practices addressing mobility, access, growth, development, zoning and community design.

Several corridors will be selected from the Long Range Plan (corridors identified through the Congestion Management Process) for further study. Corridors' constraints and opportunities will be identified, in collaboration with the federal, state and local stakeholders. Each corridor's issues will be examined in detail and a list of prioritized recommendations addressing these issues, incorporating a regional perspective, will be presented.

One of the corridors studied in FY09 will be the Route 322 Corridor in Chester County, from Downingtown to the county border with Lancaster County, which has been identified in DVRPC's Congestion Management Process Plan as an "emerging corridor." The study will review the existing and proposed land use policies, access

management approaches and development controls among corridor municipalities with the goal of supporting and developing a plan that links land use and transportation policies. A coordinated set of implementation strategies and prioritized projects will also be conducted for the corridor. This effort will be guided by a advisory committee consisting of representatives from Chester County, Lancaster County, DVRPC, PennDOT, corridor TMAs, transit operators, corridor municipalities and other state and local agencies deemed necessary.

In addition to at least two corridors studies, this project will also include research, analysis, case studies and/or implementation plans on best practices related to linking transportation and land use planning. In past work programs, projects were conducted on Access Management, Smart Growth Zoning, Smart Growth Planning in Transportation Corridors, and Traffic Calming. In these projects, issues were explained, best practices were detailed and assessed, regional policy toward the practice was recommended, and either case studies were conducted or implementation plans for selected locations were created.

In FY09, research and analysis on best management practices linking transportation and land use (including access management, smart growth zoning, traffic calming and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the steering committee. Findings from the research will be incorporated into the corridor planning work, and other DVRPC plans and projects.

#### Access Management

For example, highway access management provisions are key municipal tools that contribute toward congestion reduction and improved traffic safety. Strategies include sharing driveways, prohibiting turning movements, establishing service roads, and standardizing spacing between driveways and signalized intersections. Research has shown that access management practices can reduce highway collisions by up to 40 percent and increase vehicular mobility by 30 percent. In FY 2009, DVRPC staff will coordinate with a steering committee to select, evaluate and conduct implementation plans for high priority corridors—with the participation of the affected municipalities.

#### Smart Growth Zoning

Smart Growth Zoning techniques were examined in FY08 and will continue to be reviewed and applied in FY09 work. For example, form-based codes, which focus on form over use, are one tool that may be further assessed. Other techniques that link local land use regulation with the capacity of the area transportation network will also be examined. The results of this work will be aimed at county planners and local officials to increase awareness and use of these tools, especially where they are considered effective but not well understood.

#### Traffic Calming

The principles of Traffic Calming were presented and traffic calming plans were created for sites in Pennsylvania and New Jersey in the previous two work programs. These traffic calming plans were very successful and appreciated by the host communities, and will continue in FY09.

### **Tasks:**

#### Integrating Transportation and Land Use

1. Create a steering committee to guide the research and application work on best management practices that link transportation and land use. Work on access management, smart growth zoning and traffic calming will continue, as below, but other practices may also be identified for research, analyses, and implementation plans or case studies.

a. Access Management

i. Work with steering committee to select, evaluate and conduct an implementation plan on access management for a high priority corridor. Work with local steering committee as well.

b. Smart Growth Zoning

i. Work with steering committee to select a smart growth zoning technique to be further assessed and used in the region. Select a location(s) for application, and write sample language, working with the local community

c. Traffic Calming

i. Work with the steering committee to select at least 2 locations, one in NJ and one in PA, for traffic calming implementation plans.

ii. Work with local committees to develop the plans

A public participation process will be included in the development of these tools, as appropriate, but especially where implementation plans on the tools are developed.

#### Corridor Studies

1. Form corridor planning steering committee composed of representatives from federal, state, county and local government and other stakeholders as may be appropriate.

2. In coordination with steering committee, identify corridor issues that must be addressed as well as other guidelines for the study. This task may involve reviewing previous studies, conducting field visits, and data collection to better document the issues.

3. Develop and conduct public participation program.

4. Prepare a complete description of corridor deficiencies.

5. Calculate potential development under existing zoning.

6. Identify corridor improvement strategies considering existing land use and transportation plans, analysis of deficiencies from Task 4, and the steering committee and public participation processes. Evaluate these strategies to determine their effectiveness

7. Develop a draft set of corridor improvements.

8. Prepare an implementation strategy for the final recommendations and an action plan to advance.
9. Document results of the study in a technical report.
10. Coordinate the corridor plan, and other long range plan elements, with affected local governments, operating agencies and other groups

**Products**

Integrating Transportation and Land Use

1. Access Management – an access management implementation plan for at least one high priority corridor in the region. Presentation materials will also be produced for steering committee and public meetings, as needed
2. Smart Growth Zoning – a report on the zoning technique, and proposed zoning language for selected site(s)
3. Traffic Calming – 2 implementation plans, for a location in both PA and NJ, including descriptive narrative, illustrative graphics, before and after photo simulations, and cost estimates
4. If an additional high priority tool is identified by the steering committee for research, analysis and case study work, it will be incorporated into this project.
5. Findings from these projects will be incorporated into the corridor planning work.

Corridor Studies

1. Corridor study reports that identify corridor deficiencies and an implementation strategy to address them. The steering committee and public participation processes will also be documented.
2. Coordinate the corridor plan, and other long range plan elements, with affected local governments, operating agencies and other groups.
3. Handouts and/or power point presentations for steering committees and for public presentations

**Beneficiaries:**

Member Governments, DOTs, operating agencies, study area residents, businesses and workers

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$660,000	\$393,300	\$66,700	\$40,000	\$160,000
2009	\$800,000	\$530,560	\$109,440		\$160,000
2010	\$760,000				
2011	\$760,000				

\*US 322 Corridor - \$160,000 ( \$120,000-PA Supplemental PL, \$20,000 Montgomery County, \$20,000 PA Local Governments)

**PROJECT: 09-41-040 Regional Transit Planning Program**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Joseph Hacker

**Project Managers:** Gregory Krykewycz

**Goals:**

This program assists regional, county, and transit agencies with respect to public transit planning efforts. This includes identifying, assessing and enhancing transit access, connectivity, and mobility as directed by the Regional Transit Advisory Committee (RTAC). The program focuses on three areas: the first is continued collection and analysis of survey and other data relating to the transit system; second is outreach to member governments and stakeholders on transit issues, and selection of member government transit projects for study, guided by the Regional Transit Advisory Committee; and finally, the cooperative development of technical studies supporting long range planning both internal and external to DVRPC.

**Description:**

This program addresses the transit planning concerns and priorities of member governments and regional transit agencies. Projects undertaken in this program support regional, county, and municipal transit priorities as well as provide advanced technical services for agencies requiring long range or specialized planning. This is accomplished through a coordinated program of ongoing data collection and surveys, transit planning projects derived through the RTAC, and long range or technical research.

Surveys of many sorts: passenger, intercept, parking sheds, patrons and ridership are central in the data collection and analysis process. This ongoing collection and data analysis includes transit stations and their surrounding land use, ridership, parking, road, bicycle and pedestrian related data. Additionally, intercept and mailback surveys conducted in coordination with DVRPC's Office of Travel Monitoring and with our planning partners will provide data supporting transportation modeling efforts and evaluation of preferences in the region.

Member governments, regional transit agencies, and other planning partners would generate transit planning project concepts to be conducted within this program. This would be the more typical planning project evaluating specific concerns of the project sponsor. Typically this includes evaluations of new services or facilities (nodes), corridor level transit analysis, evaluations of improvements to transit access, and examinations of the relationship between land use and transit for specific sites or corridors. Emphasis would be placed on coordinating efforts between agencies or DVRPC offices to best meet the needs of the planning partner. Examples of the coordination envisioned would be cooperation with DVRPC's Office of Smart Growth on a TOD-related study, or DVRPC Transportation Engineering staff on facility or route-level technical modeling using VISSIM or other appropriate software.

Federal guidance maintains the need for a long range or research function to ensure the most current methods of analysis are employed in the planning process. The final part of this program is the development and implementation of innovative, state-of-the-art or best practices. This includes the review, assessment and development of new tools to help guide technical work and aid in long range planning efforts. Previous examples of this type of work include Transit Score, Bicycle or Pedestrian Level of Service models, and "Dots & Dashes," all acclaimed planning methods which have assisted other agencies or quantified areas of transit planning previously assigned to judgment.

Finally, the goal in this three pronged approach is the programming of specific projects for more detailed study or operating/capital implementation. Quality information and timely performance of work means that transit facility and connections assessment may generate new ideas and new projects for inclusion on the TIP or Long Range Plan. These best projects require an element of coordination, including stakeholder management.

### **Tasks:**

1. Chair the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Transportation Committee (RTC), composed of regional transit operators, County representatives, Transportation Management Associations (TMAs), and representatives of the Regional Citizens Committee (RCC) to meet quarterly or as required to advise, prioritize, define, and monitor transit related tasks in the work program.
2. Conduct basic survey research, such as: passenger intercept, license plate, ridership, municipal plans and related projects, facilities and land use inventories.
3. Perform technical analysis of future growth and its demographic and land use characteristics which affect future intra and inter-system ridership.
4. Establish priorities for transit connections and investment, identifying capital and operating improvements which would provide the greatest situational gains.
5. Assess these improvements and strategies for their costs and benefits and their congruence with existing policy.
6. Review, assess, generate, and apply innovative or state-of-the-art planning practices, including technical or other methods. Develop new means of analyzing data to meet the changing requirements of transit, land use, environmental, or related concerns.

### **Products**

1. Quarterly or as-needed meeting of the RTAC with subsequent meeting notes and action items.
2. Member government outreach and coordination identifying, scoping and implementing new studies in support of member government goals.
3. Planning/policy or technical reports with findings and recommendations.
4. Conduct of survey research and data collection in support of projects.
5. Coordination with transit providers to provide specific expertise in support of systemic planning efforts, including Alternative Analyses, and other evaluation or project support

6. Other functions appropriate to responsive transit planning in coordination with member governments, transit agencies, or other appropriate parties.

**Beneficiaries:**

Member governments, SEPTA, PATCO, NJ Transit, and the commuting public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$275,000	\$235,125	\$39,875		
2009	\$500,000		\$500,000		
2010	\$500,000				
2011	\$500,000				





**PROJECT: 09-41-050 Non-Motorized and Human Services Transportation Planning Program**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Joseph Hacker

**Project Manager:** Eric Grugel, Jerry Coyne, Natalia Olson de Savycky

**Goals:**

The goal of this program is to expand mobility choices and options to young, elder and disabled citizens not able to take advantage of traditional transportation modes. This program integrates non-motorized transportation such as bicycle and pedestrian planning into transportation planning and design, per USDOT policy. It seeks outreach, coordination, and development of human services planning, including JARC and New Freedoms program planning, and ongoing Safe Routes to School (SRTS) project development for communities in the region. The goal of human service transportation planning ensures that all publicly funded transportation services are seamless, comprehensive and accessible to all citizens.

**Description:**

DVRPC and the states of Pennsylvania and New Jersey have each adopted a common vision: to create an environment where people of all ages choose to bike and walk as part of an active healthy and environmentally friendly lifestyle. Federal transportation policy mandates an integrated transportation planning and design process for all modes of transportation including bicycling and walking, and conformity between mobility and environmental goals. Projects under this program will complement other county and local initiatives wherever possible, and will add value to other projects and programs both internal and external, including the regional transportation safety action plan. Projects will apply new and innovative planning methods, seek to develop new capital projects, and modify current highway and transit projects to better accommodate bicycling and walking. Products will be tailored to assist sponsors in applying for federal and state implementation funds, and to assist project sponsors and designers to improve their projects.

Federal and State guidance puts an emphasis on the expansion, development, management, and coordination of human service mobility choices. This includes project development and selection in Pennsylvania and New Jersey in line with the Federal Transit Administration's Job Access and Reverse Commute and New Freedoms programs. Coordinated operations and innovation in service provision will be sought with our planning partners in order to maximize the full potential of each human service transportation program. Enhancement also mandates identifying unique partnering opportunities, and coordination in the preparation of Coordinated Human Service Transportation Plans for both states. Individual projects may be undertaken

at the request of member governments and planning partners to provide technical support or added value for coordination outreach and service identification.

Safe Routes to School is a program which encourages and enables children to safely walk or bike to school, encourages a healthy and active lifestyle, ultimately reducing traffic, pollution fuel consumption associated with children being driven to school. The federal SRTS program has a number of stated outcomes that entail environmental, community, and individual health goals such as: increased bicycle, pedestrian, and traffic safety, decreased traffic congestion, improved childhood health and reduced obesity, and improvements to the physical environment that increase the ability to walk and bicycle to and from schools. This program will provide technical support to communities desiring a SRTS review, provide direction in the application for capital funding, and coordinate with state SRTS funding application cycles. Specific projects may also be coordinated with DVRPC's Office of Safety and Security to insure that full integration with community plans and goals is complete.

**Tasks:**

1. Conduct of systemic bicycle and pedestrian studies in collaboration with the regional transit and mobility providers. This includes assessment of the extent to which transit, bicycle and pedestrian access could be maximized by supporting land uses. such as: a study of universities and colleges as bicycle trip generators, examining institutional policies, campus plans and facilities, and neighborhood context and recommend changes for increasing bicycle commute mode share and safety among students, faculty and employees.
2. Provide general technical assistance to and coordination among stakeholders: Review TIP submissions for inclusion of bicycle and pedestrian accommodation; screen PennDOT District 6 surface treatment program projects for bike lane retrofit opportunities; and participate in the various task forces and relevant project technical advisory committees.
3. Annual review and assessment of Pennsylvania and New Jersey Human Service Transportation planning programs – this involves the provision of oversight to the JARC and New Freedoms programs. This includes coordination of competitive grant selections rounds as scheduled in Pennsylvania and New Jersey, their application and selection.
4. Individual county or municipal assessments of current CHSTP services, such as the Gloucester County Human Services Transportation Study. This study would examine the use of various County transit services to determine how they complement or duplicate each other. This may include data collection, survey work and coordinated meetings assessing routes and their efficacy in the County human service system.
5. Participate in Safe Routes to School project selection process as requested by state DOTs. Provide limited technical assistance relating to Safe Routes to School to a

limited number of municipalities and school districts on request. This includes coordination of competitive grant selection rounds as scheduled.

6. Provide outreach and information to regional stakeholders.

**Products**

1. Technical review of and recommendations for bike lanes incidental to surface treatment projects.
2. A report on how colleges, universities, and host municipalities can increase the bicycle safety and mode share of traffic generated by post-secondary educational institutions;
3. Annual updates to the Coordinated Human Services Transportation Plan and Job Access and Reverse Commute Plan.
4. Coordination of competitive CHSTP grant selection rounds as scheduled in Pennsylvania and New Jersey, their application and selection, as well as ongoing assessment and updating of current CHSTP services.
5. Gloucester County Human Services Transportation Report, including coordination meetings, data gathering and analysis, GIS maps, and report.
6. Outreach and coordination of communities for SRTS field audits and community workshops.
7. Technical reports recommending measures for Safe Routes to School implementation strategies or potential funding sources for recommended capital improvements.

**Beneficiaries:**

State DOTs, transit operators, counties, municipalities, school districts, human service transportation providers, bicyclists, and the commuting public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$340,000		\$340,000		
2009	\$350,000	\$290,150	\$59,850		
2010	\$350,000				
2011	\$350,000				



**PROJECT: 09-41-060 Delaware Valley Freight Planning**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Theodore Dahlburg

**Project Managers:** Walker Allen

**Goals:**

Maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

**Description:**

Freight movement is a critical planning factor within the Delaware Valley. Freight facilities and services are strongly linked to regional economic competitiveness and quality of life and, from a transportation perspective, freight shipments continue to grow steadily across all modes. Planning for freight is also an effective means of addressing safety, security, environmental, and land use issues.

The DVRPC freight planning program has been highly proactive and has evolved substantially since its inception in 1992. The program has directly led to the formulation of policies, projects, and technical products designed to maintain the region as a preeminent international freight gateway and to promote "good neighbor strategies" that mitigate adverse local impacts. Evidence of the importance attached to freight can be found in the DVRPC long range plan, the DVRPC TIPs, and in many other aspects of DVRPC's work.

A major goal of the freight program has been to seek to maximize each of the major freight modes and to improve their interconnectivity. This approach is being actively advanced through the Delaware Valley freight corridors technical work that is highlighting freight activity and needs in a primary east-west corridor and a primary north-south corridor in the region. A further enhancement of the multi-modal transportation network is the ongoing treatment of the eleven (11) National Highway System connectors that serve the region's port, rail, and air cargo terminals.

Finally, a major objective of the freight program has been to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. A freight advisory committee, now in its 16th year of service, is the focal point of this effort. Additional conferences and educational pieces on freight operations and trends are envisioned, and all relevant materials will be posted on the freight page of the DVRPC website ([www.dvrpc.org/transportation/multimodal/freight.htm](http://www.dvrpc.org/transportation/multimodal/freight.htm)).

**Tasks:**

1. Provide staffing and coordination for the Delaware Valley Goods Movement Task Force, its three subcommittees, and the Task Force's Executive Committee.
2. Facilitate Task Force input on the DVRPC Transportation Improvement Programs

(TIPs), Long Range Plan, Work Program, and other relevant policy issues and technical studies and programs (e.g., ITS and Operations).

3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public.
5. Support and participate in associations, special events, conferences, and studies that promote expertise and awareness regarding freight (e.g., School District of Philadelphia Career Expo, TMA events, The Traffic Club of Philadelphia, NARC freight capacity building project).
6. Maintain and update a user-friendly freight page on the DVRPC website with basic and current information.
7. Promote primary north-south and east-west freight corridors in the region with descriptions of freight facilities and activity, and assessments of deficiencies and opportunities.
8. Support New Jersey and Pennsylvania DOT freight initiatives and staffs (e.g., Pennsylvania Rail Freight Assistance Program, New Jersey Capital Investment Strategy, and South Jersey Freight Study).
9. Support multi-jurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., the Ben Franklin Corridor, MAROps).
10. Assist FHWA and PennDOT to identify and advance needed improvements for NHS connector routes.
11. Assess supply and demand for over-night truck parking within the region

### **Products**

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, and facilitated communication among the Task Force Executive Committee and members.
2. Task Force recommendations on the TIPs, Long Range Plan, and Work Program, and input on technical studies and policy issues.
3. Freight-specific-presentations and event and study support as requested.
4. Technical products and tours as requested by or useful to elected officials and member government representatives.
5. Updated freight page of the DVRPC website.
6. Detailing of freight corridor operations, facilities, trends, adjacent land uses, and appropriate recommendations.
7. Support of state DOT freight initiatives, coordination with parallel corridor initiatives, and tracking of national initiatives and federal legislation.
8. Information and recommendations for the NHS connector highway network.
9. Regional truck parking study.

**Beneficiaries:**

Freight and business communities, member governments, local municipalities, general public, adjacent regions

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$275,000	\$235,125	\$39,875		
2009	\$275,000	\$227,975	\$47,025		
2010	\$275,000				
2011	\$275,000				





**PROJECT: 09-41-090 Transportation Safety and Security**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Rosemarie Anderson

**Project Manager:** Kevin Murphy, Regina Moore

**Goals:**

To support the goals of DVRPC's long-range plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. To incorporate transportation safety and security, planning factors required by federal metropolitan planning regulations, into the transportation planning process. Improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency.

**Description:**

With greater emphasis on integrating safety in the planning process and more funding with greater flexibility for related projects and programs, DVRPC's role in transportation safety for the region has greatly expanded. Transportation safety has become a priority, and DVRPC is embracing safety planning, and addressing highway safety from a four pronged approach, engineering, education, enforcement and emergency services. A deviation from the norm since the outcomes are different from "traditional" – property damage, injuries and fatalities. This program will allow staff to focus more specifically on this issue, as it relates to the region overall, while building on the foundation to initiate more practical safety-specific projects, programs and directions. All transportation related safety efforts will be coordinated and advanced in this arena, and a more systematic understanding of transportation-related safety across the region will be developed.

Since implementation in a timely manner is of the utmost importance in transportation safety planning, there are many components to this project; region-wide, corridor and site/location specific projects and programs. The levels of cost and benefit associated with projects and programs also vary from the low cost quick turnaround projects, advocated by FHWA to the larger projects which will utilize traditional pipelines.

New federal guidance now permits comprehensive partnering to include diverse agencies and organizations which had never previously been integrated into the practicing transportation planning process; as a result the Regional Safety Task Force was established in 2005. This program will allow DVRPC to provide staff support to this interdisciplinary task force which will continue to offer guidance and direction for DVRPC's safety program and ensure safety planning is integrated at all planning levels. Forums, training programs and technical assistance to local agencies will be provided in an effort to achieve regionwide perspective in transportation safety planning.

This program will implement appropriate strategies and actions of the Regional Safety Action Plan. The Regional Safety Action Plan is the commission's road map to a safer highway network as well as forming the basis for transportation safety projects and programs. It is built through consensus and based on the premise of coordination, collaboration and communication. It addressed all users and surface transportation modes while incorporating the 4Es of safety planning (engineering, education, enforcement, emergency medical service). The Plan will be modified as the issues change as agreed upon by the Regional Safety Task Force and dictated by the data.

Comprehensive crash data is an integral component to the success of effective transportation safety planning, developing and maintaining a reliable, user-friendly data system is essential. This project using PennDOT and NJDOT crash and incident data collected by their Traffic Operations Center and others will create a management system which will continue to feed the overall safety program in the region. The collected data will be evaluated for user problems and omissions within the databases and identify strategies to produce a more effective product for use in the transportation planning process. The analysis will identify problem areas and recommend strategies to reduce the impacts of incidents. Additionally, the data will be used to evaluate the performance of the Regional Safety Action Plan in reaching and surpassing set goals.

The project will also examine the relationship and the effects of land use and population on transportation safety within the DVRPC region. This analysis will provide insights into the land use (type, density) influences of occurrences of crash frequency, types and severity. Crashes will also be examined from the demographic angle, seeking to identify crash trends by demography – age, race, income, transit dependency, etc. Where concentrations of these characteristics overlap with crash trends the results will provide insights on sensitive populations and where they are, and by extension area types, for targeting improvement strategies. These can assist in focusing safety resources.

On the corridor level, Road Safety Audits and the more detailed Transportation Safety Corridor Studies will be conducted under this project. The main objective is to address the safe operation of the roadway and ensure a high level of safety for all road users. Improvement recommendations and countermeasures for roadway segments demonstrating a history of, or potential for a high incidence of motor vehicle crashes will be generated. Per FHWA's call for MPOs to advance low cost, quick turnaround safety improvements, for the Road Safety Audit program emphasis will be placed on these types of projects resulting from this process as appropriate. For the detailed Transportation Safety Corridor Studies a more in-depth analysis will be conducted which in addition to the low cost, quick turnaround safety improvements, more complex projects incorporating the 4Es will be generated.

Intersections, due to their many conflict points experience more crashes than mid-block locations. In addition, the geometry of an intersection can present many issues for the road user. In an effort to address the safety and mobility at the site-specific level and address a priority engineering emphasis area from the Regional Safety Action Plan, an analysis of the design and operation of intersections will be conducted in cooperation with regional planning partners. During this effort, level of service analyses and crash analyses will be conducted for selected priority locations in both New Jersey and Pennsylvania. The goal is to identify cost effective improvements which will reduce crashes and congestion created by limited capacity and design deficiencies. The locations in New Jersey will focus on the county road network. Road Safety Audits will also be conducted at the intersection level to generate low cost, quick turnaround safety improvements to address locations with a history of crashes.

As NJDOT and PennDOT have satisfied the federal mandate and developed and adopted state Strategic Highway Safety Plans. These plans have moved into the implementation stage. DVRPC is required and will play an active role in that process. The process will lead to an annual program of projects to utilize the new federal safety funds allocated to the state, as well as an evaluation process that assesses the results achieved.

The final component of transportation safety planning is specific implementation aspects of both statewide and regional safety plans. This planning area will draw from other transportation planning areas as well as feed those - like transportation operations planning in the areas of incident management; intermodal, transit, pedestrian and bicycle planning as appropriate.

Security Planning – will build on the transportation security planning work from the previous fiscal year (FY08). In FY08 an inventory of the region's security planning efforts was conducted. This year's effort will address gaps identified through this process. Additionally, the project will seek to coordinate the security efforts in the region and establish regional priorities. Facilitating the exchange of ideas and the sharing of resources to build on existing programs and institutionalize security planning in the region. This effort may require forums, table-top exercise, training programs and technical assistance. This planning area will draw from other planning areas as well as feed those and will require coordination of non-traditional planning partners.

**Tasks:**

General:

1. Meet with the study task forces composed of relevant planning partners, and other stakeholders.
2. Continue to cull updated information from existing incident and crash databases and investigate other potential sources for data.

3. Analyze updated information, searching for trends.
4. Evaluate collected data for content necessary to feed the transportation planning process; identifying deficiencies and required data needs.
5. Calculate updated incident/crash rates and other parameters used in transportation planning processes.
6. Recommend potential mitigation and safety strategies and the appropriate stakeholders for implementation.
7. Integrate the findings into the safety plans and other planning areas.

Regional Safety Task Force:

1. Coordinate and staff Regional Safety Task Force meetings. Send meeting notices and copies of materials to Forum participants. Prepare agendas, meeting materials and meeting minutes.
2. Provide support for and participate in sub-committees to address specific issues as needed on behalf of the task force.
3. DVRPC will rely upon existing resources of information from our planning partners and other sources where available. Efforts for supporting the Regional Safety Task Force may require some data collection and analysis.

Coordination and Outreach

1. Provide technical assistance to local agencies and others in an effort to fully integrate safety at all planning levels.
2. Participate in or make presentations to transportation safety related committees at the local, regional, state or national level.
3. Establish "clearinghouse" of safety information and programs.
4. Facilitate the implementation of the agreed upon Regional Safety Action Plan

MPO Participation SHSP:

1. Maintain representation on the state's Comprehensive Strategic Highway Safety Improvement Plan Steering Committee. Participate in the committee meetings and Plan development and implementation.
2. Provide other technical assistance as deemed appropriate by the NJDOT and PennDOT.
3. Review Plan documents as appropriate.

Road Safety Audit and other Corridor and Intersection Studies:

1. In cooperation with county and state DOT officials, identify and select corridor/locations to be analyzed.
2. Conduct field views to identify the deficiencies and observe the operating conditions.
3. Research, collect and assemble data on the physical and operating characteristics of each location to be analyzed including AADTs, turning movement counts, traffic signal timings, crash records and any other pertinent data.
4. Prepare collision diagram displaying crash patterns.
5. Conduct level of service analysis for existing conditions.
6. For RSA: a) Assemble and coordinate a diverse audit team made up of federal, state and local experts as well as other interested stakeholders. b) Coordinate and lead the field work. c) Lead, coordinate and participate in post field work sessions

and strategy development.

7. Develop a set of improvements which addresses the specific problems.
8. Conduct level of service analysis for recommended improvements as appropriate.
9. Develop a list of programs and projects for implementation, and an action plan to advance them.

**Transportation Security Tasks:**

1. Determine relevant agencies and stakeholders and convene a transportation security task force.
2. Present findings from FY08 work on transportation security and in cooperation with the task force identify additional transportation security areas that must be addressed.
3. Develop an Action Plan documenting security needs and strategies to address them and recommendations for priority transportation security investments.
4. Coordinate the implementation of this plan. This will require coordination with planning partners and other stakeholders as well as other units within DVRPC.

**Products**

1. Meeting summaries, notices, agenda, actions and other materials
2. Update of Transportation Safety Webpage
3. Special data and analysis results
4. Series of technical reports/memorandum documenting study procedures, analysis results, and recommendations.
5. Handouts and/or power point presentations for steering committees and for public presentations

**Beneficiaries:**

Federal government, state government, county and municipal planners and officials, operating agencies, all transportation modes and users, emergency personnel, law enforcement, medical professionals, businesses and workers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$535,000	\$389,025	\$65,975		\$80,000
2009	\$575,000	\$410,355	\$84,645		\$80,000
2010	\$575,000				
2011	\$575,000				

\*Road Safety Audit - \$80,000 (\$64,000 - PA Supplemental PL, \$16,000 - PA SMLF Match)



## **PROJECT: 09-43-010 Travel Monitoring**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Scott Brady

**Project Manager:** Charles Henry, Paul Carafides

### **Goals:**

Improve efficiency of the region's transportation system by collecting and analyzing traffic data to determine the utilization of the region's highway network.

### **Description:**

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 08-46-050 and 08-46-060). Traffic count information from the database may be queried at <http://www.dvrpc.org/asp/traffic/trafficcount.htm>

### **Tasks:**

1. Coordinate with PennDOT, NJDOT, and other member governments to review traffic count locations.
2. Establish weekly schedules, manpower assignments, and control procedures.
3. Collect traffic data at approximately 2,800 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during year electronically by specific deadlines established by PennDOT, NJDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability.
9. Collect travel data from non-highway modes including pedestrian, bicycle and public transportation travel system characteristics and user traits.

### **Products**

1. Computer database file containing new and updated traffic counts.
2. Transmittals of count data to DOTs, member governments and interested parties.

**Beneficiaries:**

Member Governments, Operating Agencies, Private Sector, and agency staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$605,000	\$585,000			\$20,000
2009	\$645,000	\$645,000			
2010	\$645,000				
2011	\$645,000				



**PROJECT: 09-44-010 Smart Growth Coordination**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Karin Morris

**Project Managers:** Patricia Elkis, Natalia Olson de Savyckyj, Mary Bell, Kelly Rossiter

**Goals:**

To ensure communication and coordination among agencies in the region involved in smart growth, and increase the level of education and outreach on smart growth principles to member governments.

**Description:**

The Smart Growth Coordination work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth principles. This program will support greater understanding of sprawl issues and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, economic development, and climate change.

DVRPC will coordinate both in-house efforts to apply smart growth standards to current studies, as well as outreach to counties, municipalities, developers, and neighboring metropolitan planning organizations, through the Land Use and Housing Committee (a combined committee of the former Land Use and Development Committee and the Regional Housing Committee), the Planning at the Edge Advisory Committee, and the Delaware Valley Smart Growth Alliance (DVSGA), among others. DVRPC will also pursue greater consistency between the region's long-range plan and state and extra-regional plans, and foster inter-agency communication and information-sharing.

This project combines five previous projects, including Planning at the Edge, the Land Use and Development Committee, Delaware Valley Smart Growth Alliance Support, Curbing Sprawl: Municipal Outreach and Education, and New Jersey State Plan Consistency.

**Tasks:**

1. Maintain and expand the DVRPC Land Use and Housing Committee, to provide guidance and input on DVRPC initiatives, including the long-range plan and specific studies. Hold up to four meetings during the year.
2. Respond to the ongoing cross-acceptance process for the New Jersey State Plan, working with their Office of Smart Growth.
3. Maintain representation on the Steering Committee for the Delaware Valley Smart Growth Alliance, offering further guidance on smart growth evaluation criteria as needed, and promoting the program among the development community, municipalities, and state agencies. Continue to provide additional financial support to DVSGA, with the necessary financial statements and progress reports from DVSGA on the use of the grant money.
4. Maintain the Planning at the Edge Advisory Committee (PEAC) of pertinent MPOs and

state, county, and regional representatives, including selective nonprofit organizations. Establish a mechanism which would move the coordination process into a productive forum where cross-boundary issues are analyzed and strategies are developed jointly to further intra-regional cooperation.

5. Prepare municipal implementation tool brochures on various planning and smart growth topics, to advance the objectives in the long-range plan. Make available on website and through compilations on CD-ROM.
6. Sponsor or co-sponsor municipal training programs or workshops as needs arise.
7. Continue with the creation and distribution of bi-monthly FOCUS e-newsletter for municipal officials, which highlights news from DVRPC, as well as local training and information sharing opportunities.
8. Present and promote DVRPC's Smart Growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.
9. Enhance Smart Growth page on DVRPC website to highlight smart growth studies and initiatives, tools, and "fast facts".

### **Products**

1. Minutes of the quarterly DVRPC Land Use and Housing Committee meetings and of the Planning at the Edge Advisory Committee meetings.
2. Revised DVRPC cross-acceptance report for New Jersey State Plan, if pertinent or required.
3. Update DVRPC Planning at the Edge report with joint intra-regional strategies and initiatives.
4. DVSGA Recognition program findings, as prepared by DVSGA.
5. Municipal implementation tool brochures and other outreach materials.
6. Training or educational program materials.
7. Bi-monthly FOCUS e-newsletters.
8. Smart growth presentations at local, regional, and/or national conferences.
9. Expanded smart growth page on DVRPC website.

### **Beneficiaries:**

Member governments, DOTs, private sector, nonprofits.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008	\$220,000	\$20,300	\$60,000	\$20,000	
2009	\$220,000	\$23,940	\$60,000	\$20,000	
2010	\$220,000				
2011	\$220,000				

\* Delaware Valley Smart Growth Alliance Support - \$20,000  
( \$20,000 PA Supplement)



## **PROJECT: 09-44-020 Economic Development**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Rob Graff

**Project Manager:** Michael Boyer, Natalia Olson de Savyckyj

### **Goals:**

Ensure a diverse and competitive regional economy by supporting the retention of existing business and residents and by encouraging new enterprises that create employment opportunities in close proximity to the labor force, as well as supporting efforts to market the region as a great place to live, work, and play.

### **Description:**

This project will foster a regional economy attractive to business and residents by supporting economic development strategies aligned with goals of DVRPC's Long Range Plan, "Destination 2030". These include smart growth, transit oriented development, the use of and preservation of existing transportation and other infrastructure, and the preservation of natural resources and environmental amenities. A key aspect of this project is coordination among established and emerging players in the region's economic development and regional planning landscape. In addition, DVRPC will strive to deliver value to the region's economic development community by collecting important economic data and fashioning it into vital information, such as economic impact studies and other policy research highlighting both qualitatively and quantitatively the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in older communities, agricultural and natural resource protection, and/or support for businesses that foster environmental protection and energy efficiency. In addition, this project will support DVRPC staff to help them achieve an economic impact component to their projects where possible.

In essence, the purpose of this program is to promote economic development that is consistent with the policies of "Destination 2030". The program contains two main components:

- 1) Continue the economic development coordinating role that DVRPC began to play with the Land Use, Transportation and Economic Development Planning project in FY07 and continued in FY08. By continuing this coordinating role, DVRPC facilitates the various economic development agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strengthens DVRPC's relationships to achieve the goals of the long-range plan.
- 2) The economic analysis and strategy work of this project will come from acquiring and operating an economic impact assessment modeling system. The chosen system should have the capacity to evaluate the economic impact of key strategies

and projects supported by DVRPC, such as transit-oriented development, brownfield reclamation, and agricultural and natural resource protection, for example. DVRPC will both operate the modeling system and disseminate the results to support the benefits of these strategies. One system that will be examined in more detail for applicability is the IMPLAN system, developed by the Minnesota IMPLAN Group for economic impact analysis using the input-output model. IMPLAN (IMpact analysis for PLANning) techniques can be used to model the effect on a regional or local economy of a given change in economic activity.

**Tasks:**

1. Convene several coordinating committee meetings of economic development agencies in the region. The committee will meet to coordinate on regional issues, and subcommittees will be formed, as needed, to guide the economic benefit work.
2. Research economic impact assessment modeling systems, such as the IMPLAN system, and acquire and make use of the software most appropriate for DVRPC needs.
3. Use the software to analyze selected DVPRC projects and interpret and disseminate the results.

**Products**

1. Minutes from Economic Development Coordinating Committee meetings.
2. Results from economic impact assessment modeling system on selected applications.
3. Presentations on economic impact assessment modeling system results. Where appropriate, these results will also be published on the DVRPC Web site.

**Beneficiaries:**

Member governments and private sector; economic development agencies; DVRPC planning professionals.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$200,000	\$98,325	\$16,675	\$35,000	\$50,000
2009	\$200,000	\$82,900	\$17,100	\$50,000	\$50,000
2010	\$200,000				
2011	\$200,000				

SE PA Regional Transportation Land Use and Economic Development - \$50,000 (\$50,000 - PA Supplemental PL)

**PROJECT: 09-44-030 Strategies for Older Communities**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Karen Cilurso

**Project Manager:** Karin Morris, Sara Belz

**Goals:**

To support the major land use and transportation policies of Destination 2030 by encouraging reinvestment in the region's developed suburbs and core cities through redevelopment and intergovernmental cooperation.

**Description:**

Many of the region's older suburbs and boroughs face social, economic, and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region's core cities. This program will continue work that identifies opportunities for coordination and cooperation between municipalities in the region. Staff will continue to identify techniques and programs that have been successfully utilized in this region as well as other areas of the country to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. Outreach and education activities will be included such as printed materials, peer to peer forums and a regional conference that educates municipal officials and residents on revitalization tools. Staff projects will include topics that encourage redevelopment around built areas of the region such as transit oriented development, brownfield/greyfield reuse, residential infill and transportation management methods. In addition, staff will work with local governments to identify revitalization projects within their communities, promote the amenities of the older suburbs and core cities of the region, and coordinate with local government entities through TCDI funded projects.

**Tasks:**

1. Maintain and interact with the steering committee made up of state, county and local governments, nonprofit, developers, and others that will help guide the Strategies for Older Communities program.
2. Identify and engage stakeholders and community leaders, as well as provide local technical assistance, to older communities on revitalization efforts and tools that meet the specific needs of their community.
3. Summarize the program's overall efforts in a project evaluation report.
4. Continue to work with outside agencies on the development and promotion of older communities through the Classic Towns Program.
5. Implement the goals and strategies of the Classic Towns Program.
6. Continue to gain support for the marketing of older suburbs and core cities in the

- region through outreach and collaboration with regional, state, and local entities.
7. Implement the Classic Towns campaign and marketing efforts.
  8. Continue the TCDI program through established criteria and the guidance of the TCDI Steering Committee.
  9. Prepare plans and/or educational materials about TOD and TRID in the region.
  10. Provide technical assistance and outreach to member governments, transit agencies, developers, and other partners on TOD and TRID planning, advocacy, implementation, and funding.

**Products**

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization, TOD, TRID and other areas, as required.
2. FY 2009 TCDI Program Guide.
3. Recommended list of FY 2009 TCDI projects for funding.
4. Deliverable products as required by each TCDI contract.
5. Evaluation report of completed and ongoing products regarding revitalization and reuse.
6. Plans or materials advocating TOD and TRID in the region.

**Beneficiaries:**

Member governments, nonprofits, developers, private sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$430,000	\$179,550	\$30,450	\$40,000	\$180,000
2009	\$430,000	\$165,800	\$34,200	\$50,000	\$180,000
2010	\$430,000				
2011	\$430,000				

\*1. PA TCDI Administration \$100,000 (\$80,000 - PA Supplemental PL, \$10,000 PA SMLF Match, \$10,000 DVRPC General Fund Cash Match) 2. NJ TCDI Administration \$80,000 ( \$80,000 - NJ TIP-STP-STU-DB #D0204)



**PROJECT: 09-44-040 Climate Change Initiatives**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Rob Graff**

**Project Manager: Patricia Elkis**

**Goals:**

This project will:

-Focus the resources and attention of municipal, county, and regional officials on developing regional policies for reducing GHG emissions and adapting to predicted climate change impacts.

-Result in a common greenhouse gas emissions baseline and forecast, using a single methodology for a common base year.

-Require and facilitate regional cooperation—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region.

**Description:**

There is overwhelming consensus within the global scientific community that the earth's climate is changing due in large part to atmospheric changes attributable to human activity. In addition, there is a strong consensus that our energy supply and infrastructure is entering a period of profound transformation in response to increasing uncertainty in the availability and expense of fossil fuels. Climate change and energy are inter-related because the burning of fossil fuels for energy is the greatest source of the so-called "greenhouse gases" that are transforming our atmosphere, resulting in climate change.

There is a need to start planning now to address these issues so that the region is best prepared for potential and likely consequences. We need to think about how we can work and live in a way that burns less fossil fuel while maintaining a high quality of life, both to reduce production of greenhouse gases to minimize future changes in the global climate, and to prepare for a world where cheap and readily available fossil fuel is likely to be scarcer. We also need to make the region ready for the changes in climate that appear inevitable, regardless of our actions to minimize changes in the region's climate.

DVRPC is uniquely positioned to take a leadership role in this area. At the core of DVRPC's activities are transportation and land use planning, both of which are of central importance to our region's preparation to become resilient in the face of climate change. Much of DVRPC's work is already directed in areas that prepare our

region for climate change and energy uncertainty. These include support for transit-oriented development, the redevelopment of brownfields, the rejuvenation of older suburbs, efforts to reduce commuting distances, encouragement of open space and growth management, and support for mixed-use development.

Citizens and their governments in the Delaware Valley are beginning to take action at the state, county, and municipal level to address climate change. While this activity is encouraging, it is unfortunately not well-coordinated. This absence of coordination has the potential to result in confusion, incompatibilities, and inefficient use of limited resources.

DVRPC is well established as an organization that can bring together various entities working throughout the region, to better coordinate and avoid duplication of effort.

**Tasks:**

1. Produce a Regional Greenhouse Gas Emissions Inventory and Forecast  
Conduct a GHG emission inventory and forecast for the DVRPC region, and allocate this inventory and forecast to each county and municipality. The goal is to develop an understanding of GHG emissions appropriate for making well-informed decisions regarding regional and local policies to reduce such emissions. This work will be carried out in close coordination with municipal, county, state, and federal-level inventory and forecasting efforts, as well as with national organizations such as ICLEI and the Mayor's Climate Protection Agreement.

2. Evaluate Greenhouse Gas Reduction Options  
Evaluate the expected cost and effectiveness of a range of potential strategies and activities to reduce GHG emissions in the region. This will result in a catalog of options to consider in policy making discussions.

3. Initiate Stakeholder Engagement for Action Planning  
DVRPC will initiate activities to educate and engage a broad set of regional stakeholders, including the public, elected officials, and the business community, for building regional momentum around climate protection and adaptation to climate change.

4. Develop Regional Climate Change Action Plan  
Summarize and integrate workshop and other activities to create a regional GHG action plan comprised of regional and sub-regional actions.

5. Integrate Climate Change and Energy Concerns Throughout DVRPC Activities  
With the support of DVRPC management, this project will work with DVRPC staff to integrate climate change and energy concerns into all appropriate aspects of DVRPC's work, including the long range plan. This might include, for example, evaluating the greenhouse gas emission and energy usage implications of various

TIP projects or assuring that projects are designed and planned taking climate change impacts into account. In addition, this project will work to elevate the climate change and energy conservation implications of long-standing DVRPC goals, such as brownfield development, ozone reduction, and transit-oriented development.

**6. Support for Greenhouse Gas Emissions Inventories and Forecasts for Government Operations**

Separate from the regional inventory and forecasting effort, this task will provide support, tools, and training for county and municipal officials that wish to conduct analyses of GHG emissions associated with their own government operations, including energy efficiency audits. One key vehicle for this task will be continued participation in the Local Governments Implementing Conservation for Sustainability (LOGICS) project, together with US EPA, PEC, PA DEP, TRF's SDF, PennFuture, and other organizations.

Completion of these tasks is expected to require the support of consultants.

**Products**

1. Regional Greenhouse Gas Emissions Inventory and Forecast
2. Evaluation of Greenhouse Gas Reduction Options
3. Education and Outreach Program
4. Regional Climate Change Action Plan
5. Technical Support for Municipalities

**Beneficiaries:**

Member governments; DVRPC planning professionals; state and federal agencies; municipal officials; citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008					
2009	\$240,000	\$144,308	\$29,767	\$65,925	
2010	\$240,000				
2011	\$240,000				



## **PROJECT: 09-46-010 Long Range Plan**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Michael Boyer

**Project Manager:** John Coscia, Patricia Elkis

### **Goals:**

Develop a long range vision and plan to guide development in the region. Ensure that transportation investments are linked to long range land use, economic development, environmental and transportation goals.

### **Description:**

Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long range plan with a minimum 20-year horizon, and in air quality non-attainment areas, to update the plan every four years. DVRPC's current long range plan, Destination 2030 was adopted by the DVRPC Board in June 2005 and approved by US DOT in September 2005. During FY 2007, DVRPC developed population and employment forecasts for 2035 and revised the Destination 2030 long range plan to be compliant with the recently enacted transportation authorization bill, SAFETEA-LU. Destination 2030 now has a four-year update cycle, effective September 2005. In order to adopt an updated long range plan by September 2009, work began on several elements of a revised long range plan in FY 2008.

The preparation of the plan update will provide the opportunity to revisit the assumptions and policies of DVRPC's current long range plan, including trends, issues and implementation obstacles, both within the region and beyond. This project will focus on developing a sound foundation for the remaining planning process (including demographic and transportation data needs and transportation system performance criteria), crafting a comprehensive public involvement strategy and documenting the outcome of public outreach meetings to solicit reactions to current and proposed goals, policies and plan-related issues.

Problem Identification and Prioritization (PIP) enables an ongoing assessment of the transportation needs in the New Jersey portion of the region, the identification and prioritization of problems for further study, and assistance to the NJ subregions in advancing projects through the Local Scoping/Lead process and NJDOT's Study and Development Program.

PIP will also identify major corridors and sub-areas to be considered in the planning work programs of both DVRPC and NJDOT, as well as new regionally significant projects that the MPO and State should consider in their long range plan updates. This effort will be coordinated with the region's Congestion Management System and the Long Range Plan. Further, this project enables DVRPC participation in the development and review of the NJDOT Study & Development Program.

## **Tasks:**

### Year 2035 Long Range Plan Development

1. Finalize the revision of Plan goals, objectives, and policies based on public and stakeholder outreach activities. Coordinate with the Climate Change Initiative project to develop policies regarding climate change initiatives, carbon emissions, and the cost effects of climate change.
2. Develop a financial plan for transportation investments to include an overview of transportation needs and a framework for prioritization of expenditures based on identified needs.
3. Revise the project selection criteria to be used in prioritizing transportation investments. The criteria will analyze a proposed project's capacity to attain plan goals. New criteria will be developed to account for carbon emissions of proposed projects.
4. Select a set of transportation investments.
5. Develop a comprehensive public and stakeholder outreach program to solicit input on the draft plan.

### Problem Identification and Prioritization

1. Conduct meetings as needed of the New Jersey Subcommittee as the project steering committee. Work with the state, counties, other transportation providers, and other affected parties to gather additional input on operational deficiencies and other needs. Participate in policy level discussions through the various CIS committees.
2. Maintain a prioritized inventory of identified needs/problems and associated improvement concepts, working with the steering committee.
3. Conduct analyses using data from the various management systems to identify/confirm system deficiencies.
4. Identify and prioritize major corridors and sub-areas for intensive study by either DVRPC and/or NJDOT. Identify potential improvement concepts for specific locations, including new regionally significant projects that the MPO and State should ultimately consider in the Plan update process.
5. Submit planning or capital project recommendations to the DVRPC Board and/or the NJDOT Capital Program Management Committee respectively.
6. Participate in the S&D quarterly status and annual update process. Solicit candidate problems from the subregions and assist with the preparation of Problem Statements. Prioritize and select projects for S&D in cooperation
7. with NJDOT; assign as either Local Scoping leads or as NJDOT leads, in consultation with NJDOT.
8. Secure funding for specific Local Scoping projects, including programming of the Local Scope Development line item in the TIP and assisting in the authorization of its funds for specific projects.
9. Monitor the progress of all projects moving through the S&D phase by holding meetings with lead units, updating milestone dates in data files, and providing periodic project status reports. Assist in reducing project delays.

**Products**

Year 2035 Long Range Plan Development

1. Final Plan Report summarizing Year 2035 Plan goals, policies and attainment strategies, including a set of transportation investments.
2. Paper summarizing pertinent 2035 Plan stakeholders, review committees and proposed public involvement activities, including summaries of the outcome of a series of public outreach meetings.
3. Pertinent data and mapping files, related information and future needs to support subsequent phases of the planning process.

Problem Identification and Prioritization

1. Updated prioritized inventory of identified needs.
2. Recommended prioritized list of corridors and sub-areas for Work Program consideration; and potential new regionally significant improvements for Plan amendment consideration.
3. NJDOT Problem Statements for county-selected locations.
4. Annual update of the Study and Development Program.
5. List of projects selected for Local Scope Development.

**Beneficiaries:**

State, county, and municipal levels of government; Residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$520,000	\$444,600	\$75,400		
2009	\$520,000	\$431,080	\$88,920		
2010	\$520,000				
2011	\$520,000				





**PROJECT: 09-46-020 Regional Congestion Management Process**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** Zoe Neaderland

**Project Manager:** Brett Fusco, Eric Grugel, Sean Greene

**Goals:**

Minimize congestion and enhance the mobility of people and goods throughout the DVRPC region by means of a systematic, on-going, and integrated process. The CMP advances the goals of the DVRPC Long Range Plan, strengthens the connection between the Plan and the TIP, identifies congested corridors and appropriate multimodal improvement strategies, and performs related tasks. It fully meets federal regulations for a CMP.

**Description:**

DVRPC completed a major update of the CMP in FY 2006. The focus in FY 2007 was implementation and evaluation. The planning and analysis were updated in FY 2008 and the revised CMP was adopted. In FY 2009, the focus will be on implementation and evaluation again. As the CMP settles into a two-year cycle, tasks continue to become more sophisticated and effective.

In FY 2009, the CMP will be engaged in action and evaluation. The focus will be doing the items in the implementation table of the FY 2008 CMP Report and other tasks to minimize congestion and better connect the Plan and TIP. On-going efforts will continue, including review of TIP projects, tracking status of supplemental strategies, coordinating with other DVRPC and related processes, working with project managers on specific projects, and continuing outreach. Evaluation of the effectiveness of implemented strategies will continue to be refined to better understand what works efficiently in the DVRPC region to advance the transportation, land use, and other goals of the Plan. This will be integrated in assessing how to form more effective packages of strategies for subcorridors.

**Tasks:**

1. Update and use a short set of priority subcorridors
2. Carry out other agreed-upon implementation tasks from the FY 2008 Report
3. Enhance evaluation of the effectiveness of implemented strategies and continue work with DOTs and others on how this work can help the region
4. Improve evaluation of anticipated effects of strategies and use of this knowledge for subcorridors
5. Continue review of TIP projects and coordination with the TIP and Plan
6. Prepare annual memo on status of supplemental projects in coordination with project sponsors and TIP processes
7. Reach out to people who are required to use the TIP and a more general

audience concerning congested and emerging subcorridors, including through the CMP web pages and newsletters

8. Work with project managers and committees on specific projects. Participate in coming to agreement on supplemental strategies for projects that appropriately add SOV capacity. When projects are identified that may not be consistent with the CMP, assist in refining the projects or coordinating Board reviews for requests of CMP amendments. To the degree there are staff resources, assist project managers with analysis for CMP checklist reviews and amendments.

9. Coordinate with DVRPC efforts such as corridor studies and performance measures as well as external related efforts.

**Products**

1. CMP Advisory Committee agendas, summaries, and related materials
2. Working paper on effectiveness of strategies and other technical work summaries
3. CMP information incorporated in the TIP
4. Annual memorandum on status of supplemental projects and other policy-related material
5. Web site refinements, newsletters, and other communication materials

**Beneficiaries:**

Member governments and operating agencies, broader range of parties addressing congested corridors

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$260,000	\$260,000			
2009	\$260,000	\$260,000			
2010	\$260,000				
2011	\$260,000				

## **PROJECT: 09-46-030 Air Quality Planning**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Michael Boyer

**Project Manager:** Sean Greene

### **Goals:**

Improve air quality in the region through coordination of intra and inter-regional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

### **Description:**

DVRPC's air quality program has three main components: 1) technical analysis (Transportation Conformity), 2) public education and outreach (Air Quality Action), and 3) stakeholder coordination (Air Quality Planning Coordination). Federal requirements mandate that DVRPC must demonstrate the conformity of the region's long range transportation plan and the Transportation Improvement Program with air quality goals. The Plan and TIP need to be amended from time to time with projects which may require a demonstration of conformity. This work will be consistent with the guidance released by the US EPA and US DOT. Acceptance of the conformity findings is necessary for transportation projects to be funded.

DVRPC administers the Air Quality Action (AQA) program through the auspices of the Air Quality Partnership. The region will continue to implement a program in which employers and the media will be informed of anticipated bad air quality days. Residents and especially commuters are encouraged to voluntarily adopt measures to minimize emissions — such as using transit, car pooling, or postponing driving, refueling, and using gasoline powered lawn care equipment. The program will reinforce elements of several other programs already in place. The program functions to reduce emissions on days when conditions are favorable for ozone and/or fine particulate matter formation, and serves as an educational effort to make residents aware of the air quality problem and of the behavioral changes which can limit exposure and reduce emissions.

DVRPC also serves as a regional coordinator and participant of various air quality forums. The focus is on discussion and progress of air quality issues with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and particulate matter 2.5 nonattainment areas. This project permits pro-active participation in the air quality planning activities of the Departments of Transportation and Environmental Protection in Pennsylvania and New Jersey as well as the US EPA and US DOT. Contacts will

be maintained with Delaware and Maryland agencies, as well. Communication and educational activities will be maintained with the region's leadership to broaden the understanding of issues and policies. Staff will also participate in additional air-quality related activities that promote the reduction of emissions in the nonattainment area.

### **Tasks:**

#### Transportation Conformity

1. Determine the projects in the Plan and/or TIP or any revisions which have an impact on air quality.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable state implementation plans.
3. Prepare input parameters for the regional travel simulation model and for the latest version of MOBILE approved by USEPA, especially inspection and maintenance characteristics in each state.
4. Run models to determine emissions associated with proposed TIP or plan or TIP/plan amendments.
5. Perform off-model analyses on projects as required.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

#### Air Quality Action

1. Convene the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
2. Refine the program's specific procedures for informing the public, in cooperation with the Partnership Board, in order to maximize its effectiveness. The procedures will include informing individual employers, the media and other select groups.
3. Develop and produce various products required to promote the program and the techniques of ozone avoidance and emission reduction.
4. Work with other agencies to improve forecasting capabilities and means of delivering forecasts for ozone and fine particulate matter exceedances to the appropriate agencies.
5. Refine and implement an on-going evaluation of the program's effectiveness.
6. Produce and distribute forecasts of ozone and fine particulate matter concentrations.

#### Air Quality Planning Coordination

1. Provide staff support to the Regional Transportation Committee, including the maintenance of records, agendas, meeting summaries and staff presentations. Participate in meetings and workshops, at the request of USEPA, the state environmental departments, and others, on air quality planning. This will include monthly meetings of the Philadelphia Diesel Difference Working Group and Clean Cities Program.
2. Prepare literature or presentations to groups requesting information on transportation and air quality programs.

3. Publish 10 issues of the ALERT newsletter on air quality activities.
4. Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
5. Conduct a program of interagency consultation on any conformity demonstrati

**Products**

Transportation Conformity

1. Summary report documenting conformity procedures, including MOBILE inputs, program modules, and emissions factors.
2. TIP and 2030 Plan compatible with air quality goals.

Air Quality Action

1. A report on the year's activity.
2. News releases and editorial commentary.
3. Paid advertisements and promotional literature.
4. Kickoff event.

Air Quality Planning Coordination

1. Action items from the the RTC, and other committees.
2. Papers and presentations on transportation and air quality planning.
3. Monthly newsletter on transportation and air quality items of interest.

**Beneficiaries:**

State, County and Municipal Government and Residents of the Region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$210,000	\$179,550	\$30,450		
2009	\$210,000	\$174,090	\$35,910		
2010	\$210,000				
2011	\$210,000				



**PROJECT: 09-47-010 Environmental Planning**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Suzanne McCarthy**

**Project Manager: Alison Hastings, Christopher Linn**

**Goals:**

Assure a clean and sustainable environment and implement Destination 2030 by assisting in efforts to preserve the 2030 Greenspace Network and 2030 Conservation Focus Areas for natural resource, agricultural preservation and outdoor recreational purposes.

**Description:**

This project builds on the open space and natural resource planning and analysis of Destination 2030, and subsequent greenway, open space, and trail planning. The project includes six streams of work.

The first stream involves maintaining updated webpages of federal, state, county and municipally owned lands, preserved farmland, off-road trail information, locally funded open space programs and municipal use of natural resource protection tools on the DVRPC website. The website includes maps, tables and narrative. See <http://www.dvrpc.org/planning/environmental/openspace.htm> , <http://www.dvrpc.org/planning/community/ProtectionTools/maps.htm> ,and <http://www.dvrpc.org/website/bike/viewer.htm?Title=Trail%20Clearinghouse> .

The second stream of work supports the FY03-launched Open Space and Natural Resource Planning Services for New Jersey Municipalities, which provides environmental resource inventories, open space plans, farmland preservation plans, visioning, master plan conservation elements, and environmental ordinances. The regional vision for open space can more likely be achieved by empowering municipalities to conduct better and targeted open space preservation work at the local level. The program is fee-based, but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties to encourage more municipalities to undertake the work. DVRPC also identifies grant programs and assists municipalities with grant applications to further stretch the funding. Over the past 4 years, DVRPC has contracted with 22 different municipalities for 39 projects. In this fiscal year, staff will continue to market the program and will enlist several more municipalities for environmental projects best meeting their needs.

The third stream of work focuses on greenway planning and plan implementation. A greenway plan will be developed for the Big Timber Creek, which serves as the border between Camden and Gloucester counties, with funding support from both counties. There have been no watershed or storm water management planning initiatives on this heavily populated corridor, which still has considerable open land

along its banks. A greenway plan will address this deficiency. This planning and implementation stream of work also provides some continued technical assistance for implementing the recommendations of four previously completed greenway plans (Rancocas Main Stem, Rancocas Main Branches, Assunpink, and Mantua Creeks) and the 39 municipal projects undertaken through the Municipal Services Program, as needs arise.

The fourth stream of work covers coordination on regional open space issues. DVRPC has served an important role in bringing county and land trust open space planners together to coordinate, collaborate and share information. DVRPC will host at least one Open Space Coordinating Committee for PA and NJ in each fiscal year. In addition, DVRPC staff will continue to serve on the Greenspace Alliance of Southeastern Pennsylvania Board, the NJ Heritage Partnership, the Delaware Bayshore Coalition, the Tidal Delaware Partnership, and other environmental protection-related groups, as needed.

The fifth stream aims to continue the work from FY07 that began to develop new strategic approaches to environmental mitigation from transportation projects that can result in enhancements to the Destination 2030 open space and environmental protection priorities. In FY07, DVRPC facilitated and documented the discussion around how the current environmental mitigation process for transportation projects works, and how it could be improved to better meet environmental objectives in accordance with the metropolitan planning guidelines for long-range planning in SAFETEA-LU. In FY08 DVRPC developed a white paper, citing examples from around the country, to investigate how DVRPC can better incorporate environmental factors in transportation systems planning to avoid a wide range of primary and secondary environmental impacts. This year, DVRPC will continue to refine regional environmental mitigation strategies with respect to transportation systems planning and will develop a new publication entitled "Environmental Enhancements for Corridor Planning" that will build on the recent publication, the "Corridor Planning Guide: Towards a More Meaningful Integration of Transportation and Land Use." The "Environmental Enhancements" publication will look to integrate environmental enhancements into all facets of corridor and project-level transportation planning. It will also synthesize various transportation organizations' publications, such as AASHTO's handbook on "Environmental Stewardship Practices, Procedures, and Policies for Highway Construction and Maintenance" and the Road Ecology Center's guidebook "Road Ecology," into a single user-friendly guidebook written for DVRPC's transportation planners and the region's municipal stakeholders.

The sixth stream of work will conduct a Regional Trail Gap Analysis. The analysis will examine gaps between multi-use trails proposed by Philadelphia GreenPlan and existing, programmed and proposed trails in the counties surrounding Philadelphia. This work will build from data collection, mapping and planning performed for the Trails Clearinghouse, the 2030 Regional Trails Network, and existing county and



municipal plans. Gaps in the regional trail network, particularly gaps between Philadelphia and its suburbs, will be identified and characterized. Strategies to close these gaps, and steps required to move toward implementation, will be identified and projects will be prioritized for future construction. DVRPC will conduct this work in partnership with its member governments and local partners.

### **Tasks:**

1. County planning commissions and other agencies will be contacted for updated data on protected lands and trails.
2. Post-elections data is gathered on localities initiating or changing their open space programs through voter referendums.
3. Maps are updated and posted to the web with respective tables of information and background data.
4. The municipal services program will continue to solicit open space related planning work to assist municipalities.
5. Develop a greenway plan for the Big Timber Creek in conjunction with both Camden and Gloucester counties and the 23 municipalities that border the main channel and north branch of the creek.
6. Technical assistance is given to municipalities, counties and non-profits for greenway and open space planning, especially in the greenway study areas in which DVRPC created plans and for the municipalities in which DVRPC conducted municipal plans or ordinance writing.
7. A PA and a NJ Open Space Coordinating Committee will again be convened, with guest speakers on topical issues and ample time for coordination and collaboration among county and land trust open space planners.
8. Research, compile, and synthesize the "Environmental Enhancements for Corridor Planning" guide.
9. Continue the Environmental Mitigation steering committee from FY08. Convene meetings with transportation and environmental resource agencies as needed.
10. Analyze and characterize gaps in the regional trails network focusing on city/suburb connections, in cooperation with member governments.

### **Products**

1. Updated DVRPC website pages containing current maps, tables, and narrative about open space lands, programs, and municipal use of resource protection planning tools in the region.
2. Publication of Environmental Resource Inventories, Open Space and Recreation Plans, Farmland Preservation Plans, Conservation Elements, and other resource-related planning documents and ordinances for municipalities with which DVRPC has project agreements.
3. Publication of a "Greenway Plan for the Big Timber Creek."
4. Additional maps, data, and referrals to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.

5. Organization of two "Roundtable" meetings for PA and NJ Open Space Coordinating Committees and minutes from the meetings.
6. Publication and distribution of the "Environmental Enhancements for Corridor Planning" guide.
7. Production of maps, tables and narrative characterizing gaps in the regional trails network and a description of strategies, steps and funding sources required to "close the gaps."

**Beneficiaries:**

PennDOT, NJDOT, PADEP, PADCNR, NJDEP, counties, municipalities, conservation organizations, public and private sectors, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$180,000	\$90,000		\$90,000	
2009	\$140,000	\$75,000		\$65,000	
2010	\$140,000				
2011	\$140,000				

## **PROJECT: 09-51-010 Travel and Land Use Modeling**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** W. Thomas Walker

**Project Manager:** Chris Puchalsky, Matthew Gates

### **Goals:**

Improve access to and efficiency of the region's transportation system, improve safety and air quality, reduce congestion, and promote an orderly land use development and competitive regional economy.

### **Description:**

The Travel and Land Use Modeling work program element is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of regional planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel data and forecasts. The models that produce these forecasts need to be calibrated and validated with current data. Validation and refinement of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments.

Major activities include developing zonal systems, socioeconomic data, preparing highway and transit networks, validating existing models, developing and implementing new forecasting procedures and methods, and applying the models to produce forecasts for various planning projects. Data outputs include highway and transit facility volumes, regional and corridor travel patterns, estimates of vehicle-miles of travel by vehicle type and functional class, and transit ridership statistics. Current and projected land use patterns, socioeconomic data, and highway and transit network model inputs are updated as required and the models are applied on an ongoing basis in support of regional and corridor planning studies, facility design data requests, transportation air quality conformity demonstrations, land use impact studies, bicycle and pedestrian facility planning and other planning activities.

In FY 2009, DVRPC will complete the process of updating its current travel demand models to a 2005 base year and validating them against observed conditions. This travel model validation and update is intended to replace the 1997 base year model. Also in FY 2009, the land use model, UPlan, input data will be updated to reflect the 2005 land use inventory and will be converted to ARC GIS 9.x. In addition, this project will include the development of a 2010 areal system of traffic analysis zones (TAZs). DVRPC will also initiate a multi-year effort to update its travel models and

convert to a new modeling package.

**Tasks:**

1. Upgrade UPlan input data to be based on the 2005 land use inventory, including conversion to ARC GIS 9.x.
2. Complete the 2005 travel simulation and prepare summaries of 2005 simulated highway and transit volumes and compare them to actual traffic counts.
3. Complete documentation of the 2005 travel simulation and validation process including socioeconomic data, network coding, and other activities.
4. Prepare air quality conformity demonstrations as needed.
5. Prepare estimates of vehicle - miles of travel by county and functional class.
6. Prepare estimates of truck and bus travel, as needed.
7. Develop a 2010 areal system of Traffic Analysis Zones (TAZs).
8. Initiate a multi-year consultant supported effort to update the travel models and convert to new modeling package.
9. Maintain DVRPC land use and transportation models and incorporate required updates into the models.

**Products**

1. Computerized updated land use model for 2005.
2. Computerized 2005 zonal data, highway and transit files, traffic counts, etc.
3. Technical report documenting 2005 travel models, socioeconomic data, model parameters, and validation results.
4. Summaries of the results of air quality conformity demonstrations for various transportation improvement programs and long range plans.
5. Summaries documenting vehicle-miles of travel, including truck and bus travel.
6. 2010 Traffic Analysis Zones (TAZs)
7. Consultant Scope of work for multi-year model update effort.

**Beneficiaries:**

State DOTs, transit operators, member counties and cities, local governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$400,000	\$342,000	\$58,000		
2009	\$540,000	\$364,760	\$75,240		\$100,000
2010	\$440,000				
2011	\$440,000				

\*Update Travel Model \$100,000 (\$80,000 PA Supplemental, \$20,000 PA SMLF Match)

**PROJECT: 09-52-010 Transportation Improvement Program**

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Elizabeth Schoonmaker

**Project Managers:** Charles Dougherty

**Goals:**

To improve access to and efficiency of the region's transportation network by developing a financially constrained, multi-modal, multi-year transportation capital program and securing the financial resources to implement the program as reflected in the TIP and the long range plan.

**Description:**

This project provides for transportation financial planning and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program (TIP) as well as the Long Range Plan. DVRPC will also develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey as mandated by federal regulations and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that this region receives adequate financial resources, and to identify and select transportation projects that address the needs of the region and advance the goals of the long range plan. DVRPC will undertake an extensive public participation program that responds to the requirements of SAFETEA LU and environmental justice concerns as it relates to this project. Staff will continue to investigate innovative financing techniques and emerging federal regulations and state policies, particularly as they pertain to funding and capital programming. For more information, see: <http://www.dvrpc.org/transportation/capital/tip.htm>

**Tasks:**

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP, solicit new eligible projects from member agencies, and assist the RTC in prioritizing projects.
4. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP, and to provide public education opportunities in various forums. The public participation component will respond to the requirements of SAFETEA LU and environmental justice concerns.
5. Provide opportunities for public comment on the capital program and prepare a summary of public comments and agency responses for Board consideration prior to adoption of the TIP.

6. According to constraints of financial guidance and in consultation with the counties/cities, DOTs, transit operators, and the RTC, develop a draft TIP (in printed and electronic form), prepare an administrative version of TIP (following Board adoption) with supporting documentation for submission to state DOT's to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
7. Prepare financial summaries for each TIP (PA and NJ); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
8. Assist states, counties and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.
9. Update and maintain the TIP database, and post information on the website. 2011 \$340,000
10. Develop financial estimates for the transportation element of the long range plan, when appropriate.
11. Participate in special project solicitations (e.g., CMAQ, TE, Safety)
12. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
13. Research innovative funding techniques and assess for local applicability.
14. Make presentations to committees and public groups; respond to public questions

### **Products**

1. Financial plans for the TIP (and Plan when appropriate).
2. Financial Summary Reports.
3. Regional Transportation Improvement Program.
4. Periodic amendments and modifications to the TIP.
5. Periodic status reports.
6. News Releases and Public Information documents.

### **Beneficiaries:**

State and federal agencies, operator agencies, member governments, the public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$320,000	\$273,600	\$46,400		
2009	\$340,000	\$281,860	\$58,140		
2010	\$340,000				
2011	\$340,000				





**PROJECT: 09-52-020 Competitive Program and Project Management**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator:** John Coscia

**Project Manager:** Elizabeth Smith, James Briggs, Ryan Gallagher

**Goals:**

To ensure the timely selection and delivery of non-traditional and local projects, in an effort to enhance the transportation system of our region.

**Description:**

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Four categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program. Elements of the program support efforts in both Pennsylvania and New Jersey.

Funding from the TIP enables DVRPC staff to assist PennDOT with the implementation of these non-traditional projects by serving as adjunct project manager. This assistance will generally involve facilitation and coordination among the project applicant, the PennDOT district office, PennDOT's central office staff, and the FHWA.

TIP funds are also provided to the sub-regions through the Local Scoping Programs for PA and NJ. The scoping program goal is to advance projects through the National Environmental Policy Act (NEPA) process and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the Transportation Improvement Program (STIP). DVRPC administers both the Local Scoping Programs, including consultant selection, contract administration, and assistance to member counties and cities on project definition. For more information, see the following website:  
<http://www.dvrpc.org/transportation/capital.htm>

**Tasks:**

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials. Establish evaluation criteria and process. Solicit, screen and evaluate candidate projects.
3. Conduct public information sessions, respond to questions and provide assistance to applicants, as appropriate.

4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals using DVRPC's consultant list and, in concert with appropriate county, evaluate proposals received when required.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress and expenditure reporting when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and assure that applicable federal and state standards are observed.
9. Submit the consultant's final documents to the DOT's for approval. DVRPC, in cooperation with the DOTs, will prepare and submit the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and status of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website and provided to the RTC and Board as needed.

**Products**

1. Program guidance/Workshops
2. Recommended list of projects for funding
3. Project Agreements
4. Progress Reports
5. Project Management database

**Beneficiaries:**

State DOTs, member governments, transit operators, municipalities, non-profit groups, etc.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$620,000	\$50,000			\$570,000
2009	\$640,000	\$50,000			\$590,000
2010	\$640,000				
2011	\$640,000				

\*\$328,000- PA TIP-TE-MPMS # 66460  
 \$82,000- PA SMLF Match  
 \$88,000- PA TIP CMAQ-MPMS # 66461  
 \$22,000- PA SMLF Match  
 \$70,000- NJ TIP-STP-STU-DB # X80B

## **PROJECT: 09-53-010 Geographic Information Systems**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** William Stevens

**Project Manager:** Christopher Pollard, Mark Gatti

### **Goals:**

Improve planning efficiency and provide support for better-informed planning and engineering project decisions in the region by developing, maintaining, and improving access to accurate and current geospatial data.

### **Description:**

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation.

This ongoing program enables DVRPC to provide GIS services and technical assistance to its Planning staff, our member agencies, and other outside parties. It also includes expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments and operating agencies and publicly available sources (US Census, NJDEP, PASDA, etc.). Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features. Technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC as well as efforts at member governments and agencies in the region and with other federal and state efforts whenever possible.

### **Tasks:**

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.
3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets Federal Geographic Data Committee (FGDC) standards for all geospatial datasets.
5. Continuously update geospatial data from DVRPC programs and from external sources including, but not limited to, the state DOT transportation management systems, US Census, state agencies, operating agencies and member governments.

6. Ensure compatibility of geospatial data with related databases.
7. Continue migration of geospatial data into DVRPC's enterprise Oracle database.
8. Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
9. Coordinate data development with other DVRPC programs, the Region-wide Transportation GIS project and Land Use file development.
10. Hold coordinating meetings with planning partners to facilitate data sharing and provide a forum for comparison of equipment, software, procedures, and problems.
11. Attend training, seminars, and conferences to keep current on latest industry trends.
12. Evaluate technological and procedural advances in geospatial data distribution.

**Products**

1. Current, accurate, and comprehensive geospatial database.
2. FGDC-compliant metadata.
3. Geospatial features consistent with current imagery.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOT's, and other sources.

**Beneficiaries:**

PennDOT, NJDOT, DVRPC, member governments and operating agencies, and the private sector.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$380,000	\$324,900	\$55,100		
2009	\$380,000	\$315,020	\$64,980		
2010	\$380,000				
2011	\$380,000				

**PROJECT: 09-54-010 Data Exchange and Analysis**

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** Mary Bell

**Project Managers:** Taghi Ozbeki, Matthew Gates, Joseph Fazekas

**Goals:**

To maintain and enhance a region-wide information exchange network among DVRPC, member governments, operating agencies, and other public and private sector interests to enable efficient and consistent analysis and dissemination of data related to regional planning.

**Description:**

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, IRS migration data, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography. Prior to FY 2008, the tasks to be accomplished through this program were completed under three separate projects: Regional On-Line Network, Census and Information Exchange, and the Economic, Demographic, and Census Data File.

The Data Exchange Program includes the continued maintenance and administration of DVRPC's regional online information network, to facilitate the electronic sharing of numeric and image data. It also provides for the analysis and dissemination (via both the Web and print media) of demographic, land use, and housing information through analytical reports, data bulletins, and DVRPC's Municipal Data Navigator, and facilitates responses to specific data requests from member governments as well as the public and private sectors. The program includes the coordination of activities as an affiliate of the Pennsylvania and New Jersey State Data Centers as well as the enhancement of regional information sharing through the continued administration of DVRPC's Information Resource Exchange Group (IREG).

This program also includes a review of the American Community Survey (ACS) and the evaluation and use of the proposed Census Transportation Planning Products (CTPP) which has been approved by both the Pennsylvania and New Jersey Departments of Transportation.

For more information on DVRPC's available data services, see:  
<http://www.dvrpc.org/data.htm> for more information on DVRPC's IREG Committee, see:  
<http://www.dvrpc.org/about/committees.htm>

## **Tasks:**

### Data Exchange Tasks:

1. Continue working with member governments, operating agencies, and other potential network participants to identify additional uses for the basic network and select additional data to be included on the network.
2. Expand the network membership as opportunities arise or as directed by the DVRPC Board.
3. Enhance the base network through improved hardware and software and through communication upgrades, to maintain a high level of service and improve the technical capabilities of network participants.
4. Continue incorporating data from contributing members for use by other network participants, including (as necessary) the development of memoranda of understanding with appropriate agencies to permit the incorporation of their data onto the information network.
5. Continue to incorporate DVRPC's aerial imagery into an Oracle database to support DVRPC's GIS system.
6. Enhance the database interface for public and government access.
7. Continue to explore the potential for developing an open data exchange portal.
8. Continue to explore the feasibility of implementing virtual private network access.
9. Continue to migrate some existing GIS desktop applications to web-based applications.
10. Continue to oversee and administer the existing Information Resource Exchange Group (IREG), the IREG Webmasters Subcommittee, and the IREG Online GIS Subcommittee, and to participate in other ad-hoc committees of DVRPC member governments as appropriate, to facilitate the coordination of data acquisition, processing, and distribution.
11. Review, update, and implement DVRPC's Strategic IT Plan, including an expanded back-up strategy.
12. Coordinate with the Census Bureau and FHWA regarding the Census Transportation Planning Products (CTPP).

### Data Analysis Tasks:

1. Acquire and analyze available data files prepared by the United States Census Bureau; organize the Census files with other files for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
2. Coordinate with the Census Bureau and FHWA and review the ACS data and proposed Census Transportation Planning products (CTPP), including data on population, households, workers, employment, and vehicle availability. Note: Complete CTPP data may not be available until 2012.
3. Organize and analyze additional demographic, land use, and transportation data as appropriate, such as residential building permit data, Home Mortgage Disclosure Act (HMDA) data, current population and housing surveys, and other information provided by on-line network participants.
4. Prepare regional data bulletins, analytical reports, and other materials on the region's demography, and disseminate the information via both print media and the DVRPC

website.

5. Continue to refine and enhance DVRPC's Municipal Data Navigator.
6. Respond to specific data requests from member governments, DVRPC staff, and representatives of both the public and private sectors.
7. Prepare special data summaries as requested by member agencies.
8. Coordinate and respond to individual data issues and opportunities with member governments and other agencies.
9. Participate in Census seminars, training sessions, and State Data Center functions.
10. Participate in discussions regarding the United States Census program (including ongoing progress towards Census 2010) and upcoming Census data releases.

### **Products**

#### Data Exchange Products

1. Expanded network database of selected data and digital graphics.
2. Enhanced interactive website database access.
3. Memorandum on the progress made towards developing an open data exchange portal.
4. Memorandum on the progress made towards developing virtual private network access.
5. Meeting materials and records for the IREG committee and sub-committees.

#### Data Analysis Products:

1. Demographic database enhancements for Internet dissemination.
2. Regional data bulletins, analytical reports, and other summaries of available information.
3. Additional materials as appropriate describing ongoing Census-related issues, including progress towards Census 2010.
4. Review of the proposed CTPP.

### **Beneficiaries:**

All client groups.

### **Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$240,000	\$205,200	\$34,800		
2009	\$260,000	\$215,540	\$44,460		
2010	\$260,000				
2011	\$260,000				







**Delaware Valley  
Regional Planning  
Commission**

**JANUARY 2008**

# CHAPTER 2B

## *Project Descriptions*



**PROJECT: 09-04-010 Private Sector Data Requests**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Glenn McNichol, William Stevens

**Goals:**

Provide technical assistance to member governments, operating agencies, public and private organizations, businesses, and individuals.

**Description:**

Provide data, maps, aerial imagery prints, and publications to government agencies, organizations, private sector businesses, and individuals. Orders are placed with the customer service counter in person, by phone, and through the DVRPC website. For additional information, see: <http://www.dvrpc.org/data.htm>

**Tasks:**

1. Provide digital files and printed copies of DVRPC aerial imagery.
2. Provide digital files and printed maps containing GIS data.
3. Provide copies of available DVRPC publications.
4. Provide photocopies of special materials as required.

**Products**

1. Prints of DVRPC maps or aerial imagery, as ordered, through the customer service counter.
2. Digital files containing GIS data or aerial imagery, as ordered.
3. Copies of available DVRPC publications, as ordered.

**Beneficiaries:**

Public and private sector entities and individuals

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$50,000				\$50,000
2009	\$50,000				\$50,000
2010	\$50,000				\$50,000
2011	\$50,000				\$50,000

\* \$50,000 - Sales of Maps and Publications



**PROJECT: 09-22-010 Commuter Benefit Program: TransitChek**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Erin Burke, Stacy Bartels

**Goals:**

Help ease traffic congestion and improve air quality by encouraging use of transit and vanpools through this employer-offered benefit program.

**Description:**

TransitChek is a commuter benefit program which enables area employers to offer their employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes) or as a benefit (tax-free to employees and tax-deductible to employers). TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, the TransitChek program has been administered by DVRPC since its inception in 1991. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators; PA, NJ and DE DOTs also support the program. (Note that this program also reaches to south central Pennsylvania.)

TransitChek offers a new premium service, TransitChek Select, which eliminates the distribution function for employers and allows direct mailing of vouchers to employee homes. Employers can also elect to allow employees to have on-line access to their files and update deduction/benefit information with minimal administrative involvement by the employer. This new option makes the program even easier to administer and keeps it abreast of the private-sector competition.

**Tasks:**

1. Operations: Contract with vendor to produce vouchers and provide fulfillment services and sales data. Work with sub-contractor on new TransitChek Select distribution service.
2. Supervise and manage required vendor services, per contract.
3. Administration: Coordinate with participating transit operators, and internal and external support services.
4. Hold requisite Policy and Marketing Committee meetings with participating transit, state and related agencies.
5. Compile quarterly sales and membership progress reports and fulfillment summaries.
6. Develop and manage annual project budgets.
7. Maintain comprehensive database to track inquiries, program participants, TransitChek® sales, and other activities.
8. Marketing: Prepare annual Marketing Plan and budget.
9. Communicate with target audiences to educate and persuade employers to

provide commuter benefits to their employees.

10. Develop and use most efficient materials and media outlets (noted in annual plan).

11. Public Relations: Develop press releases and seek news coverage as relevant.

12. Sales: Provide materials to employees and employers who call information line or request information on-line.

13. Follow up with those who have received information to ascertain interest and/or problems.

14. Coordinate activities of Employer Outreach Specialist (separate project) to meet with interested employers to explain and/or help implement the program, and work with employer-related groups to reach this target specifically (chambers of commerce, HR associations, etc.).

**Products**

1. Annual marketing plan and budget.
2. Annual media plan.
3. Marketing and media materials.
4. Website information.
5. Quarterly and annual sales reports.
6. Updated databases.

**Beneficiaries:**

Public, area employers, transit agencies, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$1,149,000				\$1,149,000
2009	\$1,500,000				\$1,500,000
2010	\$1,500,000				\$1,500,000
2011	\$1,500,000				\$1,500,000

\*\$1,500,000 - Internally Generated Cash

**PROJECT: 09-22-030 Commuter Services/Mobility Alternatives Program**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Erin Burke, Sarah Oaks, Stacy Bartels

**Goals:**

To increase awareness of and encourage participation in the Mobility Alternatives Program (MAP) and the Share-A-Ride (SAR) commute match service. Increasing participation in these efforts should help reduce traffic congestion and improve air quality in the region.

**Description:**

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Using local TMAs and other organizations as contractors who reach out to businesses, employers are informed of the benefits of encouraging various alternate commutes to their employees, and are given a menu of options to consider and/or implement. Share-A-Ride (SAR) can be part of the MAP, or individual commuters who work in SE PA can also access this internet-based service directly. The Emergency Ride Home (ERH) program now serves as a "safety net" for those commuters working in SE PA who do commit to an alternate commute at least 3 days a week.

The SAR software and process was upgraded in FY07, and a new Emergency Ride Home (ERH) was initiated in FY07. ERH should help eliminate one of the concerns of those commuters who currently do not use transit or pooling as a way to work, by offering a ride in case of a personal emergency. DVRPC coordinates and maintains the databases affiliated with SAR and ERH; DVRPC is also responsible for creating a coordinated marketing effort and materials to be used by TMAs in their outreach efforts.

**Tasks:**

1. Work with PennDOT in reviewing and approving TMA work programs and efforts.
2. Meet quarterly with contractors, and compile quarterly reports on progress.
3. Develop a marketing strategy sheet and annual budget.
4. Develop media strategies and a schedule, as appropriate.
5. Produce outreach and marketing materials as necessary.
6. Maintain websites and databases for use by TMAs and the public.
7. Maintain contract and licenses with software company for SAR; provide training.
8. Maintain contract with company for ERH services.
9. Assist with air quality efforts as requested.

**Products**

1. Annual strategy paper and budget.
2. Media plan.
3. Marketing and informational materials, as needed.
4. Databases for SAR and ERH.
5. Quarterly and annual progress reports.

**Beneficiaries:**

Commuters who work in SE PA, area employers, TMAs, PA member governments, PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$251,000				\$251,000
2009	\$251,000				\$251,000
2010	\$251,000				\$251,000
2011	\$251,000				\$251,000

\$200,800 - PA TIP-CMAQ-MPMS # 17900, \$34,200 PA SMLF Match, \$16,000- TransitChek Program Cash Match



**PROJECT: 09-23-030 Public Participation, Information and Visualization Techniques**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Candace Snyder, Elise Turner, Jane Meconi

**Goals:**

To ensure intergovernmental coordination and grassroots support by expanding public information and participation activities, particularly by targeting audiences that will influence the implementation of DVRPC goals and programs.

**Description:**

DVRPC's Public Affairs Office will maintain and expand its communications program, emphasizing DVRPC's mission to audiences both familiar and unfamiliar with the planning process; promote the Commission's Destination 2035 Long-Range Plan and the implementation of the Plan through public involvement; and foster outreach between DVRPC and the region's policy makers, municipal officials, and citizens. The DVRPC website will be used to enhance public participation and information availability. An information program will continue through contact with the public as a means of highlighting the Commission and its work. This office will also communicate with the underserved through public workshops, meetings, and the distribution of materials using minority and foreign language newspapers, opinion polls and advertising. The Public Affairs Office will work at expanding the membership and influence of the Regional Citizens Committee through additional outreach efforts and through a Student Citizens Committee which will be set up as a prototype. Public Affairs will take the initiative in contacting other MPO's and nontraditional sources to study public participation and marketing efforts. New ideas will be examined regarding involvement from larger audiences, such as website surveys, interactive information kiosks at shopping malls, "citizens' voices" forums in print and broadcast media, and other approaches. This project will also enable DVRPC to continue to remain in the forefront of public participation by expanding its use of visualization techniques to portray and present alternative views of plans and programs. This department will also utilize every means possible to enhance the public's awareness of the Commission through expansive media contact and a public awareness campaign.

**Tasks:**

1. Prepare media releases and promote feature articles and op-ed pieces.
2. Prepare FY 2008 Annual Report.
3. Collect and distribute press clippings on DVRPC as well as electronic news updates.
4. Provide staff support and services to the Regional Citizens Committee.
5. Issue legal notices and advertising of public meetings.

6. Coordinate special events and conferences.
7. Prepare newsletters and special features on timely issues.
8. Update DVRPC website to enhance public participation.
9. Plan special events that promote DVRPC's image and message.

**Products**

1. Media releases and press clippings
2. DVRPC newsletters
3. Annual Report
4. Regional Citizens Committee notices, agendas, minutes and recommendations
5. Legal Notices

**Beneficiaries:**

Member Governments and Operators, Citizens, Private Sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$300,000	\$256,500	\$43,500		
2009	\$320,000	\$265,280	\$54,720		
2010	\$320,000				
2011	\$320,000				

**PROJECT: 09-41-080 Tri-County Transportation Plan Implementation**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Matthew West**

**Goals:**

Encourage land use patterns that enhance the region and link transportation facilities by supporting the timely implementation of the Tri-County Transportation Study recommendations and integrating the study with other local planning efforts.

**Description:**

This is an on-going effort in cooperation with the Tri-County Transportation Committee to identify and prioritize transportation improvement projects and studies in and around the Borough of Pottstown (in Berks, Chester, and Montgomery Counties). Each year a study or project is selected for DVRPC to undertake. Previous efforts have included the Swamp Pike corridor, the PA 724 corridor, the development of an information resource guide, and the PA 100 corridor. This year's focus will be to work with the members of the Tri-County Transportation Committee to identify and begin work on a project focusing on a present issue within the Tri-County region.

**Tasks:**

1. Participate in periodic Tri-County Transportation Committee meetings to coordinate local planning efforts and further educate local representatives on implementation strategies.
2. Work with the Committee to identify a corridor or problem location(s) for detailed study.
3. Work to collect pertinent data in support of the identified project.
4. Perform technical analysis on identified problems.
5. Develop recommendations pertaining to transportation and land use issues.
6. Present preliminary findings and recommendations to Committee.
7. In cooperation with the Committee, develop an action plan for the identified project.

**Products**

1. Meetings with the Tri-County Transportation Committee meeting.
2. A technical memo documenting the identified project.

**Beneficiaries:**

Berks, Chester, and Montgomery Counties, Tri-County Area Municipalities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$60,000	\$60,000			
2009	\$60,000	\$49,740	\$10,260		
2010	\$60,000				
2011	\$60,000				

**PROJECT: 09-41-110 US 422 Corridor Transportation Master Plan, Phase 2  
of 2**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: John Ward**

**Goals:**

Improve access to and efficiency of the region's transportation system by analyzing the conditions of the network, identifying the mobility needs throughout the corridor and strengthening the linkage between land use and transportation. Improve mobility and safety and mitigate congestion along the corridor.

**Description:**

Significant residential and commercial development activities continue to change the landscape of this corridor. The vitality of this corridor is also contributing to redevelopment opportunities for under utilized parcels. Traffic congestion continues to increase and can now be found in both directions along US 422 during the peak period. Many organizations, both public and private have recognized the need to improve the transportation infrastructure in this corridor. Significant investments have already been made at various locations which begin to address these transportation problems and many studies have been done which identify other potential improvements. A coordinated transportation master plan needs to be conducted for this corridor from its eastern terminus at US 202 through Montgomery and Chester Counties to the west. The intent of this plan is to identify the current transportation conditions and development activity, assess projected development/redevelopment trends and their impacts on the transportation network, assemble and review all previously completed transportation studies and develop a corridor-wide improvement plan. The final plan should consider capital improvements such as interchange redesign, operational improvements such as ITS and incident management activities as well as potential transit opportunities such as Bus Rapid Transit (BRT). This plan should also consider implementation strategies which would investigate alternative funding options such as transportation development districts, high occupancy toll (HOT) lanes, and public-private partnerships.

An important component of this project is to review the existing and proposed land use policies, access management approaches and development controls among the corridor municipalities with the goals of supporting the resulting transportation plan and linking land use and transportation policies and implementation activities.

This effort will be guided by a working group consisting of representatives of Montgomery and Chester Counties, corridor municipalities from both counties, transit operators in the corridor, corridor TMAs, PennDOT and DVRPC. The tasks outlined

below represent the activities needed to complete this two phase study. Phase One of the study was conducted in FY 08. It is envisioned that consultant services will be used to assist DVRPC to conduct this effort.

**Tasks:**

1. Establish and facilitate a study working group that meets periodically throughout the study to provide input, guidance and review.
2. Conduct field views with the study working group to identify problem locations and mobility issues.
3. Collect data on the physical characteristics and operating conditions of the key corridor facilities such as roadway geometrics, traffic counts, recent physical improvements, crash records, transit services, ITS deployments and incident management activities.
4. Assemble and review all previously completed transportation studies as well as other analyses which may have been previously completed.
5. Assemble demographic, natural features, sewer and water service coverage, existing land use information and pending development proposals, as well as trends, forecasts and plans for population, employment and land use .
6. Work with corridor municipalities to review current comprehensive plans, zoning ordinances and access management approaches.
7. Use DVRPC's travel simulation model to assess the traffic impacts of the projected growth on the transportation network.
8. Use PennDOT's environmental checklist to investigate the feasibility of and impacts of development of HOT lanes within the US 422 right of way.
9. Use PennDOT's environmental checklist to investigate the feasibility of and impacts of development of a BRT service in the corridor potentially using the US 422 right of way and adjacent roadway network.
10. Investigate the potential of other transit service enhancements within the corridor.
11. Develop an improvement plan of recommended strategies which includes priorities cost range, potential benefits and roles and responsibilities.
12. Identify options, opportunities and tools for municipalities when updating and refining policies for compatible and coordinated land use, zoning, access management, subdivision and land development tools to control and direct growth so as to minimize the impact on the transportation infrastru

**Products**

1. Corridor-wide transportation master plan which documents the methodology, considers demographic trends/projections, and identifies recommended strategies for improvement including land use recommendations.

**Beneficiaries:**

Montgomery and Chester counties, the US 422 corridor municipalities, and PENNDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$160,000				\$160,000
2009	\$160,000				\$160,000
2010					
2011					

\$160,000 (\$128,000-PA TIP -MPMS # 80672  
\$32,000 - PA SMLF Match)





## **PROJECT: 09-41-210 Regional Truck Parking Study**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Theodore Dahlburg, Walker Allen

### **Goals:**

Integrate freight facilities and operations with community goals.

### **Description:**

The availability of overnight truck parking has emerged as an important transportation planning issue. Current private and public truck parking facilities in New Jersey are limited in number, and many have utilization rates which are often at or in excess of capacity. Future competition for designated spaces may be further exacerbated by projected increases in freight shipments by truck and by longer mandatory rest periods for truck drivers. In some cases, trucks already resort to using unofficial spaces along roadside shoulders, ramps, and local streets for parking purposes.

The issue of the adequacy of truck parking facilities is not unique to the Delaware Valley. Regions such as North Jersey, New York City, and Baltimore have major efforts underway to examine truck parking facilities, practices, deficiencies, and strategies. In 2007, Pennsylvania undertook a statewide study of truck parking conditions and needs and determined that 5 of the state's top 7 highway corridors with unmet truck parking demand traverse the Delaware Valley.

The provision of adequate truck rest facilities can improve conditions for drivers, promote safety and environmental considerations, and support the Delaware Valley freight corridors initiative. Working in concert with members of its broad-based freight advisory committee, DVRPC will perform a comprehensive assessment of the region's truck rest stops and needs through several staged technical endeavors. A major result of this effort will be to identify the potential for expanding existing facilities and for creating new facilities.

### **Tasks:**

1. Conduct strategic updates for the Delaware Valley Goods Movement Task Force, trucking interests (e.g., New Jersey and Pennsylvania Motor Truck Associations), and DVRPC member governments.
2. Research best practices among truck parking studies and initiatives in adjacent regions and states.
3. Differentiate between the different types of truck parking facilities (e.g., short vs. long-term, and private vs. public) and facility amenities (e.g., food, showers, and repair services).
4. Develop profiles of each current parking facility using maps, descriptive information, and data collection.
5. Survey truck parking operators and a sampling of truck drivers about current

practices and facilities.

6. Describe truck travel behavior and trends on major highways within the Delaware Valley freight corridors.

7. Summarize federal hours-of-service regulations for commercial vehicle operators and federal funding programs for truck parking facilities.

8. Summarize efforts of local law enforcement agencies to monitor and regulate truck travel.

9. Employ FHWA methods to estimate truck parking supply and demand on major highways in the Delaware Valley region.

10. Identify strategies and technologies that mitigate adverse impacts on host communities (e.g., idle reduction technologies).

11. Investigate the feasibility of expanding or reconfiguring existing truck parking facilities, creating new ones, and utilizing other types of facilities for overnight parking (e.g., weigh stations and park and ride lots).

12. Develop a truck parking action plan to address unmet demand and future anticipated growth.

**Products**

1. Final study document detailing all technical activities, findings, and recommendations.

2. Public information materials (hard copies and web-based).

**Beneficiaries:**

Freight facility operators, DVRPC member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008					
2009	\$150,000				\$150,000
2010					
2011					

\* 1. \$80,000 PA Supplemental, \$20,000 PA SMLF Match 2. \$50,000 NJ SRHPP Program - Project # 09-61-160

**PROJECT: 09-42-010 FFY 2009 Regional Aviation System Planning**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Reiner Pelzer, Roger Moog

**Goals:**

To encourage regional growth, orderly development and more efficient mobility by preserving and improving aviation facilities through Regional Airport System planning.

**Description:**

Continue implementation of recommendations contained in the adopted Regional Airport System Plan (RASP), and update the plan where travel demand, safety, and improved efficiency and other criteria warrant, undertake special studies as warranted.

**Tasks:**

1. Working in cooperation with WILMAPCO, PennDOT, NJDOT and DeIDOT, continue regional forum, surveillance, special studies, plan reevaluation and update activities.
2. Produce constrained annual element of airport improvement regional projects.
3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents.
4. Maintain updated 2030RASP due to changes in local needs, safety and security concerns, funding availability, and changing airport demand.
5. Provide input to FAA for integration and National Plan of Integrated Airport Systems and to states of NJ and PA for Systems Planning and Capital Programming.
6. Continue operations counting effort to document trends in traffic flow.

**Products**

1. Airport Technical Advisory Committee.
2. Regional airports feasibility and master plan studies.
3. Airport operations counts, others updated data, and capital programming recommendations.
4. RASP revisions to year 2030.
5. Reports addressing airport special studies. Policy input to PennDOT/NJDOT regarding airport development, regulation and licensing.

**Beneficiaries:**

Member Governments, Regional and Local Airports, regional residents and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$450,000				\$450,000
2009	\$350,000				\$350,000
2010	\$350,000				
2011	\$350,000				

\* \$332,500 - FAA Funds, \$11,500 - Local Cash Match, \$6,000 PennDOT Aviation Restricted Revenue

**PROJECT: 09-43-020-(HPMS and Functional Classification System (PA & NJ))**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Paul Carafides**

**Goals:**

Improve efficiency of the region's transportation system by providing an updated Highway Performance Monitoring System and Functional Classification System to meet FHWA requirements and determine improvement.

**Description:**

This project will collect and update traffic characteristics of the HPMS links and Highway Functional Classification System. HPMS is a database system designed to annually assess the physical and operational characteristics of approximately 300 selected non-interstate highway links. This and other urban area information will be used at the national level to assess system condition and usage and to allocate highway funding.

The Highway Functional Classification is a system of highway designations by area type and facility type. One use of a link's classification is to determine federal funding eligibility for improvement projects. DVRPC works with member governments and state DOTs in updating the highway classifications to reflect changing conditions.

**Tasks:**

1. Collect traffic information, geometric, and operational characteristics for approximately 300 sample links of the HPMS network in the Pennsylvania portion of the region.
2. Gather volume/classification counts for 100 non-interstate links.
3. Prepare field forms and collect traffic counts for 40 links on the New Jersey portion of the region.
4. Enter counts collected during year into the DVRPC Traffic Count system.
5. Transmit data to PennDOT and NJDOT by specified dates.
6. Review, coordinate, and process requests for functional classification changes from state, county, and local governments.
7. Revise the functional classification system based on these requests.

**Products**

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.
3. Record of requests for functional classification changes.
4. Updated functional classification maps.

**Beneficiaries:**

States, Counties and cities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$200,000	\$200,000			
2009	\$200,000	\$200,000			
2010	\$200,000				
2011	\$200,000				

**PROJECT: 09-43-030 PennDOT District 6-0 Traffic Volume Data**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Coordinator: Scott Brady**

**Project Manager: Paul Carafides**

**Goals:**

Improve efficiency of the region's transportation network by providing traffic volume data to design highway improvements in the Pennsylvania portion of the Delaware Valley Region.

**Description:**

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, these data may include one or more of the following; manual vehicle classification counts; turning movement counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information.

**Tasks:**

1. Review PennDOT District 6-0 requests and prepare assignments for field personnel to collect data.
2. Collect data for one of the following types of studies and time periods: (a) manual intersectional vehicle turning movements between 7:00 a.m. and 6:00 p.m. recorded in 15- and 30-minute time increments; (b) 48-hour portable traffic recorder counts by hour; and (c) manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.
3. Review, process and tabulate field count data. Convert recorder counts to AADT.
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT with other counts.
5. Transmit appropriate field data to PennDOT District 6-0 office.

**Products**

1. Data Files
2. Responses to specific District 6-0 requests

**Beneficiaries:**

PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$250,000				\$250,000
2009	\$250,000				\$250,000
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000

\* PennDOT State Appropriation 87 Funds



**PROJECT: 09-44-050 Plan Implementation Technical Assistance Program**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Patricia Elkis, Richard Bickel

**Goals:**

To continue to provide technical assistance and training that can increase opportunities and encourage actions by local governments to better understand and implement the regional long range plan's policies and concepts.

**Description:**

The region's adopted long-range plan, Destination 2030, recommends goals and policies to achieve a more sustainable region, predicated on better linking land use and transportation plans and projects to achieve smart growth. Given the jurisdictional and legal framework for planning in the Delaware Valley region, in both Pennsylvania and New Jersey, the primary responsibility for plan implementation rests with 353 townships, boroughs and cities. Buttressing this record are the adopted plans and programs of the region's eight suburban counties. While the record of local enactment of plans, zoning and subdivision/land development ordinances is excellent, the attainment of plan implementation is less so. In addition, the range of planning activities, subject areas and best practices continues to grow, along with new grant programs and related opportunities for municipal involvement.

Reasons for this disconnect between the enactment of plans and implementation tools and implementation of coordinated and cooperative plans varies, but often relates to:

- (1) Lack of information and technical assistance about new ideas and techniques;
- (2) Lack of leadership and consensus on creating sub-regional groupings of municipalities along transportation corridors or around land use issues; and
- (3) Inadequate staff capacity given the scale and budgets of many local governments.

DVRPC staff will continue to provide a technical and training resource, serving as a "civic investment broker," employed to assist local governments, while also serving to attain regional planning goals and plan implementation. The form of this intervention may include a three-step approach, although DVRPC's intervention can occur at any step:

- (1) An initial presentation of the "regional perspective" on planning for land use and transportation, including a summary of DVRPC's roles and responsibilities;
- (2) Follow-up with a customized bundle of DVRPC and other agency resources or specific programs that meet specific needs of the local government; and
- (3) Upon request by a local government(s), in consultation with the pertinent county planning agency, negotiate a work program of specific technical activities or products, including follow-through by DVRPC staff to establish training and technical assistance

activities that meet the defined needs of the selected areas, working with the selected local government(s). These activities will also be coordinated with pertinent county, State DOT and public transit agency staff in both states.

A key component of the second year's program will be to continue to identify possible federal, state and local resources to assist in project implementation. An assessment of the outcome of the second year's interventions and lessons learned will be included in the final project summary. The assessments will help to determine the extent of new or expanded opportunities for DVRPC staff involvement in FY 2010 and beyond.

In addition, DVRPC will administer the Smart Transportation for Growing Suburbs (STGS) Initiative under this program heading. The STGS Initiative recognizes that growth will continue in the "growing suburbs", and that it is important to manage growth in a manner that maximizes the efficiency of transportation investments. The STGS Initiative will offer grants to growing suburbs wishing to improve their growth managements and community design and to optimize the efficiency of their existing and planned transportation network through better linking land use and transportation planning.

**Tasks:**

Tasks for Plan Implementation Technical Assistance

1. Building upon the work undertaken in FY 2008, continue to identify opportunities to present an overview of DVRPC's work and programs to groups of municipalities, in each state, on a variety of topics (such as, land use, transportation, environmental issues, smart growth/smart transportation, etc.).
2. Using the generic work program, powerpoint presentations and handout materials (including DVRPC reports, brochures, maps and fact sheets), DVRPC or others would conduct information sessions, training or related assistance.
3. DVRPC will prepare an evaluation report for the work undertaken, including lessons learned, gaps, needs, successes and related evaluation measures.

Tasks for the STGS Initiative:

1. Establish steering committee of PennDOT, counties, and others to set criteria and guide the creation of the new STGS Initiative.
2. Establish criteria for community eligibility, closely based on the "growing suburbs" category of about 80 SEPA municipalities in the 2030 Planning Areas Map of the long-range plan. Municipalities will not be eligible for both TCDI and STGS Initiative funds.
3. Establish criteria for eligible activities.
  - a. From a policy perspective, certain overarching principles may be considered as prerequisites or to receive bonus points in the selection process. The following prerequisite and/or bonus criteria are suggested for consideration:
    - i. Proposals should maintain or enhance the capacity of a planned, underway or recently completed state capital transportation investment, and result in potential cost

savings to PennDOT, where possible

- ii. Incorporation of the Keystone Planning Principles
- iii. Consistency with county and/or regional plans
- iv. Multi-municipal efforts
- v. Demonstration of trip reduction resulting in measurable cuts in greenhouse

gas emissions

b. Eligible planning activities for consideration include, but are not limited to:

i. Transportation and Land Use Plans and Studies

- a. Access Management Plans
- b. Right-Sizing and Road Diet Studies
- c. Traffic Calming Plans
- d. Streetscape Improvement Plans
- e. Community Impact Assessments
- f. Trail, sidewalk and transit accessibility plans
- g. Assessments of how ordinances are implementing goals of plans, with

specific recommendations for ordinance changes

ii. Land Use Ordinances

- a. Transfer of Development Rights ordinances
- b. Conservation Design ordinances
- c. Form-based zoning districts, including hybrids
- d. Mixed Use Town Center ordinances
- e. Traditional Neighborhood Design ordinances
- f. Transit Oriented Development ordinances
- g. Ordinance language with design standards for accommodating pedestrians,

bicycles, transit, and shared parking; requiring street network connectivity and access management

h. Official Maps

i. Transportation Impact Fee Ordinances

j. Transportation Demand Reduction Measures

k. Zoning District Changes that consider transportation impacts

l. Effective Agricultural Zoning

iii. Transportation Safety Planning

a. Road Safety Audits

iv. Airport Planning

a. Airport zoning districts that identify airport hazard areas and require compatible land uses at appropriate scales

c. Establish project funding limits and match requirements. A maximum of \$80,000/grant with a requirement for a minimum 20% of the total project amount as match is recommended.

4. Develop STGS Initiative Program Guide, and launch Request for Proposals via DVRPC website and SEPA county outreach.

5. Conduct public information sessions/pre-proposal meetings, as needed.

6. Create Selection Committee, which may be similar to Steering Committee, and establish criteria for project selection.

7. Screen and evaluate projects using established criteria
8. Administer grants to awarded municipalities, working with them as needed to enter into contracts with DVRPC, select project consultants, and keep the projects on track.

**Products**

Plan Implementation Technical Assistance

1. Final Report summarizing the presentations made, follow-up activities that resulted from the initial information provided and any changes to materials, presentation contents or the approach(es) used in working with local governments.
2. Meeting minutes and related technical assistance materials (as pertinent).
3. Identification of additional subject areas, or communities for similar activities in FY 2010.

STGS Initiative

1. Program Guide and Grant Application Form for Smart Transportation for Growing Suburbs Initiative
2. Website pages advertising program, and reporting on results
3. Recommended list of STGS projects for funding
4. STGS database of project status
5. Deliverable products as required by each STGS contract

**Beneficiaries:**

Municipalities, State DOTs, County Planning Agencies, private sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$100,000	\$85,500	\$14,500		
2009	\$180,000	\$66,320	\$13,680		\$100,000
2010	\$180,000				
2011	\$180,000				

\* Smart Transportation Grant Program \$100,000 (\$80,000 PA Supplemental, \$10,000 PA SMLF, \$10,000 DVRPC General Fund)

**PROJECT: 09-44-060 Paoli Transportation Center Planning Assistance -  
Phase 2 of 2**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Karin Morris, Sara Belz

**Goals:**

To provide staff assistance and technical support to local governments that facilitates implementation of key transportation/land use linkage projects, while increasing opportunities and encouraging local and agency actions that help to achieve implementation of the regional long range plan's policies and concepts.

**Description:**

Paoli Station, in Paoli, Chester County, is the Southeastern Pennsylvania Transportation Authority's (SEPTA) highest ridership suburban station. Officials from Chester County, Tredyffrin and Willistown townships, SEPTA, AMTRAK, PennDOT, US EPA, DVRPC and others having been meeting for more than a decade to monitor site remediation of the former Paoli Rail Yard (now completed) and various planning and market studies related to the development of the area around the station and creation of a transportation center. This project is Chester County's top transportation priority.

The proposed, multi-modal and intermodal Paoli Transportation Center would be regionally significant, with connections to AMTRAK's inter-regional Keystone service, SEPTA's R5 Regional Rail service for commute trips to and from Philadelphia and through an expanded role as a transfer point for reverse commute, feeder bus and paratransit trips to nearby suburban job centers along US Route 30 and the US Route 202 corridor.

Assistance from DVRPC staff is needed to support continuing planning and implementation activities, through the Paoli Transportation Center Task Force. Short-term research memoranda, summaries of available financial and technical resources and similar implementation-oriented activities would be conducted and documented.

**Tasks:**

1. Coordination with various partners and agencies, including participation in the periodic Paoli Task Force meetings, as required
2. Data collection and analysis related to the proposed transportation center and its environs, including updating any local capital program or DVRPC's Transportation Improvement Program (TIP), as required.
3. Research on partnerships, alternative funding approaches or mechanisms, right-of-way issues and related implementation topics
4. As a follow-up to previously identified components of the overall Paoli

Transportation Center plan, new bridge location, station relocation and structured parking facilities location coordination

5. Detailing the critical path to achieve implementation for the participating agencies and partners, including identification of possible funding streams and technical assistance resources

6. Continued coordination, project monitoring and pertinent technical assistance activities, serving as a "civic investment broker" for the overall project, in collaboration with the Task Force and other project participants

**Products**

1. Summary report detailing activities and outcomes, as well as related materials as appropriate

**Beneficiaries:**

Municipalities, State DOTs, Operating Agencies, County Planning Agencies, Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$140,000				\$140,000
2009	\$90,000				\$90,000
2010					
2011					

\$72,000-PA TIP-MPMS # 80673

\$18,000-PA SMLF Match

**PROJECT: 09-44-070 Germantown Avenue Corridor City/Suburb  
Collaboration Study - Phase 2 of 2**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Karen Cilurso, Karin Morris**

**Goals:**

To assess land use, transportation, community development and economic development needs of City of Philadelphia and adjacent suburban neighborhoods, while fostering coordination, communication and collaboration to develop defined solutions to the identified issues, problems and needs.

**Description:**

Chestnut Hill is one of the City of Philadelphia's unique neighborhoods, comprising an eclectic mix and diversity of uses, including a compact service, entertainment and shopping district, a mix of older homes and former estates, health care and educational institutions and the open space/active recreation resources of the Wissahickon Valley of Fairmount Park. The neighborhood is well served by public transit routes (SEPTA's R7 and R8 Regional Rail lines, as well as bus service along Germantown Pike and adjacent routes). Chestnut Hill is situated adjacent to the Mt. Airy, Andorra, Ivy Hill and Germantown neighborhoods in Philadelphia and is also bounded by Springfield and Whitemarsh townships in Montgomery County. This area has been designated as a County Center in DVRPC's Destination 2030 Plan.

Chestnut Hill is a well-organized and active community, with various groups and organizations currently involved in planning and implementation initiatives. This study will enable the community to continue to collaborate with representatives from the Chestnut Hill neighborhood, as well as representatives from the Mt. Airy and Germantown neighborhoods and Springfield and Whitemarsh Townships in Montgomery County, through a participatory task force. This study would build upon the completed Phase One Chestnut Hill Regional Study.

**Tasks:**

1. Continue to meet and collaborate with the steering committee consisting of pertinent local representatives from each neighborhood, including Councilpersons from the City and representatives from the Board of Commissioners of Springfield Township, the Philadelphia and Montgomery County Planning Commission, PennDOT and SEPTA, City Streets Department and Public Property; local business or civic associations, Community Development Corporations and others as appropriate.
2. As needed, research and list available financial resources for needed land use, transportation, and economic development improvements, based on the recommendations of the phase one study.

3. Work with the steering committee and the appropriate governing body to adopt any new ordinances or studies that resulted from the Phase One report.
4. With the assistance of the steering committee, hold joint community public meeting(s) to explain the findings of the Phase One report and Phase Two priorities.

**Products**

1. Final report and an Executive summary detailing the study process, findings and recommendations for action and related materials (such as a PowerPoint presentation summarizing the study) as appropriate

**Beneficiaries:**

City of Philadelphia, Municipalities, State DOTs, Operating Agencies, County Planning Agencies, Business and Civic Associations, Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$120,000				\$120,000
2009	\$60,000				\$60,000
2010					
2011					

\*\$48,000 – PA TIP – MPMS # 80674  
 \$12,000-PA SMLF Match



**PROJECT: 09-46-040 Central Jersey Transportation Forum**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Zoe Neaderland**

**Goals:**

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey. The geography is a twenty-one municipality area encompassing parts of DVRPC, NJTPA, and four counties, generally focused around US 1.

**Description:**

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems.

The Forum moves toward its goals through work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. The Forum provides analysis, improves coordination, and initiates projects. The Forum has helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support this NJ Transit project as it starts to be implemented.

The Forum consists of NJDOT, NJ Transit, other State agencies, FHWA, FTA, DVRPC, NJTPA, Middlesex County, Somerset County, Mercer County, Hunterdon County, Greater Mercer TMA, Keep Middlesex Moving, Ridewise of Raritan Valley, study area municipalities, major businesses, and advocacy groups.

**Tasks:**

1. Implement and track progress on the agreed-upon action plan, including the Route 1 BRT effort
2. Arrange Forum meetings and prepare meeting materials
3. Maintain communication among participants including through Forum web pages
4. Coordinate with related projects on behalf of the Forum

**Products**

1. Presentation and communication materials
2. Summaries of analysis, reports
3. Meeting highlights and other material evaluating progress

**Beneficiaries:**

NJDOT and other State agencies, study area counties and municipalities, others

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$175,000				\$175,000
2009	\$175,000				\$175,000
2010	\$175,000				\$175,000
2011	\$175,000				\$175,000

\$175,000- NJ TIP –STP-STU- DB # 02391

**PROJECT: 09-46-050 PA Ozone Action Supplemental Services**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Sean Greene**

**Goals:**

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Air Quality Action) and particulate matter 2.5 .

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Ozone Action and Particulate Matter 2.5 Program. Types of services may be broadcast faxing, design of promotional materials and advertising, printing, catering and placement of advertising on television, radio and in newspapers.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, T-shirts, flags, buttons, stickers, and stationery.
2. Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
3. Contract for broadcast faxing services to reach regional media and Air Quality partners of daily forecasts and announcements of bad air quality days and other events.
4. Contract for the placement of advertising on radio, television, or newspapers.

**Products**

1. Advertisements and promotional literature.
2. Event and organizations sponsorships.
3. Kickoff event.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$125,000				\$125,000
2009	\$125,000				\$125,000
2010	\$125,000				\$125,000
2011	\$125,000				\$125,000

\$100,000-PA TIP-CMAQ-MPMS # 17928 \$25,000-PADEP Cash Match



**PROJECT: 09-46-055 NJ Ozone Action Supplemental Services**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Sean Greene**

**Goals:**

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Ozone Action) and particulate matter 2.5.

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Ozone Action and Particulate Matter 2.5 Program. Types of services may be broadcast faxing, design of promotional materials and advertising, printing, catering and placement of advertising on television, radio and in newspapers.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, T-shirts, flags, buttons, stickers, and stationery.
2. Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
3. Contract for broadcast faxing services to reach regional media and Air Quality partners of daily forecasts and announcements of bad air quality days and other events.
4. Contract for the placement of advertising on radio, television, or newspapers.

**Products**

1. Advertisements and promotional literature.
2. Event and organizations sponsorships.
3. Kickoff event.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$50,000				\$50,000
2009	\$50,000				\$50,000
2010	\$50,000				\$50,000
2011	\$50,000				\$50,000

\$40,000-NJ TIP-CMAQ-DB # D0407, \$10,000-SILOC Match from Ozone Forecasting, Project 09-46-172



**PROJECT: 09-46-172-Penn State University Ozone and PM 2.5 Forecasting Service**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Sean Greene**

**Goals:**

Provide air quality forecasts for PM 2.5 (year round) and ground level ozone (May – September) to be disseminated to media, air quality partners and regulatory agencies.

**Description:**

Meteorologists from Pennsylvania State University will provide air quality forecasts for ground level ozone and PM2.5. Ozone and PM 2.5 forecasts will be supplied daily from May through September, including weekends and holidays. After Septmeber, PM 2.5 forecasts will be distributed on weekdays and a three day forecast will be provided each Friday from September through April. Forecasts will be emailed to DVRPC and posted on the Air Quality Partnership website.

**Tasks:**

1. Provide daily ground level ozone forecasts from May through September.
2. Provide daily PM2.5 forecasts from May through September. Provide weekday and three day weekend PM2.5 forecasts from October through April.
3. Submit annual report detailing forecast verification statistics.

**Products**

1. Air quality forecasts and advisories for ground level ozone and PM 2.5.
2. A report detailing forecast verification statistics for ground level ozone and PM 2.5.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$60,000				\$60,000
2009	\$60,000				\$60,000
2010	\$60,000				\$60,000
2011	\$60,000				\$60,000

\$46,000 PADEP, \$11,000 NJDEP, \$3,000 DEDNR





**PROJECT: 09-47-020 CY 2009 Tri-County Water Quality Management Program**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Suzanne McCarthy**

**Goals:**

Assure a clean and sustainable environment by improving water quality through maintaining policy board and responding to critical issues.

**Description:**

This continuing project provides for maintenance of the Tri-County Water Quality Management Board. DVRPC is the designated Water Quality Management Planning Agency for Burlington, Camden and Gloucester Counties in New Jersey. That function is administered through the Tri-County Water Quality Management Board which is composed of a freeholder, mayor and citizen from each of the three counties and the mayor and a citizen from the City of Camden. Activities of the Tri-County Water Quality Management Program are determined annually by the WQMB and funded by the three counties and the City of Camden.

**Tasks:**

1. Prepare meeting materials, agendas and minutes for the Tri-County Working Group, Tri-County WQMB and special meetings as needed.
2. Administer the plan amendment review process for revisions to the Tri-County Water Quality Management Plan.
3. Provide GIS support to maintain Tri-County Water Quality Management Plan maps and new initiatives, as needed.
4. Provide staff support to assist counties and municipalities in implementing the EPA Phase II requirements and any NJDEP rules, as determined by the Tri-County Board
5. Provide technical support to the WQMB and member governments for waste water, water supply and related functions as determined by the WQMB.
6. Develop new initiatives for water resources planning.
7. Monitor activities pertaining to watershed management area planning within the Tri-county area.
8. Draft and present testimony, and coordinate water quality and water supply activities.
9. Monitor and participate in rule making processes.
10. Acquire and disseminate information on water resource technology and programs and project development.

**Products**

1. Meeting materials, agendas and minutes.
2. Plan amendment fact sheets, correspondence and documentation.

3. Updated maps and files for Tri-County Water Quality Management Plan.
4. Memos, correspondence, files and other possible documents and projects regarding water resource matters.

**Beneficiaries:**

Burlington, Camden and Gloucester Counties, City of Camden, NJDEP

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$47,500				\$47,500
2009	\$47,500				\$47,500
2010	\$47,500				\$47,500
2011	\$47,500				\$47,500

\$47,500-NJ Local Governments

**PROJECT: 09-47-030 Pennsylvania Coastal Zone Management  
Implementation Program**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Christopher Linn

**Goals:**

Assist the Pennsylvania CZM program as it works to protect and preserve tidal and freshwater wetlands, provide and maximize public access to coastal waters, preserve and restore historic sites and structures, minimize coastal hazard areas, manage fisheries, encourage public involvement in the management of coastal resources, insure intergovernmental consistency with regard to regulatory issues in the Delaware Estuary Coastal Zone, and preserve coastal lands through the use of Coastal and Estuarine Land Conservation Program funds. Assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals through legislative authority, environmental monitoring, and technical and financial assistance.

**Description:**

This is a continuing project to maintain regional coordination with local governments and the public to further the interests of the PADEP Coastal Zone Management Program. DVRPC will also continue to provide technical assistance to the state, its member governments and citizens.

**Tasks:**

1. Coordinate the activities of the Delaware Estuary Coastal Zone Advisory Committee and provide technical and administrative services. Schedule two DECZ Advisory Committee meetings during the course of the year. One of these meetings will be held to review and rank the CZM grant applications for the Delaware Estuary region.
2. Provide a mechanism for public involvement and education in the CZM Program.
3. Assist PADEP in working with eligible municipalities, agencies, and non-profit organizations to prepare and submit project applications for federal grants.
4. Attend CZAC meetings and water/environment-related special events in the Delaware Valley.
5. Assist PADEP with the development of Coastal and Estuarine Land Conservation Program projects and application materials, and assist with the review and evaluation of applications prior to their submission to NOAA.
6. Provide technical and administrative services on permitting to the Urban Waterfront Action Group.
7. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).
8. Undertake other activities as required.

**Products**

1. Mailing lists, agendas and meeting minutes.
2. Delaware Estuary Coastal Zone news clipping file.
3. Coast Day exhibit.
4. Technical memoranda, as required.

**Beneficiaries:**

Member governments, the private sector and the public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$42,000				\$42,000
2009	\$42,000				\$42,000
2010	\$42,000				\$42,000
2011	\$42,000				\$42,000

\$42,000-PA Department of Environmental Protection

**PROJECT: 09-47-040 The Delaware Valley Regional Food System Plan**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Alison Hastings**

**Goals:**

To understand the region's food distribution system and its use of the regional transportation system; evaluate remaining agricultural resources and farmland preservation efforts; assess food supply, safety, and security (including access to food); and explore agriculture as a vehicle for regional economic development.

**Description:**

Food, as a high turnover commodity, a good used on a daily basis, is the largest category of freight shipped using our region's highway and road system. Researchers and industry experts estimate that food products typically travel between 1500 and 2500 miles from point of origin to grocery stores, using more calories of fossil fuel energy than they supply in metabolic energy. An increased reliance on local food sources will aid the region in energy conservation, economic and work force development, and improved public health.

The Delaware Valley Regional Food System Plan will examine transportation, land use and preservation, economic development, and environmental justice issues. The transportation, land use and preservation portion of the plan will provide detailed evaluation of our local food distribution system (how food travels from farm to plate, with a special focus on local transportation impacts) coupled with our agricultural resources and farmland preservation efforts in the expanded metropolitan area, which includes much of the DVRPC region's local food and agricultural production resources. The economic development section will inventory agricultural outputs, along with local food production businesses and institutional efforts to support those businesses, and will identify areas for growth and improved coordination. The environmental justice section will coordinate with those organizations already working to assess which localities lack access to fresh food. The project seeks to coordinate, collaborate, and complement the efforts of many diverse state agencies, organizations and businesses working to document and support local agriculture by creating useful analyses and synthesized recommendations.

The Regional Food System Plan will be guided by a steering committee of diverse stakeholders, ranging from DVRPC's Goods Movement Task Force and Planning at the Edge committee members, farmland preservation organizations, and agricultural development communities to economic development agencies, homeland security experts, institutional purchasers and hunger advocates. In addition, the project may be continued or revised in future fiscal years as more data becomes available through the release of the 2007 Census of Agriculture in Spring 2009.

**Tasks:**

1. Identify and interview key public and private stakeholders in the Philadelphia region that are currently engaged in the local food system, the global/corporate food distribution system, goods movement, and the food security movement.
2. Create a study advisory committee for the Regional Food System Plan.
3. Complete a literature review, acquire other regional and state food system plans, and collect national, state, and county data sources
4. Prepare case studies that track specific local food products, such as grain, peaches, or hay, through both the local and corporate food distribution systems.
5. Participate in and coordinate with ongoing efforts of state agencies, institutions, and non-profit organizations to study regional agricultural supply and consumer demand for local food within the Delaware Valley.
6. Inventory and evaluate farmland resources, agricultural output, and land preservation efforts across the DVRPC region and expand analysis to surrounding counties.
7. Develop a set of recommendations for the Philadelphia region.

**Products**

1. Literature Review and Agriculture Data Inventory
2. Delaware Valley Regional Food System Plan
3. Food system element added to the Long Range Plan

**Beneficiaries:**

State DOTs, state and county agricultural development committees, member governments and citizens, DVRPC's Goods Movement Task Force, private sector corporations and industry groups, chambers of commerce, land trusts, other regional institutions.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008					
2009	\$100,000	\$82,900	\$17,100		
2010					
2011					

**PROJECT: 09-47-200 New Jersey Local Environmental Initiatives**

---

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Suzanne McCarthy**

**Goals:**

Assist local New Jersey municipalities to document and plan protection of natural resources and open space within their communities by providing planning service on a contract basis.

**Description:**

This continuing program promotes implementation of the DVRPC long-range plan for open space in New Jersey by providing New Jersey municipalities with the opportunity to contract for planning services that will enhance their natural resource protections and open space and farmland preservation efforts. Projects include development and production of planning documents and assistance in obtaining funding through grant proposals for part of the costs of the projects. Project subsidies are offered to municipalities within the DVRPC New Jersey counties.

Projects list:

- Environmental Resource Inventories
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Resource protection ordinances
- Conservation Design zoning/subdivision ordinances

**Tasks:**

1. Meet with municipal leaders, especially Environmental Commissions and Planning Boards, to present project opportunities
2. Assist municipality to obtain funding for part of the project by preparing draft grant proposal. The chief source of funding is the Association of NJ Environmental Commissions (ANJEC) Smart Growth Grants program.
3. Meet with appropriate committees and municipal staff to gather information for the project, and to obtain review and approval of final product.
4. Develop GIS mapping for the municipality that is relevant to the project. Provide larger maps as needed for future use by municipality.
5. Work with other consultants to the municipality, as needed, to obtain and/or share information.
6. Write and produce printed document and CD for distribution by municipality, including publication on local website.
7. Participate in municipal public hearings pertaining to the projects, as needed
8. Provide technical support to the municipality on obtaining state open space/farmland preservation funding, when appropriate

9. Include municipality in any DVRPC-sponsored education programs on natural resource protection and open space/farmland preservation.

**Products**

1. Meeting materials, citizen questionnaires, background information on resource topics.
2. Multiple copies of Project document – Inventory, Plan, or Ordinance, with appropriate maps.
3. CD of document and of GIS files, for future use by the municipality

**Beneficiaries:**

Burlington, Camden, Gloucester and Mercer Counties. Program projects are also being done for municipalities in Cumberland, Ocean, and Salem Counties but are not subsidized.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$100,000				\$100,000
2009	\$140,000			\$40,000	\$100,000
2010	\$140,000				
2011	\$140,000				

\$100,000- NJ Local Governments.

Funding represents individual contracts with various communities.



**PROJECT: 09-51-200 PennDOT Alternative Facility Tests**

---

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Matthew Gates, W. Thomas Walker

**Goals:**

Improve access to and efficiency of the region's transportation system. Also, improve safety and air quality, and reduce congestion by analyzing specific highway related projects in Pennsylvania. Respond to technical and legal inquiries as needed.

**Description:**

This project will enable DVRPC to conduct special travel demand analyses and traffic studies at the request of PennDOT. Studies can be advanced upon written request from PennDOT, with approval of the DVRPC Board. This mechanism will permit DVRPC to respond more quickly to PennDOT's requests. Project funding is from PennDOT project accounts for preliminary engineering; the amount listed for this work program project is an upper limit for any particular year and the actual requests processed by DVRPC may total less than this limit.

In response to specific requests from PennDOT and in coordination with member governments, staff will design and conduct special traffic studies and travel forecasts for the improvement of the Pennsylvania portion of the region's transportation system. Estimates of the impact of proposed highway improvements on vehicular traffic and emissions, as well as on public transit ridership and land use patterns may be requested. As needed, staff will respond to technical and to legal inquiries on previously completed PennDOT highway studies.

**Tasks:**

1. Coordinate with PennDOT and Pennsylvania cities and counties to define work that is requested by PennDOT.
2. Compile traffic data, such as highway traffic and transit ridership counts, turning movements, land use and socioeconomic information.
3. Prepare forecasts of future-year traffic volumes, including daily and AM and PM intersection turning movements, as needed.
4. Prepare summary reports documenting the study findings, distribute documents to state/local officials and incorporate comments.
5. Prepare responses to PennDOT on technical and legal inquiries, as required.

**Products**

1. Reports and other documents for each traffic study.
2. Data and other technical and legal research material.

**Beneficiaries:**

PennDOT and Pennsylvania Member Governments

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$400,000				\$400,000
2009	\$400,000				\$400,000
2010	\$400,000				\$400,000
2011	\$400,000				\$400,000

\*\$400,000 PE - Planning and Research Funds

**PROJECT: 09-52-030 Funding Regional Transportation Infrastructure**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Charles Dougherty, Elizabeth Schoonmaker

**Goals:**

To enable the region to secure the funding necessary to implement the long range plan and to maintain and enhance the entire regional transportation system.

**Description:**

Funding for transportation has become a major issue for both New Jersey and Pennsylvania in recent years. In 2006, New Jersey was able to forestall a crisis with its Transportation Trust Fund, but the issue will need to be re-addressed before the TTF expires in 2011. Pennsylvania passed Act44 in 2007 that will infuse new funding for both highway and transit, though the level of funding only addresses needed system restoration, with no additional funds for improvement or expansion. On the national level, there are serious concerns about the continuing level of future federal funding, with the Highway Trust Fund facing deficits in the near-term. Challenges over donor-donee fairness could affect funding to our states and region, while talk of devolving the federal transportation program brings into question the entire basis of funding as we have known it. And across the nation, more and more studies have found that to be successful in acquiring the funds needed for major projects, regions must find ways of increasing their local contribution.

While DVRPC may not be able to address all of these issues, if we are to advance our long range plan, we must engage elected officials and the public in a dialog on new methods of revenue generation for transportation. The types of recommendations for innovative funding could include tolling, local contributions, regional taxes, public-private partnerships, and many other mechanisms.

This project will enable DVRPC to keep abreast of the various legislative initiatives and studies, to investigate how they will or could be applied to this region, and determine their financial impact, and to facilitate the regional dialog on funding issues. Staff will also examine what further actions must be taken to implement any of the proposed measures.

**Tasks:**

1. Research any legislative initiatives and study recommendations and prepare summaries for the Board.
2. Review various proposed funding options or actual changes in law and determine the financial impact on the region's ability to advance the long range plan and transportation improvement program.
3. Facilitate discussion on funding issues around the region.

4. Determine what further actions must be taken, and by whom, in order to implement any of the new funding proposals.

**Products**

1. Summaries of various state legislation and related studies, and potential impact on region.
2. Briefings with the Board and committees.

**Beneficiaries:**

States, region, transit operators

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$60,000	\$51,300	\$8,700		
2009	\$60,000	\$49,740	\$10,260		
2010	\$60,000				
2011	\$60,000				

**PROJECT: 09-52-040 Transportation Asset Management Process**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Charles Dougherty, John Coscia

**Goals:**

To increase the efficiency of the region's transportation network by developing a Transportation Asset Management (TAM) Process which would identify and aim to minimize life cycle costs for managing transportation assets, including roads, bridges, rails, trails, signals, and roadside features.

**Description:**

Greater than ever demands are straining our transportation system, including increased congestion and vehicle miles traveled, growing population, aging infrastructure and escalating operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively re-focusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

Through the use of management systems, engineering and economic analysis, and other tools, the region can more comprehensively view the big picture and evaluate system data before making decisions on how limited financial resources can best be deployed.

DVRPC can help in this decision-making process as it relates to the transportation assets in this region. DVRPC staff will work closely with the owners and operators of each asset category to establish strategic objectives for managing and improving these assets and identifying specific measurable performance and service levels needed to meet those objectives. DVRPC will provide input and guidance to an asset management plan that covers each specific asset category. To advance this effort, it will be essential to have the cooperation of the asset owners and operators, as well as access to their data identifying asset age, design, condition, and costs. It may well be that the data does not exist for a particular asset category, or that it exists in a format that is not useable. To make this a decision-making tool, it is critical to know what assets are in place, their condition and expected performance, and how the data can be linked to established performance measures in engineering and economic analyses. Staff will work with the DOTs and transit operators to obtain necessary data related to systems such as pavements, bridges, tunnels, signals, tracks, and safety hardware. Through DVRPC's public involvement process, DVRPC will work

cooperatively with stakeholders to obtain agreement on performance measures.

**Tasks:**

In a cooperative effort with the owners/operators of the various transportation assets, in particular NJDOT and PennDOT, and SEPTA, NJ TRANSIT and DRPA (and possibly the turnpikes):

1. Meet with appropriate stakeholders to identify asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of a data system to track information on condition, needs, and performance for various asset categories.
3. Identify typical costs for maintaining and preserving existing assets.
4. Identify stakeholder and public expectations and desires.
5. Define those asset condition values that would trigger when to make a particular investment such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement.
6. Analyze the asset data to determine when to take the most cost effective action on in a specific asset.
7. Prepare a report on Transportation Asset Management describing the policy framework and the processes that make use of the asset management data in decisionmaking.

**Products**

1. DVRPC Transportation Asset Management Process report

**Beneficiaries:**

Member counties, state DOTs, transit operators

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$120,000	\$102,600	\$17,400		
2009	\$120,000	\$99,480	\$20,520		
2010	\$120,000				
2011	\$120,000				

**PROJECT: 09-53-020 Regional Transportation GIS Coordination**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: William Stevens**

**Goals:**

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

**Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. Project development began in FY 2000. Full implementation began in FY 2002. In 2007, a consultant was given a contract ending 12/2008 to complete the LRS implementation and develop data maintenance and sharing procedures.

The focus of this continuing project will be to integrate transportation data developed by member governments into a regional transportation network that allows for the seamless exchange of data. This project provides support to DVRPC and all member governments and agencies to assist with transportation data development and data sharing and the continued growth of their transportation GIS systems, including the update and maintenance of DVRPC's internet mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, operating agencies, and DVRPC's GIS Program and will be consistent with current imagery. For additional information, see: <http://www.dvrpc.org/data/mapping.htm>

**Tasks:**

1. Arrange periodic committee meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Provide technical and coordination assistance to consultant.
3. Review documents and procedures developed by consultant.
4. Coordinate with DVRPC's GIS Program.
5. Coordinate regional GIS database design development with DVRPC's enterprise database.
6. Coordinate database implementation issues with project participants, including PennDOT and NJDOT.
7. Provide technical assistance to member governments, as needed, for geography file and database development.
8. Acquire additional hardware, software, and training, as appropriate.
9. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
10. Acquire and test geography and database files developed by member

governments for utilization in the Region-wide Transportation GIS.

11. Develop transportation data clearinghouse for project participants.
12. Develop new internet mapping applications as needed.
13. Maintain and improve existing internet mapping applications.

**Products**

1. Regional transportation GIS files, including geography and database files, that can be utilized by all participants.
2. Hardware, software, and training for DVRPC and participating organizations, as necessary.
3. Files to support DVRPC's GIS Program.
4. Updated and new internet mapping applications.

**Beneficiaries:**

All Client Groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$400,000				\$400,000
2009	\$400,000				\$400,000
2010	\$400,000				\$400,000
2011	\$400,000				\$400,000

\*\$200,000-PA TIP-STU-MPMS # 48202

\$200,000-NJ TIP- STP-STU-DB # D9909



**PROJECT: 09-56-700 Member Government Special Projects**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: W. Thomas Walker**

**Goals:**

Improve efficiency of the region's infrastructure by preparing special studies for collecting data, improving the existing transportation system and other infrastructure, environmental clearance process, and related planning and coordination needs.

**Description:**

DVRPC will respond to specific project requests and coordinate with member governments and other agencies to prepare special studies, such as data collection, data analysis, socioeconomic and traffic forecasts, technical analysis, public involvement, and related planning activities.

**Tasks:**

1. Collect and analyze required data, environmental and demographic information.
2. Assist in intergovernmental and public coordination process.
3. Prepare special technical reports and related documentation as required.

**Products**

1. Technical report for each study.

**Beneficiaries:**

Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2008	\$135,858				\$135,858
2009	\$668,310				\$668,310
2010	\$668,310				\$668,310
2011	\$668,310				\$668,310

\* Various Projects Funded by Project Sponsors





Delaware Valley  
Regional Planning  
Commission

JANUARY 2008

# CHAPTER 3

## *Supportive Regional Highway Planning Program*

**(SRHPP)**



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2009 PLANNING WORK PROGRAM**

**CHAPTER THREE**

**SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM**

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**FY 2009 PENNSYLVANIA SUPPORTIVE REGIONAL  
HIGHWAY PLANNING PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
<b>Core Programs</b>			
09-60-010	Bucks County	Supportive Regional Highway Planning	\$105,000
09-60-020	Chester County	Supportive Regional Highway Planning	\$152,000
09-60-030	Delaware County	Supportive Regional Highway Planning	\$76,000
09-60-040	Montgomery County	Supportive Regional Highway Planning	\$158,000
09-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$294,000
<b>Program Total</b>			<b>\$785,000</b>





**PROJECT 9-60-010: Bucks County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Task I - Administration and Coordination:

- a) Develop annual work program.
- b) Prepare progress reports and invoices.
- c) Perform general administration.
- d) Perform interagency liaison and coordination.
- f) Prepare an annual report summarizing efforts on the entire work program.

Task II - Database Management:

- a) Maintain traffic count data.
- b) Review and revise the county's roadway capacity analysis.
- c) Disseminate transportation information and data.
- d) Integrate county accident, capacity and traffic information into GIS database.

Task III - Transportation Improvement Program:

- a) Maintain the Bucks County Transportation Improvement Program (BCTIP) inventory of proposed highway improvements.
- b) Review and evaluate new proposals for inclusion in the BCTIP.
- c) Inventory and prioritize all existing and new projects for the BCTIP, emphasizing the need to address capacity constraints and clean air standards.
- d) Participate in the maintenance of DVRPC's regional TIP

**PROJECT 9-60-010: Bucks County: Supportive Regional Highway Planning Program (Cont.)**

- e) Assist PennDOT in the maintenance of the Twelve Year Program.
- f) Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
- g) Work with DVRPC and PennDOT on congestion management strategies.

**Task IV - Transportation System Program:**

- a) Provide technical assistance to municipalities concerning the implementation of congestion management strategies.
- b) Promote inter-municipal coordination for transportation planning and other development-related issues.
- c) Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

**Task V - Transportation Plan Maintenance:**

- a) Maintain a comprehensive transportation plan.
- b) Determine a strategy to implement transportation plan objectives which meet transportation improvements and clean air standards.
- c) Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
- d) Provide input to DVRPC for short-range and long-range transportation planning studies.

**Products:**

1. Progress reports and invoices.
2. Annual completion report.
3. Proposed FY 2010 Work Program.
4. Up-to-date inventory of proposed highway improvements.
5. Recommendations to DVRPC for regional TIP submissions.
6. Recommendations to PennDOT for the Twelve Year Program.
7. Input on various transportation task forces.
8. Input to municipal requirements for new development.
9. Participate in municipal transportation planning efforts.
10. GIS database.
11. Sample corridor evaluation and recommended improvements.

**Beneficiaries:** States, Counties, Municipalities, Private Sector.

**PROJECT 9-60-010: Bucks County: Supportive Regional Highway Planning Program (Cont.)**

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$100,000	\$100,000			
2009	\$105,000	\$105,000			
2010	\$105,000	\$105,000			
2011	\$105,000	\$105,000			



**PROJECT 9-60-020: Chester County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Chester County Planning Commission**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Task I - Program Administration, Procedures and Evaluation:

1. Prepare progress reports and invoices.
2. Prepare an annual report summarizing efforts on the entire work program.
3. Perform general administration.
4. Perform interagency liaison.

Task II - Transportation Improvement Program:

1. Coordinate with municipalities on the development of improvements.
2. Assist DVRPC in the formation of a Transportation Improvement Program.
3. Assist PennDOT in the formation of a Twelve Year Program.
4. Maintain the county inventory of proposed highway improvements.
5. Monitor all funding programs and opportunities.
6. Assist PennDOT liaison engineers on matters concerning the advancement of specific programmed projects.

Task III - Transportation Plan Maintenance:

1. Coordinate with municipalities, DVRPC, PennDOT, and in some cases developers on major traffic studies which will lead to recommendations for the Twelve Year Program.
2. Review traffic impacts of large land developments having regional significance.

**PROJECT 9-60-020: Chester County Supportive Regional Highway Planning (Cont.)**

3. Provide input to specific DVRPC studies concerning short-range and long-range highway planning.
4. Attend monthly meetings of the Regional Transportation Committee.
5. Participate in the development of corridor or area studies which were recommended in the Chester County Highway Needs Study and the DVRPC Long Range Transportation Plan.
6. Assist in the development of transportation partnerships and traffic impact fee studies as requested.
7. Complete a new countywide, comprehensive, multi-modal transportation plan.
8. Participate in the regional program on transportation and air quality.
9. Participate in travel demand management planning.
10. Participate in TMA activities and meetings.

Products:

1. Monthly progress reports.
2. Quarterly progress reports.
3. Quarterly invoices.
4. Annual completion report.
5. Proposed work program for FY 2010.
6. Reports summarizing results and comments on each of the Transportation Plan Maintenance activities.
7. Recommendations to DVRPC on the TIP.
8. Recommendations to PennDOT on the Twelve Year Program.
9. An updated "Highway Improvements Inventory and Programming Handbook for Chester County."
10. A county approved list of candidate projects for future PennDOT programs.

Beneficiaries: All Clients

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$145,000	\$145,000			
2009	\$152,000	\$152,000			
2010	\$152,000	\$152,000			
2011	\$152,000	\$152,000			

**PROJECT 9-60-030: Delaware County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Delaware County Planning Department**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Task I - Program Administration:

1. Manage the county's annual Supportive Regional Highway Planning Program (SRHPP).
2. Monitor performance of tasks identified in the SRHPP.
3. Prepare periodic reports and invoices.

Task II - Transportation Improvement Program:

1. Solicit, identify and evaluate proposed highway and bicycle/pedestrian projects.
2. Prepare TIP and 12-Year Program submissions.
3. Coordinate project planning with PennDOT, local municipalities, and other agencies and organizations.
4. Participate in CMAQ planning activities.

Task III- Transportation System Management:

1. Undertake pedestrian planning activities.
2. Identify, develop, and evaluate potential Transportation Enhancement, SRS, & HTS projects.
3. Assist with completion of funded Enhancement, SRS, & HTS projects.

Task IV - Transportation Plan:

1. Cooperate with regional planning agencies to implement a unified

**PROJECT 9-60-030: Delaware County: Supportive Regional Highway Planning Program (Cont.)**

- highway and bikeway program.
2. Provide Delaware County input to DVRPC long-range planning activities.
  3. Evaluate traffic impact of upcoming land development and recommend measures to maintain effective highway operation and to promote alternative modes of travel.
  4. Coordinate highway development among federal, state, and local governments.
  5. Provide transportation/mobility component of county comprehensive plan and municipal plans.
  6. Continue bicycle planning activities.

**Task V - Transportation Data Base:**

1. Develop a data file with emphasis on identifying and prioritizing proposed highway and bikeway projects.
2. Identify key points for collection of traffic volume data.
3. Provide traffic and highway information to municipalities, developers, and the public.
4. Publish a periodic status report of all highway, bridge, bicycle, and pedestrian projects in Delaware County.

**Task VI - Special Projects:**

1. Participate in studies, working groups, and programs concerned with highway transportation in Delaware County.
2. Participate in TMA, TDM, and MAP activities.
3. Develop/update County employee parking study/demand-oriented parking policy/ordinance.
4. Participate in traffic signal and Intelligent Transportation System activities.

**Products:**

1. Quarterly progress reports with quarterly invoices.
2. Year end completion report.
3. FY 2010 SRHPP work program.
4. TIP and 12-Year Program submissions.
5. TSM, Transportation Enhancement, CMAQ, SRS, & HTS project proposals.
6. Transportation components of county, regional, and municipal long-range/comprehensive plans.
7. Transportation comments for land development proposals.
8. Highway/bicycle data file.



**PROJECT 9-60-030: Delaware County: Supportive Regional Highway Planning Program (Cont.)**

- 9. Data responses to government, developers and citizens.
- 10. Newsletter and annual report articles.
- 11. Reports, memoranda, action plans, and meeting minutes.
- 12. County Bicycle Plan updates.
- 13. Periodic status reports of transportation projects in Delaware County.

Beneficiaries: All Client Groups

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$70,000	\$70,000			
2009	\$76,000	\$76,000			
2010	\$76,000	\$76,000			
2011	\$76,000	\$76,000			



**PROJECT 9-60-040: Montgomery County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Montgomery County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:** Improve efficiency of the region's transportation network by participating in sub-regional transportation planning efforts.

**Description:** This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

**Tasks:**

Task I – Program Administration and Coordination:

1. Perform contract administration.
2. Involvement in inter-agency coordination (e.g. PENNDOT, DVRPC Technical and Policy Committees) and other local and county agencies.
3. Prepare quarterly financial and progress reports and general correspondence.
4. Develop the annual SRHPP and participate in the development of the Annual DVRPC Planning Work Program.
5. Respond to information requests.

Task II – Transportation Improvement Programming:

1. Maintain an inventory of highway improvements projects.
2. Participate in the update of the PENNDOT Twelve Year Program and the regional TIP.
3. Provide highway programming information to the County Commissioners, legislative delegation, and municipal officials.

Task III – Transportation Plan Maintenance and Implementation:

1. Review traffic impact studies, zoning changes and new/revised Comprehensive Plans that impact the County and Regional Transportation Plans.

**PROJECT 9-60-040: Montgomery County: Supportive Regional Highway Planning Program (Cont.)**

2. Participate in various transportation study task forces.
3. Update the County Transportation Plan.

**Products:**

1. PENNDOT Twelve Year Highway and Bridge Program.
2. Regional Transportation Improvement Program.
3. County Transportation Plan.
4. Highway Improvement Project Inventory.

**Beneficiaries:** Montgomery County

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$150,000	\$150,000			
2009	\$158,000	\$158,000			
2010	\$158,000	\$158,000			
2011	\$158,000	\$158,000			

**PROJECT 9-60-050: Philadelphia: Supportive Regional Highway Planning Program**

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**Responsible Agency: City of Philadelphia Department of Streets**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Task I - Program Administration:

1. Review and comment on the Commission's staff reports.
2. Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
3. Identify and resolve differences between county and regional highway planning agencies.
4. Develop a work program for future "pass through" funds.

Task II - Transportation Improvement Program:

1. Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of projects for capital program consideration.
2. Assist in developing project descriptions.
3. Coordinate preparation of TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in programs such as Transportation Enhancements, CMAQ, Hometown Streets/Safe Routes to School and the Transportation Community Development Initiative.
4. Coordinate candidate projects with other city agencies to assure that transportation capital projects are consistent with overall city and regional goals and objectives.

**PROJECT 9-60-050: Philadelphia: Supportive Regional Highway Planning Program (Cont.)**

5. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
6. Review and comment on the TIP with federal, state and regional agencies.
7. Coordinate city involvement in the preparation of the current PennDOT Twelve-Year Program.
8. Monitor and update the Transportation Improvement Program as it relates to county and regional transportation objectives.
9. Coordinate and review projects with implementing agencies.
10. Review and update certain "milestone" data for city federal-aid projects on file in the PennDOT Multimodal Project Management System (MPMS) computer information bank.
11. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).

Task III - TSM Planning:

1. Develop, maintain and prioritize an inventory of TSM type projects.
2. Identify TSM deficiencies and candidate projects.
3. Review literature on TSM planning.
4. Coordinate the City of Philadelphia TSM programs.
5. Coordinate and participate in TSM public forums.
6. Review and comment on TSM studies and proposals for the county and region. Provide county input to the regional TSM effort.
7. Review and comment, as required, on the recommended TSM Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate in, coordinate, and assist in the implementation of such regional TSM strategies as ride-sharing, staggered work hours, intermodal considerations and other appropriate activities.
9. Assist and coordinate in the maintenance of the Regional TSM plan through periodic update and plan amendments.
10. Assist and coordinate corridor level analysis of selected TSM corridor for incorporation in the TIP in cooperation with PennDOT and DVRPC.

Task IV - Transportation Plan Maintenance/Technical Coordination:

1. Analyze and evaluate the impact of proposed developments on transportation facilities.

**PROJECT 9-60-050: Philadelphia: Supportive Regional Highway Planning Program (Cont.)**

2. Coordinate the city highway network with the regional highway network;
3. Identify and update those links of the city highway system which augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.
7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

**Task V - Transportation Facilities/Data Files:**

1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facilities and put such information into an easily accessible and usable form.
4. Process the automatic traffic recorder information through the MPO to assure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files which accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the City.

**PROJECT 9-60-050: Philadelphia: Supportive Regional Highway Planning Program (Cont.)**

Products:

1. Summary reports on meetings, committees, teams, etc. attended.
2. A work program for Supportive Regional Highway Planning Program.
3. Annual Completion Report for the Supportive Regional Highway Planning Program.
4. Successful completion of capital improvements.
5. An up-to-date highway capital improvement program for City of Philadelphia.
6. A program TIP document for use by Commission and others.
7. Advancement of high priority TSM projects.
8. A plan showing the updated systems.
9. Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.

Beneficiaries: City of Philadelphia

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$280,000	\$280,000			
2009	\$294,000	\$294,000			
2010	\$294,000	\$294,000			
2011	\$294,000	\$294,000			



**FY 2009 NEW JERSEY SUPPORTIVE REGIONAL  
HIGHWAY PLANNING PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
<b>Core Projects</b>			
09-61-010	Burlington County	Supportive Regional Highway Planning	\$64,310
09-61-020	Camden County	Supportive Regional Highway Planning	\$48,230
09-61-030	Gloucester County	Supportive Regional Highway Planning	\$63,250
09-61-040	Mercer County	Supportive Regional Highway Planning	\$55,210
<b>Subtotal</b>			<b>\$231,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
09-61-080	Gloucester County	Traffic Counting Program	\$50,000
09-61-090	Mercer County	Traffic Counting Program	\$50,000
09-61-100	City of Trenton*	Supportive Regional Highway Planning	\$25,250
09-61-140	Mercer County	Bicycle Level of Service	\$75,000
09-61-160	NJ Counties	Regional Truck Parking Study	\$50,000
<b>Subtotal</b>			<b>\$250,250</b>
<b>Program Total</b>			<b>\$481,250</b>

\*The City of Trenton is granted one year of funding for core activities under the Special Studies Program



**PROJECT 9-61-010: Burlington County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Burlington County - Land Development Department**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

- Task I - Administration:
1. Attend the monthly Board RTC/PCC meetings, and other meetings with federal, state, regional, and local transportation agencies.
  2. Prepare and submit the Quarterly Progress Reports/Invoices and the Annual Completion Report.
  3. Prepare the FY 2010 Work Program.
- Task II - Transportation Improvement Program (TIP):
1. Maintain an inventory of projects under consideration for inclusion in the local capital improvement program.
  2. Coordinate with NJDOT Bureaus of Local Aid and Local Transportation Planning and DVRPC with regard to local project status formulation of regional TIP. Provide comment to the State and DVRPC on NJDOT and regional TIP.
  3. Formulate the Local Transportation Improvement Program and submit to state and regional agencies for inclusion in the regional TIP.
- Task III - Transportation Plan Maintenance:
1. Coordinate local governments Land Use and Transportation Policies with the Regional and State Long Range Plans including activities under the Cross Acceptance process.

**PROJECT 9-61-010: Burlington County: Supportive Regional Highway Planning Program (Cont.)**

2. Periodically review and update the Burlington County Transportation Plan.
3. Review proposed development to ensure compliance with the Transportation Plan and to assess their impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the Transportation Plan.
5. Participate in the development of Transportation Development Districts to further the goals of the Transportation Plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the Transportation Plan.
8. Provide information to the public as requested.

**Task IV - Transportation Planning Data Files:**

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.

**Products:**

1. Quarterly Progress Reports/Invoices and Annual Completion Report.
2. FY 2010 Work Program.
3. Summaries of meetings and seminars attended.
4. Commentary on transportation reports when appropriate.
5. An updated and approved Burlington County Transportation Improvement Program.
6. Summary reports of planning activities and project implementation (in quarterly progress report unless circumstances require additional reporting).
7. An updated Transportation Plan.
8. Various maps and/or plans used in planning transportation improvements.
9. Coordination of various transportation studies and projects to ensure an integrated transportation system.
10. Traffic Volume Map, available for public use.
11. Updated accident files.

**PROJECT 9-61-010: Burlington County: Supportive Regional Highway Planning Program (Cont.)**

Beneficiaries: Burlington County

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$64,310	\$64,310			
2009	\$64,310	\$64,310			
2010	\$64,310	\$64,310			
2011	\$64,310	\$64,310			



**PROJECT 9-61-020: Camden County: Supportive Regional Highway Planning Program**

**Responsible Agency: Camden County - Department of Public Works - Division of Planning**

**Project Manger: Sarah Oaks**

**Goals:**

To improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It insures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

**Tasks:**

**Task I - Administration**

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare annual progress and expenditure reports and a completion report.
3. Develop FY 2010 Camden County work program for inclusion in the Regional Transportation Committee Work Program.
4. Attend meetings including DVRPC monthly RTC meetings, NJ Subcommittee Meetings, and special meetings as required.

**Task II Transportation Improvement Program (TIP)**

1. Assist with the preparation of the Camden County Transportation Improvement Program (TIP) in coordination with DVRPC and NJDOT.
2. Maintain an inventory of TIP projects.
3. Maintain channels of communication with the public regarding project status through regular updates of county and DVPRC websites.
4. Assist DVRPC with the coordination of TCDI grant process in Camden County.

**Task III - Transportation Plan Maintenance**

1. Coordinate local governments' Land Use and Transportation Policies with the Regional and State Long Range Plans.
2. Prepare modifications, as required to update the County's Transportation Planning Process and coordinate with DVRPC.

**PROJECT 9-61-020: Camden County: Supportive Regional Highway Planning Program**

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3. Monitor and evaluate the impact of existing and proposed residential, commercial, and industrial development in terms of short and long range transportation facility improvements, including social, economic and environmental considerations.
4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the NJ State Development and Redevelopment Planning (SDRP) process, and "Smart Growth" grants.
6. Assist with the development and update of CMS corridors and strategies.

**Task IV. Transportation Planning Data and Analysis:**

1. Develop and maintain GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Attend DVRPC IREG, FY 2008 Imagery Acquisition and other steering committee meetings.

PRODUCTS:

1. Progress and expenditure reports and minutes of meetings.
2. Annual Completion Report for FY 2008
3. FY 2010 Work Program for Supportive Highway Programs
4. Updated County and Regional Transportation Improvement Program
5. Inventory and Status of TIP projects
6. Aerial photographs, DVRPC TravelSmart updates, CMS, PMS updates, Sign and Signal Management data updates.

BENEFICIARIES: Camden County, Municipalities, State, Private Citizens

PROJECT COST AND FUNDING:

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<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$48,230	\$48,230			
2009	\$48,230	\$48,230			
2010	\$48,230	\$48,230			
2011	\$48,230	\$48,230			



**PROJECT 9-61-030: Gloucester County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Gloucester County Planning Department**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Tasks I - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports; prepare annual completion report.
3. Develop annual work program for FY 2010.
4. Perform necessary public participation.
5. Review transportation reports and correspondence and provide responses.
6. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required.

Task II - Transportation Improvement Program:

1. Prepare the Gloucester County TIP in coordination with NJDOT and DVRPC with regard to local project status and formulation of the regional TIP and provide comment.
2. Monitor federal aid program progress.
3. Maintain an inventory of TIP projects and update project status. Formulate scoping projects in coordination with NJ DOT and DVRPC.

**PROJECT 9-61-030: Gloucester County: Supportive Regional Highway Planning Program (Cont.)**

Task III - Transportation Plan Maintenance:

1. Coordinate County Transportation Policies with the Regional and State Long Range Plans.
2. Monitor and evaluate impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state highway improvements and proposals.
4. Periodically review adopted Official Map of County Highways and monitor changes.
5. Maintain an update of the functional classification system.
6. Review regional, state and municipal transportation policies for consistency with the County's Plan.

Task IV - Transportation Planning Data and Analysis:

1. Prepare and maintain Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the traffic count map.
5. Develop and maintain a GIS database for traffic counts.

Products:

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for FY 2008.
4. FY 2010 work program for Supportive Regional Highway Planning Program.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities which were undertaken in the planning/implementation of TIP projects.
7. Revisions to the county's Official Map of County Highways and related transportation planning documents, as necessary.
8. Traffic Information available for public use.
9. Updated traffic counts at selected locations to support transportation planning efforts.

**PROJECT 9-61-030: Gloucester County: Supportive Regional Highway Planning Program (Cont.)**

Beneficiaries: Gloucester County

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$63,250	\$63,250			
2009	\$63,250	\$63,250			
2010	\$63,250	\$63,250			
2011	\$63,250	\$63,250			



**PROJECT 9-61-040: Mercer County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Mercer County Planning Department**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities and provides technical assistance to local governments on regional, state and county level transportation projects.

Tasks:

Task I - Administration:

1. Perform general administration, interagency liaison and technical coordination of the program.
2. Develop the annual work program for inclusion in the FY 2010 Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
3. Attend monthly DVRPC Board, and Regional Transportation Committee meetings and other meetings with Federal, State, and local transportation agencies.

Task II - Transportation Improvement Program:

1. Review and coordinate all TIP projects with federal, state and local governments.
2. Participate in the development of state and county Transportation Improvement Programs. Comment on proposed regional projects in terms of their local impact.
3. Maintain and inventory TIP projects to account for implementation and consider the development of additional projects to accommodate new problem areas. Update status of projects and make changes as required.

**PROJECT 9-61-040: Mercer County: Supportive Regional Highway Planning Program (Cont.)**

- Task III - Transportation Plan Maintenance:
1. Coordinate local governments Land Use and Transportation Policies with the Regional and State Long Range Plans including activities under the Cross Acceptance Plan.
  2. Communicate with the public about the master plan, and provide transportation information to the public as requested.
  3. Review Highway Master Plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences.
  4. Prepare modifications as required to the Master Plan and present to Planning Board for public hearing and adoption.
  5. Review regional, state and local plans, particularly with respect to long range plans, as required.
  6. Monitor and evaluate existing and proposed major developments in terms of impact on short and long range transportation facility improvements, with regard to social, economic, environmental and energy considerations.
  7. Determine the necessity and scope of work for a transit section of the county transportation plan.
  8. Revise and maintain Transportation Development District Plan. This includes preparing fee binder agreements, tracking developments in the District, and revision of plan boundaries, fees, and travel demand model.

- Task IV - Transportation Planning Data and Analysis:
1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
  2. Obtain traffic counts with county equipment and personnel to supplement outside sources for a specific task.
  3. Land use, economic and demographic data compilation and analysis which support transportation planning.
  4. Create and update transportation-related maps.

Products:

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing FY 2008 activities and accomplishments.
4. A work program for the FY 2010 Regional Planning Work Program.
5. An updated County and Regional Transportation Improvement Program with local government input.
6. Maps and/or studies used in planning transportation improvements.

**PROJECT 9-61-040: Mercer County: Supportive Regional Highway Planning Program (Cont.)**

7. Approved Transportation Improvement Program and Capital Improvement Program.
8. A brief report of activities which were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies, developers and citizens.
10. Correspondence on meetings and seminars attended.
11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
12. Selective reports and new technical data files.

Beneficiaries: Mercer County

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$55,210	\$55,210			
2009	\$55,210	\$55,210			
2010	\$55,210	\$55,210			
2011	\$55,210	\$55,210			





**PROJECT 9-61-080: Gloucester County Traffic Counting Program**  
**Responsible Agency: Delaware Valley Regional Planning Commission**

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**Project Manger: Scott Brady**

Goals:

Obtain data needed for transportation, engineering and pavement management studies.

Description:

The Gloucester County Planning Department has requested that DVRPC perform a traffic counting program within Gloucester County. This information will be used for the County's transportation, planning, engineering and pavement management studies. DVRPC will provide traffic count information at locations determined by the County's Planning and Engineering Departments.

Tasks:

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting.  
Collect traffic data on approximately 110 selected locations.  
Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week. Check field data for accuracy.  
Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.  
Prepare traffic count data for the County's GIS file and prepare traffic count map showing new locations.  
Update the County's GIS traffic count file and map.

Products:

1. Detailed printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

Beneficiaries: Gloucester County

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$50,000	\$50,000			
2009	\$50,000	\$50,000			
2010					
2011					



**PROJECT 9-61-090: Mercer County Traffic Counting Program**  
**Responsible Agency: Delaware Valley Regional Planning Commission**

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**Project Manger: Scott Brady**

Goals:

Obtain new traffic count data and compare with existing data from developers' traffic studies in GIS format for the update of the Transportation Element of the County's Master Plan.

Description:

One task in Mercer County's update to the Transportation Element of its Master Plan will be to collect new traffic counts along County roadways and at key intersections. In addition to existing counts in the Transportation Development District, the County needs to collect approximately 200 more counts throughout other parts of the county.

Additionally, the County will incorporate developer traffic study count data into the County's GIS system so that the traffic count data collected as a result of this project will be linked to that produced by others. In this way the County will obtain the most accurate representation of traffic flow in the county. Once compiled, this data will be shared with municipalities in order to enhance their transportation study efforts.

Tasks:

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting.
2. Collect traffic data on selected locations.
3. In GIS, link new count data with developer traffic study data.
4. Prepare materials regarding traffic count data for Transportation Element of the Master Plan.

Products:

1. Detailed traffic count data for selected locations
2. Maps, tables, and text for Transportation Element of the Master Plan.

Beneficiaries: Mercer County and municipalities in which traffic counts are taken.

**PROJECT 9-61-090: Mercer County Traffic Counting Program (Cont.)**

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$50,000	\$50,000			
2009	\$50,000	\$50,000			
2010					
2011					

**Project 09-61-100: City of Trenton: Supportive Regional Highway Planning Program Special Study**

---

**Responsible Agency: City of Trenton - Division of Planning**

**Project Manager: Sarah Oaks**

Goals:

Improve efficiency of the City's local and regional transportation network by participating in subregional transportation core planning efforts.

Description:

Manage and maintain the general administration of the program. Maintain coordination and cooperation with federal, state, regional and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize and analyze a capital program of federal and state funded transportation improvements reflecting local input and coordination with state, county and regional agencies. Monitor implementation of capital improvements. Assess the impact of proposed land use on transportation facilities and recommend city positions on certain regional transportation improvements and programs. Maintain and update files required for the comprehensive transportation planning effort, and monitor various transportation planning efforts and indicators (i.e., traffic counts and turning movements). Retrieve and disseminate information as required.

Tasks:

Task I - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress and expenditure reports and annual completion report.
3. Perform necessary public participation effort.
4. Review transportation reports and correspondence and provide responses.
5. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning work Program meeting, and special meetings as required.

Task II - Transportation Improvement Program:

1. Monitor federal aid program progress.
2. Maintain an inventory of TIP projects and update project status.

Task III - Transportation Plan Maintenance:

**PROJECT 09-61 -100 City of Trenton: Supportive Regional Highway Planning Program (Cont.)**

1. Coordinate the City of Trenton's Land Use and Transportation Policies with the Regional and State Long Range Plans including activities under the NJ Development and Redevelopment Plan.
2. Monitor and evaluate impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state improvements.
4. Maintain an update of the functional classification system.
5. Prepare the city's annual submission to the NJ Transportation Executive Council.

Products:

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report for FY 2009.
4. Adopted County Transportation Improvement Program.
5. A brief report on the activities which were undertaken in the planning/implementation of TIP projects.

Beneficiaries: City of Trenton

Project Cost and Funding

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$ 25,250	\$25,250			
2010					
2011					

**PROJECT 09-61-140: Bicycle Level of Service Interactive Map**  
**Responsible Agency: Delaware Valley Regional Planning Commission**

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**Project Manager: John Madera**

Goals:

Develop an interactive map of bicycle level of service available to the public for route planning.

Description:

The Greater Mercer TMA's bicycle-pedestrian task force has identified the need to update the 2003 Mercer County bicycle map, with data improved by using new GIS data from NJDOT and a web interface that allows qualified cyclists to comment on conditions that make particular road segments more or less amenable to cycling.

This project will pilot the development of an interactive road map of Bicycle Level of Service (BLOS) in Mercer County. Successful standards and procedures from the pilot study may be applied in future years to the rest of the NJ sub-region, as well as to the PA sub-region, depending on data availability and quality.

Bicycle Level of Service (BLOS) is an emerging national standard for quantifying the bike-friendliness of roadways. While other "level-of-service" indices relate to traffic capacity, BLOS indicates bicyclist comfort level for specific roadway geometries and traffic conditions.

BLOS evaluations may be useful in several ways:

- Creating a bicycle map for the public to assist in route selection;
- Identifying routes to include in community bicycle networks;
- Identifying "weak links" in the network and prioritizing sites needing improvement;
- Evaluating treatments for improving bike-friendliness of road segments;
- Including BLOS in project selection criteria to achieve bike planning goals.

Tasks:

1. Identify a project steering committee with DVRPC, state, and local stakeholders;
2. Evaluate feasibility of applying existing BLOS formulas to readily available data;
3. Evaluate alternatives for modifying BLOS formula and apply final formula to existing data to create BLOS base map;
4. Evaluate feasibility of creating interactive web mapping and geo-referenced editing/commenting tools;

**PROJECT 09-61-140: Bicycle Level of Service Interactive Map (Cont.)**

5. Contingent on outcome of task 4, develop policy for qualifying data editors and procedure for qualifying and integrating editors' specific comments;
6. Contingent on outcome of task 4, make base map and editing/commenting tools available to qualified editors;
7. Develop symbology for representing BLOS and specific cyclist hazards on digital interactive and physical maps;
8. Make digital map available to public either through DVRPC website or through replicated database on Mercer County website.
9. Draft and revise report on process and document final standards.

Products:

1. BLOS calculation formula applicable to NJDOT data;
2. Symbology standards for representing BLOS and cyclist hazards;
3. Digital map of BLOS and cyclist hazards for Mercer County;
4. Meeting summaries and interim reports;
5. Draft and final report to project advisory committee including executive summary, description of process, final standards, and sample maps.

Beneficiaries:

Mercer County, municipalities, cycling public.

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$ 75,000	\$75,000			
2010					
2011					



**PROJECT 9-61-160: Regional Truck Parking Study**  
**Responsible Agency: Delaware Valley Regional Planning Commission**

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**Project Manager:** Ted Dahlburg

Goals:

Integrate freight facilities and operations with community goals.

Description:

The availability of overnight truck parking has emerged as an important transportation planning issue. Current private and public truck parking facilities in New Jersey are limited in number, and many have utilization rates which are often at or in excess of capacity. Future competition for designated spaces may be further exacerbated by projected increases in freight shipments by truck and by longer mandatory rest periods for truck drivers. In some cases, trucks already resort to using unofficial spaces along roadside shoulders, ramps, and local streets for parking purposes.

The issue of the adequacy of truck parking facilities is not unique to the Delaware Valley. Regions such as North Jersey, New York City, and Baltimore have major efforts underway to examine truck parking facilities, practices, deficiencies, and strategies. In 2007, Pennsylvania undertook a statewide study of truck parking conditions and needs and determined that 5 of the state's top 7 highway corridors with unmet truck parking demand traverse the Delaware Valley.

The provision of adequate truck rest facilities can improve conditions for drivers, promote safety and environmental considerations, and support the Delaware Valley freight corridors initiative. Working in concert with members of its broad-based freight advisory committee, DVRPC will perform a comprehensive assessment of the region's truck rest stops and needs through several staged technical endeavors. A major result of this effort will be to identify the potential for expanding existing facilities and for creating new facilities.

Tasks:

1. Conduct strategic updates for the Delaware Valley Goods Movement Task Force, trucking interests (e.g., New Jersey and Pennsylvania Motor Truck Associations), and DVRPC member governments.
2. Research best practices among truck parking studies and initiatives in adjacent regions and states.
3. Differentiate between the different types of truck parking facilities (e.g., short vs. long-term, and private vs. public) and facility amenities (e.g., food, showers, and repair services).

**PROJECT 9-61-160: Regional Truck Parking Study (Cont.)**

4. Develop profiles of each current parking facility using maps, descriptive information, and data collection.
5. Survey truck parking operators and a sampling of truck drivers about current practices and facilities.
6. Describe truck travel behavior and trends on major highways within the Delaware Valley freight corridors.
7. Summarize federal hours-of-service regulations for commercial vehicle operators and federal funding programs for truck parking facilities.
8. Summarize efforts of local law enforcement agencies to monitor and regulate truck travel.
9. Employ FHWA methods to estimate truck parking supply and demand on major highways in the Delaware Valley region.
10. Identify strategies and technologies that mitigate adverse impacts on host communities (e.g., idle reduction technologies).
11. Investigate the feasibility of expanding or reconfiguring existing truck parking facilities, creating new ones, and utilizing other types of facilities for overnight parking (e.g., weigh stations and park and ride lots).
12. Develop a truck parking action plan to address unmet demand and future anticipated growth.

Products:

1. Final study document detailing all technical activities, findings, and recommendations.
2. Public information materials (hard copies and web-based).

Beneficiaries: Freight facility operators, DVRPC member governments.

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008					
2009	\$ 150,000	\$50,000			\$100,000
2010					
2011					

\* - \$80,000 PA Supplemental, \$20,000 PA SMLF Match – Project # 09-41-210



Delaware Valley  
Regional Planning  
Commission

JANUARY 2008

# CHAPTER 4

## *Transit Support Program*

(TSP)



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2009 PLANNING WORK PROGRAM**

**CHAPTER FOUR**

**TRANSIT SUPPORT PROGRAM**

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**FY 2009 PENNSYLVANIA TRANSIT SUPPORT PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
<b>Core Projects</b>			
09-63-001	Bucks County	Transit Planning & Programming	\$65,000
09-63-002	Chester County	Transit Planning & Coordination	\$48,000
09-63-003	Delaware County	Transit Planning & Coordination	\$93,000
09-63-004	Montgomery County	Transit Planning & Implementation	\$82,000
09-63-005	Phila Office of Strategic Planning	Transit Planning & Programming	\$106,000
09-63-006	PCPC	Short Range Planning	\$129,000
09-63-007	SEPTA	Capital Planning/TIP	\$322,000
<b>Subtotal</b>			<b>\$845,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
09-63-008	Bucks County/ SEPTA	Transit Needs Assessment	\$40,000
09-63-010	Delaware County	Transit Map Update	\$60,000
09-63-013	City of Philadelphia	Visitor Travel Survey	\$50,000
09-63-020	City of Philadelphia	Broad Street Subway Ridership Study *	(see note* below)
09-63-022	PA Counties, SEPTA	Update Regional Travel Simulation Model	\$189,088
<b>Subtotal</b>			<b>\$339,088</b>
<b>Program Total</b>			<b>\$1,184,088</b>

\* \$90,000 has been requested for this study. Should funds become available, it will be added to the budget for this program.





## **PROJECT 9-63-001: Transit Planning and Programming**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager: Sarah Oaks**

### **GOALS:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program

### **PURPOSE:**

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's Comprehensive Plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community and area service providers.

### **TASKS:**

1. Program administration and interagency coordination, to include general program correspondence and public information requests.
2. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.
3. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.
4. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.
5. Review existing paratransit services for evaluation and compliance with ADA requirements.
6. Maintain liaison with the Bucks County Transportation Management Association.

## PROJECT 9-63-001: Bucks County Transit Planning and Programming

### **PRODUCTS:**

1. Monthly and Quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.

### **BENEFICIARIES:**

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

#### Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$62,000		\$62,000		
2009	\$65,000		\$65,000		
2010	\$65,000		\$65,000		
2011	\$65,000		\$65,000		

**PROJECT 9-63-002: Transit Planning and Coordination**  
**Responsible Agency: Chester County Planning Commission**

---

**Project Manager:** Sarah Oaks

**Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

The purpose of this project is to enhance regional and local mobility through the development of short and long range planning programs and coordination of activities.

Specifically, this project provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. With Chester County's increasing participation in the regional public transportation system, it is incumbent on the Planning Commission to provide this service. This project enables planning staff to provide necessary technical input to regional agencies and transit operators, as well as SEPTA Board members and County Commissioners.

**Tasks:**

1. Administer project, which will include the submission of quarterly invoices and reports, as well as a closing report.
2. Monitor existing transit services (public and private) operating in Chester County to ensure that they are maintaining the levels and quality of service promised.
3. On a continuing basis, evaluate the need for, and potential of, new public transportation services based on existing plans and studies, requests for service, or proposals for new services put forth by the transit operators.
4. Review and comment, as necessary, on SEPTA's Capital Budget and Program, as well as the public transportation element of the DVRPC TIP.
5. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies.
6. Participate, as appropriate, in regional or neighboring county projects which may have impacts on transit services in Chester County.
7. Provide technical assistance and policy input to the County Commissioners and our SEPTA Board members.
8. Participate in Board meetings and activities of the TMA of Chester County

**Products:** Quarterly and Final Reports

**PROJECT 9-63-002: Transit Planning and Coordination (Cont.)**

**Beneficiaries** Chester County Residents and Employees

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$45,000		\$45,000		
2009	\$48,000		\$48,000		
2010	\$48,000		\$48,000		
2011	\$48,000		\$48,000		

**PROJECT 9-63-003: Transit Planning and Coordination**  
**Responsible Agency: Delaware County Planning Department**

---

**Project Manager: Sarah Oaks**

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

Tasks:

1. Administer project and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
5. Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management. Evaluate upcoming land development and recommend measures to encourage transit use.
7. Plan and coordinate paratransit services.
8. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.

Products:

1. Quarterly progress reports
2. Quarterly invoices
3. Closing report

Beneficiaries: Member Governments, Operating Agencies, Private Sector, Citizens

**PROJECT 9-63-003: Transit Planning and Coordination (Cont.)**

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$89,000		\$89,000		
2009	\$93,000		\$93,000		
2010	\$93,000		\$93,000		
2011	\$93,000		\$93,000		

**PROJECT 9-63-004: Montgomery County Transit Planning and Implementation**

---

**Responsible Agency: Montgomery County Planning Commission**

**Project Manager: Sarah Oaks**

**Goals:** To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:** The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC and Pottstown Urban Transit, Inc. (PUT). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

**Tasks:**

Task I – Administrative/Coordination:

1. Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
2. Provide policy analysis and liaison with County Commissioners and SEPTA Board Members.
3. Provide inter-agency coordination with DVRPC, SEPTA and Pottstown Urban Transit.
4. Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
5. Prepare quarterly progress and financial reports, general correspondence and respond to public information requests.

Task II – Transportation Plan Maintenance and Implementation:

1. Participate in the development of the Transportation Improvement Program.
2. Review new or modified transit service proposals and review subdivision and land development plans for transit access.
3. Review SEPTA and PUT operating and capital budgets.
4. Update the County Transportation Plan.
5. Participate in various transportation study task forces.
6. Participate in the development of the Schuylkill Valley Metro and the Route 100 Extension projects.

**PROJECT 9-63-004: Montgomery County Transit Planning and Implementation (Cont.)**

**Products:**

1. Monthly progress and financial reports.
2. Route and service plans.
3. County Transportation Plan Update.

**Beneficiaries:** Operating Agencies, Private Sector, County and Municipalities

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$78,000		\$78,000		
2009	\$82,000		\$82,000		
2010	\$82,000		\$82,000		
2011	\$82,000		\$82,000		



**PROJECT 9-63-005: Philadelphia Transit Planning and Programming**  
**Responsible Agency: Philadelphia Office of Strategic Planning**

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**Project Manager:** Sarah Oaks

**Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

The major purpose of this program is to reimburse the Philadelphia Office of Strategic Planning for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes. This is a continuation of similar grants received for the past several years.

**Tasks:**

**Short-Range Transit Planning Process:**

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the City's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan:
  - a. Assist in the development and coordination of City and Regional transit plans.
  - b. Assist in planning for compliance with, and implementation of, strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
3. Participate in the development of regional TSM planning:
  - a. Review and evaluate short-range transit plans.
  - b. Participate in the Commission's transit planning projects.
  - c. Participate in SEPTA's transit planning technical studies and projects such as route analysis.
  - d. Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, New Jersey Transit, PennDOT, and the Center City Philadelphia TMA.
  - e. Attend transportation planning related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.

**PROJECT 9-63-005: Philadelphia Transit Planning and Programming**

Long-Range Transit Planning Process:

Assist in preparing the transportation elements of DVRPC's Long-Range Plan Update

TIP Coordination and development:

1. Review and analyze the current Regional TIP, including the status of the current Budget Year and the 2-6 Year Program of the City of Philadelphia's Transportation Capital Budget and Program.
2. Coordinate the TIP's progress and status with the Commission and member agencies.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Provide assistance to the Commission's staff in analyzing the City of Philadelphia's TIP projects and implementation thereof.
6. Collect data for each City transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
7. Prepare and review the City of Philadelphia long range Capital Budget and Program for transit projects.
8. Update and present to the Commission and member agencies the City's portion of the Regional TIP updates and updates to the State 12-Year Transit Capital Program.
9. Review and analyze the draft regional TIP in light of the Long Range Plan. Prioritize and stage the elements of the TIP within fiscal funding constraints.
10. Make suggestions to improve and revise the City's and SEPTA's Transit Capital budgeting process.
11. Participate in the preparation and coordination of City submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.

Products:

Transit Capital Project element of the City's long range Capital Budget and Program.

**PROJECT 9-63-005: Philadelphia Transit Planning and Programming**

Beneficiaries: City of Philadelphia, PA, SEPTA, PATCO, NJ Transit

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$101,000		\$101,000		
2009	\$106,000		\$106,000		
2010	\$106,000		\$106,000		
2011	\$106,000		\$106,000		



## **PROJECT 9-63-006: Philadelphia Short-Range Planning**

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**Responsible Agency: Philadelphia City Planning Commission**

**Project Manager: Sarah Oaks**

### **Goals:**

To support the City Planning Commission's transportation planning and programming efforts at both City and regional levels, and to develop recommendations on specific issues as needed.

### **Description:**

The City of Philadelphia's Home Rule Charter requires that the City prepare an annual Capital Program and Budget. This work also provides input into development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. Staff support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

### **Tasks:**

#### **Task 1: Transportation Capital Programming Projects**

- a) Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the City's Capital Budget and Program
- b) Develop supporting data, tables, and text for the Capital Program and contribute to capital program maintenance, including the evaluation and processing of amendments.
- c) Participate in the development and maintenance of the regional Transportation Improvement Program.
- d) Review and make recommendations regarding studies and plans for transportation capital projects.

#### **Task 2: Transportation Plan Development and Maintenance**

- a) Provide City Planning Commission input to DVRPC's transportation planning projects, including the development of the Long Range Plan.
- b) Work with the Transit Improvement Committee in its efforts to improve the effective operation of surface transit.
- c) Continue non-motorized transportation planning activities, particularly as they relate to transit access.

**PROJECT 9-63-006: Philadelphia Short-Range Planning**

Task 2 (Continued)

- d) Attend transportation planning related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.
- e) Evaluate proposed development projects for potential impacts on transportation systems.
- f) Participate in planning efforts of other agencies, including the Central Philadelphia Development Corporation TMA.
- g) Participate in the Regional Transportation Committee of DVRPC and the SEPTA City-County meetings.

Task 3: Administration and Coordination

- a) Perform contract administration
- b) Prepare quarterly progress reports and invoices.

Products:

- 1. Recommended Capital Program Elements
- 2. Capital Program Final Report
- 3. Memos and reports on individual transportation issues

Beneficiaries: General Public/Citizens, DVRPC, SEPTA

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$123,000		\$123,000		
2009	\$129,000		\$129,000		
2010	\$129,000		\$129,000		
2011	\$129,000		\$129,000		

**PROJECT 9-63-007: Capital Budgeting/Transportation Improvement Program**  
**Responsible Agency: Southeastern Pennsylvania Transportation Authority**

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**Project Manager:** Sarah Oaks

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Prepare the SEPTA Capital Budget, Program and Comprehensive Plan and provide the required input to the Regional Transportation Improvement Program. Prepare SEPTA's responses to federal guidelines and rule making regarding the next reauthorized transportation bill and the Clean Air Act Amendments of 1990. Provide for short-range planning studies to support SEPTA operating departments. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Submit input to DVRPC and participate in meetings concerning amendments and modifications to the Regional Transportation Improvement Program.
2. Refine prioritized SEPTA Capital Budget, Program and Comprehensive Plan with data and assistance from within SEPTA and also from outside agencies.
3. Perform generalized planning and analysis in order to prioritize the capital projects.
4. Program and produce SEPTA One-Year Capital Budget and Twelve-Year Capital Program, and Comprehensive Plan.
5. Provide assistance to DVRPC in analyzing the SEPTA Capital Budget and Program, and in assimilating this information into the regional TIP.
6. Maintain and utilize the Capital Program Management System data files.
7. Provide information to federal, state, city and county officials and staff concerning SEPTA capital projects.

**PROJECT 9-63-007: Capital Budgeting/Transportation Improvement Program (Cont.)**

Capital Budgeting:

1. Participate in the budget process for the Commonwealth of Pennsylvania, including the annual budget process. Develop and submit SEPTA's request for local matching funds.
2. Participate in the budget process for Bucks, Chester, Delaware and Montgomery Counties, and the City of Philadelphia. Develop SEPTA's request for local matching funds.
3. Develop commitment and cash flow schedules for the Pennsylvania Dedicated Funding Program.
4. Respond to information requests from a variety of federal, state, and local funding agencies.

Products:

1. SEPTA One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects to the DVRPC Regional TIP document.
2. Reports and recommendations to be used in support of the short range planning program and development of work programs for various internal and external studies.

Beneficiaries: Member Governments, State, Operating Agencies

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$307,000		\$307,000		
2009	\$322,000		\$322,000		
2010	\$322,000		\$322,000		
2011	\$322,000		\$322,000		



## **PROJECT 09-63-008: Bucks County/Mercer County Transit Needs Assessment**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Joseph Hacker

**Goal:** To promote transit use across the Delaware River between Bucks and Mercer Counties. To explore potential sites for park and ride lots connected by improved or new transit services.

**Description:** This project is intended to examine an important interstate market: the travel between Bucks and Mercer Counties. Presently NJ TRANSIT has a Route 1 Bus Rapid Transit System project in the early stages of development. Year 2000 journey to work census data and Year 2025 transit forecasts indicate the potential for transit usage in this corridor. Concept planning needs to be done for park and ride locations and upgraded or new transit service to better connect the two counties with employment locations, particularly Route 1 in Mercer County and Downtown Trenton State Offices.

### **Tasks:**

1. Review the findings of recent passenger surveys of SEPTA and NJ TRANSIT bus routes in the corridor.
2. Review findings of surveys recently conducted by DVRPC in coordination with NJ TRANSIT and SEPTA of R7 and R3 rail line customers and Hamilton and Trenton Rail Stations.
3. Conduct field investigations of potential park and ride lots for commuters that are proximate to I-95 and existing train stations including R3 Woodbourne, R3 West Trenton, and R7 Cornwells Heights.
4. Propose new transit services to link potential and existing park and ride lots with employment centers and/or existing rail stations (feeder or distributor function).
5. Discuss ideas with municipal officials, counties, TMAs and modal and State of New Jersey agencies and departments that employ large numbers of persons who reside in Pennsylvania.
6. With the help of NJ TRANSIT and NJDOT research the availability of NJ state employee zip codes to help identify market potential and siting of park-rides.
7. Have DVRPC and NJ TRANSIT travel forecasting staff meet to identify "in kind" services that can support the study.
8. Write report of findings.

**Beneficiaries:** NJ Transit, SEPTA, commuters and residents of Bucks and Mercer Counties

**PROJECT 09-63-008: Bucks County/Mercer County Transit Needs Assessment**

**Project Cost and Funding**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008					
2009	\$73,000		\$40,000		\$33,000 NJ TSP
2010					
2011					

\* - NJ TSP – Project 09-63-029

**PROJECT 09-63-010: Delaware County Public Transportation Map & Guide Update**

**Responsible Agency:** Delaware County Planning Department

**Project Manager:** Sarah Oaks

**Goal:** To update and produce the Delaware County Public Transportation Map and Guide

**Description:** In 2005, the Delaware County Planning Department (DCPD) completed production of its first ever *Delaware County Public Transportation Map and Guide*. This project was funded as part of the DVRPC FY 2005 work program, and was the result of cooperation with SEPTA, PennDOT, DVRPC and the Delaware County TMA. A private consultant provided technical assistance for the production of the map. The result was a useful and informative foldout pamphlet, which proved highly popular with the public when DCPD distributed it throughout the county. It has been over two years since the map and guide was produced. All copies have been distributed, and it is no longer readily available as a hard copy.

DCPD believes that the time is appropriate to undertake an update and reprint of the *Public Transportation Map & Guide*. There have been several important changes that need to be reflected in the new document including SEPTA's recent fare changes, newly built trip-generator developments, several route modifications within the last two years and more route modifications planned for Delaware County in SEPTA's 2008 Annual Service Plan. DCPD requests that the project be funded as part of the DVRPC FY 2009 Transit Support Program. The update will be a smaller task in terms of cost and time than the original production of the map and guide, as the majority of the information still remains accurate.

**Tasks:**

1. Update transit routes shown on original map to reflect current services available.
2. Work with mapping consultant to create new map.
3. Work with printing company to produce as many maps as possible with budget available.
4. Distribute maps to interested parties and organizations.

**Beneficiaries:** Citizens and businesses in Delaware County

**PROJECT 09-61-010: Delaware County Public Transportation Map & Guide Update (Cont.)**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$60,000		\$60,000		
2010					
2011					

**PROJECT 09-61-013: Philadelphia Visitors Transit Survey**

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**Responsible Agency:** Philadelphia City Planning Commission / Clean Air Council

**Project Manager:** Sarah Oaks

**Goal:** To conduct a survey of visitors to the City of Philadelphia on transit service and the marketing of transit service.

**Description:** Clean Air Council will conduct a transit survey of visitors to the City of Philadelphia for the Philadelphia City Planning Commission and in conjunction with SEPTA (see accompanying SEPTA letter of support). The purpose of the study is to determine to what extent visitors to the City make use of public transportation; for what purposes they use transit; whether or not they received information about transit upon arriving in the City; if they didn't receive transit information, how they went about getting information on transit; and what transit service and marketing improvements could be made that would increase visitors' transit usage. A wide range of visitors will be targeted, which will be divided into two major categories: those coming to Philadelphia on business (i.e., staying in local hotels on business, to attend conferences and events at the Pennsylvania Convention Center, etc.) and those coming to Philadelphia for pleasure (i.e., to attend local sporting events, to visit historic sites, etc.). The survey will be conducted using primarily the "intercept" mode, where individuals will be approached at targeted locations and asked to complete the survey on-the-spot. An online survey tool may also be used to conduct the survey. Survey results will be tallied and shared with the appropriate entities, including the Philadelphia City Planning Commission, SEPTA, the Delaware Valley Regional Planning Commission, the Philadelphia Convention and Visitors Bureau, the Greater Philadelphia Tourism and Marketing Corporation, and other project partners.

**Tasks:**

1. Prepare survey and obtain feedback from appropriate agencies.
2. Conduct survey.
3. Tally survey results.
4. Prepare final report and recommendations.

**Products:** Report documenting survey results and outlining recommendations.

**Beneficiaries:** SEPTA, City of Philadelphia, other partner agencies.

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$50,000		\$50,000		
2010					
2011					



**PROJECT 09-63-020: Broad Street Subway Ridership Study for Pattison, Oregon, and Snyder Stations**

**Responsible Agency:** Philadelphia City Planning Commission

**Project Manager:** Sarah Oaks

**Goals:** To ascertain ridership origins and destinations and to identify potential alternative transit routes/services to better match those trips.

**Description:** The purpose of the survey is to identify trip patterns. There has been no recent attempt to collect/analyze such data for Broad Street Line riders. Furthermore, current fare technology cannot precisely track riders who use transfers. These southernmost stations on the Broad Street Line have a certain amount of patronage from NJ residents commuting to/from Center City each business day. This may be witnessed by the unusually large number of cars with NJ license plates all around the residential side streets particularly surrounding Oregon Station and occupying the parking spaces at the Sports Complex surrounding Pattison Station. Snyder Station is the terminus for Route 37 providing direct service to all terminals at PHL, and beyond to PHL Business Center, and the City of Chester. In addition to 4 cross-town bus routes and 2 bus routes serving PHL and beyond, transfers may also be made to/from a connecting shuttle bus at Pattison Station serving the Navy Yard complex.

Knowing subway rider origins and destinations will provide for a better understanding of how the existing transportation infrastructure is being utilized, and what current and potential trip generators are being addressed/underserved. Such data will inform various studies including the PIDC Broad Street Subway Extension Feasibility Study; PHL's Airport Transportation Study, which will examine not only access to/from PHL, but also access within the PHL complex – and this is in addition to a Delaware County study to determine the feasibility of a direct rail connection between the western suburbs and PHL; PCPC's Stadium Area Transit Study recommended various phased approaches toward creating a more transit-oriented and pedestrian-friendlier experience; and the DRPA PATCO Extension Study, which has a large Philadelphia component including an idea for a light rail connector along the Delaware Riverfront with potential extensions to the Sports Complex (Pattison Station) and Navy Yard.

**Tasks**

1. Develop a detailed work program, assigning tasks to staff and to outside consultants, as appropriate.
2. Procure consultant services.
3. Develop survey instrument.
4. Gather license-plate data from parked vehicles at Pattison Station.
5. Administer survey and tabulate responses.
6. Analyze responses and license-plate data.

7. Prepare report documenting findings.

**Products:**

Analysis of survey results; identification of preliminary alternate/supplemental services.

**Beneficiaries:**

SEPTA, PIDC, employers and employees, other transit providers, transit riders, planners, engineers, and roadway users.

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2009	\$ 90,000*		\$ 90,000		

\*Funding is currently unavailable for this project. Should additional funds be identified before the start of the fiscal year, this study will proceed.



## **Project 09-63-022: Update DVRPC Travel Simulation Model**

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** W. Thomas Walker  
**Project Managers** Matt Gates  
Christopher Puchalsky

### **Goals:**

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards.

### **Description:**

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of its travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. Periodically it is necessary to update the software package that runs the various models to take advantage of advances in network maintenance, GIS technology, and output visualization. At those times it is often advantageous to update the models themselves to bring them inline with the state of the art/science of demand modeling.

Beginning in FY95 and continuing through FY98, DVRPC hired a consortium of consultants headed by Cambridge Systematics, Inc. (CSI) to assist DVRPC staff in implementing model upgrades recommended in NARC's best practices manual and to meet FHWA, FTA and EPA conformity modeling requirements. Following completion of the CSI study, DVRPC staff incorporated the model enhancements into its travel simulation process (based on the TranPlan software package) and performed a 2000 model calibration and validation with 2000 home interview and census data. The resulting model package has been used in transportation and air quality modeling activities conducted by the commission staff and outside consultants. In 2006, CSI prepared a review of the model package as implemented by DVRPC, the results of the 2000 model validation, and the federal requirements at that time and found that the DVRPC model is consistent with all travel simulation modeling requirements.

Since 2006, DVRPC staff has implemented additional upgrades to the modal split and mobile source emissions sub-models to maintain consistency with evolving FHWA, FTA, and EPA requirements. Also, staff has begun investigation of next generation of software packages, including PTV Vision (VISUM and VISSIM) and TransCAD. It is apparent that staff once again needs additional consultative support to efficiently upgrade its travel simulation capabilities.

Therefore, in FY2009, as part of a multi-year project, DVRPC intends to hire a consultant team to review the current travel simulation models; assess the capabilities of commercially available modeling packages and DVRPC's current software to address the expectations of planners, elected officials and the public; recommend a new modeling package for DVRPC's long term needs; and, assist in its installation, calibration and implementation in travel demand studies. Particular attention will be given to: the modal split model; transit and highway network maintenance; integration with GIS software and datasets used by DVRPC and its member agencies and operators; and, visualization of highway and transit outputs to better assist decision makers and the general public. This project should be fully completed in FY 2011.

In preparation for this consultant effort, staff will prepare a Travel Simulation Summary Report that describes the DVRPC enhanced model based on the TranPlan software package, the current hardware configuration, and the known operational deficiencies of the current simulation process. This report, developed under the core modeling program project, will be sent along with the RFP to all consultants to educate them about the current DVRPC model and software.

#### **FY 2009 Tasks:**

1. Based on the Travel Simulation Summary Report, prepare an RFP for a modeling consultant to review DVRPC's enhanced model process, assess other modeling packages, and recommend a modeling package for DVRPC's long term needs.
2. Issue the RFP, review consultant responses, select a consultant, and prepare the required contract.
3. Transmit the DVRPC model and associated documentation to the chosen consultant.
4. Provide project management services, respond to questions, and transmit additional documentation to the consultant who will prepare a draft report documenting their recommendations. Hold meetings with the consultant as necessary to discuss progress.
5. Review the consultant's preliminary model and software recommendations and provide comments and corrections as required.
6. The consultant will complete their final recommendations in a report to DVRPC, incorporating all comments and corrections.

#### **FY 2010 Tasks:**

1. Based on the consultant's final recommendations, select a software vendor for the modeling package, addressing the features of the package and the vendor's support capabilities.
2. Prepare a sole source contract with the selected software vendor to acquire the software package and to provide support to enhance and customize the software package, as required, to meet DVRPC's needs.

3. Acquire recommended software package and associated hardware.
4. Work closely with the modeling consultant and software vendor to incorporate the new model chain into the new software package and to get the package up and running.
5. In cooperation with the software vendor, the consultant will be responsible for calibrating and validating the selected model with DVRPC 2005 data, and comparing the new results to the results produced by the current DVRPC model.
6. The consultant will be responsible for preparing a report documenting the modeling process, including each part of the simulation model – trip generation, trip distribution, modal split, highway and transit assignment – and output evaluation summaries of the calibration and validation process.
7. Continue to provide project management services and respond to questions from the consultant and vendor.

**FY 2011 Tasks:**

1. The software vendor will be responsible for preparing a user's manual documenting the functional operation of the implemented software package for the planners and engineers who will use the package.
2. The consultant and software vendor will be responsible for training DVRPC staff in running the travel simulation model, evaluating the results, and presenting the results in ways meaningful to decision makers and the public.
3. The consultant will be responsible for delivering all final reports incorporating any revisions deemed necessary through the implementation and training phase.
4. Continue to provide project management services and respond to questions from the consultant and vendor.

**Products:**

1. DVRPC: Contract related documents: RFP (FY09), consultant contract (FY09), sole source vendor contract (FY10)
2. Consultant: Model Recommendations Report (FY09)
3. Consultant: Modeling Process Documentation (FY10), Calibration / Validation Report (FY10)
4. Vendor: User's Manual for DVRPC Modeling Process (FY11)
5. Updated models in state-of-the-art software and hardware package, including software with licenses for DVRPC.
6. Technical memoranda and minutes of meetings.

**Beneficiaries:** DVRPC, Transit Operators, State DOTs, and other member governments

**Project Cost and Funding :**

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
2008					
2009	\$229,088		\$189,088*		\$40,000**
2010	\$150,000				
2011	\$80,000				

- Source of funds:
- TSP-PA - \$189,088 \*
- TSP-NJ - \$40,000 \*\* (See NJ TSP: 09-63-032)

For FY 2009 this is a regional effort, with funding being contributed from the TSP of both NJ and PA. The total project cost for FY2009 is \$229,088.

Funds are for consultant and vendor contracts, software and hardware acquisition, staff participation.

**FY 2009 NEW JERSEY TRANSIT SUPPORT PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
<b>Core Work Programs</b>			
07-63-020	Burlington County	Transit & Ridesharing	\$45,000
07-63-021	Camden County	Transit Planning & Programming	\$50,000
07-63-022	Gloucester County	Transportation Systems Planning	\$65,000
07-63-023	Mercer County	Transit Planning & Programming	\$40,000
07-63-025	NJ Transit	TIP& Short Range Planning	\$85,000
<b>Subtotal</b>			<b>\$285,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2009 Budget</b>
09-63-026	Burlington County	County Transit Evaluation	\$45,000
09-63-027	Camden County	Lindenwold Station Transit Hub Study	\$50,000
09-63-028	Gloucester County	County-Wide Transit Guide	\$57,577
09-63-029	Mercer County/NJ Transit	Transit Needs Assessment	\$33,000
09-63-032	NJ Counties, NJ Transit	Update Regional Travel Simulation Model	\$40,000
<b>Subtotal</b>			<b>\$225,577</b>
<b>Program Total</b>			<b>\$510,577</b>



**PROJECT 9-63-020: Transit and Ridesharing**  
**Responsible Agency: Burlington County - Land Development Office**

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**Project Manager:** Sarah Oaks

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.
7. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
8. Coordinate the development of light rail transit in Burlington County.
9. Implement the transit portion of the Burlington County Transportation Master Plan.
10. Serve on the Executive Committee of the TMA.

**PROJECT 9-63-020: Transit and Ridesharing (Cont.)**

Products:

1. Quarterly progress reports.
1. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.
4. Transit section of Burlington County Transportation Master Plan.

Beneficiaries: Burlington County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$45,000		\$45,000		
2009	\$45,000		\$45,000		
2010	\$45,000		\$45,000		
2011	\$45,000		\$45,000		



**PROJECT 09-63-021: Camden County: Transit Planning and Programming**  
**Responsible Agency: Camden County - Department of Public Works - Division of Planning**

**Project Manager: Sarah Oaks**

**Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA other Counties and State Agencies. Serve on various corridor study task forces.

**Tasks**

1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey State agencies.
4. Participate in transportation planning meetings and conferences.
5. Administer the project, which includes submission of a progress report, final billing and report
6. Respond to public information requests

**PROJECT 09-63-021: Camden County: FY 2008 Transit Planning and Programming**

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7. Develop and maintain transit -oriented GIS.
8. Coordinate planning activities with various county and state agencies
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the FY 2010 Camden County Work Program for inclusion in the Regional Transportation Committee work program.

**PRODUCTS:**

1. Transit-oriented GIS data and reports.
2. Progress reports and final report.

**BENEFICIARIES:** Citizens, private sector, operating agencies

**PROJECT COST AND FUNDING:**

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<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$50,000		\$50,000		
2009	\$50,000		\$50,000		
2010	\$50,000		\$50,000		
2011	\$50,000		\$50,000		

**PROJECT 9-63-022: Transportation Systems Planning & Implementation**  
**Responsible Agency: Gloucester County Planning Department**

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**Project Manager:** Sarah Oaks

Goals:

Improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional transportation activities and to provide the means to develop future transportation plans that meet changing local and regional transportation needs. Serve on steering committees, and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on transportation matters as required. Attend meetings, seminars, and public hearings related to transportation.

Tasks:

1. Monitor NJ Transit service within the county. Perform detailed analysis and submit recommendations to NJ Transit.
2. Assist NJDOT, NJ Transit and DVRPC in the investigation of potential transportation improvements.
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives.
4. Continue regional marketing and advertising activities.
5. Provide technical assistance and program coordination with regional, state, and local agencies.
6. Participate in transportation planning meetings and conferences.
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices, and final report.
8. Respond to public information requests.

Products:

1. Service improvement recommendations.
2. Quarterly progress reports & billing and final report.

Beneficiaries: Gloucester County, Municipalities, Private Sector, Citizens

**PROJECT 9-63-022:      Transportation Systems Planning &  
Implementation (Cont.)**

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$65,000		\$65,000		
2009	\$65,000		\$65,000		
2010	\$65,000		\$65,000		
2011	\$65,000		\$65,000		

**PROJECT 9-63-023: Transit Planning and Programming**

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**Responsible Agency: Mercer County Planning**

**Project Manager: Sarah Oaks**

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.

Products:

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.

**PROJECT 9-63-023: Transit Planning and Programming(Cont.)**

Beneficiaries: Mercer County, Local Governments, Private Citizens,  
Developers, Transportation Engineers and NJDOT

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$40,000		\$40,000		
2009	\$40,000		\$40,000		
2010	\$40,000		\$40,000		
2011	\$40,000		\$40,000		

**PROJECT 9-63-025:      Transportation Improvement Program and Short Range Planning**

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**Responsible Agency:    New Jersey Transit**

**Project Manager:        Sarah Oaks**

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. In the course of FY 2008, NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access Reverse Commute, and Bus Rapid Transit meetings. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

Tasks:

Transportation Improvement Program:

1. Work closely with DVRPC and members in the development of the regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one year and five year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain and apply the project information database.
7. Provide NJ Transit capital project information to state, county and local agencies and staff.
8. Maintain an ongoing dialog with county and local officials regarding capital project problem statements, programs and progress.

**PROJECT 9-63-025:            Transportation Improvement Program and Short  
Range Planning (Cont.)**

Regional Planning Activities:

1.     Support the continued development and refinement of the Congestion Management/Intermodal Systems.
2.     Support the refinement and continued development of the regional and statewide long range transportation plans.
3.     Analyze new federal, state and local regulations concerning planning and development guidelines.
4.     Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.
5.     Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

Products:

1.     NJ Transit's annual capital program, five year capital plan and transit element of the DVRPC Regional TIP.

Beneficiaries:            Member Governments and Operating Agencies

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$85,000		\$85,000		
2009	\$85,000		\$85,000		
2010	\$85,000		\$85,000		
2011	\$85,000		\$85,000		



## PROJECT 09-63-026: Burlington County Transit Evaluation Study

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**Responsible Agency:** Burlington County/ Cross County Connection TMA

**Project Manager:** Sarah Oaks

**Goal:** Improve the efficiency of current County transit services in terms of passenger services and needs and system affordability. Recommend Improvements in transit services to increase ridership and decrease operating costs.

**Description:** Burlington County's transportation system includes two transit services: the BurLink, a modified fixed route service open to the general public, and the BCTS, a curb-to-curb service for seniors and disabled residents. The two services are operated independently from one another with actual operations contracted to a third party. Increasing costs and dwindling state and federal funds are placing a financial burden on the County's ability to continue existing services into the future. The financial burden, changing demographics, and new residential and commercial development have necessitated the need for an evaluation of Burlington County's transit system. This evaluation will examine the efficiency of the current services in terms of their ability to meet the needs of the County's residents, employees and employers and the financial needs to support the transit services. The evaluation study will present recommendations designed to enable Burlington County to provide an affordable transit system designed to meet the transportation needs of its constituency.

### Tasks:

#### Part I: Current Services Review and Evaluation

1. Evaluate BCTS and BurLink services in terms of service type and operations.
2. Review and evaluate ridership data
3. Examine ridership survey data collected by NJ Transit and Burlington County.

#### Part II: Review other County Transit Systems

1. Meet with NJ Transit and transit providers in other counties in NJ to examine their systems and identify successful operating strategies and tools that can be used in Burlington County.
2. Meet with transit providers in adjacent counties to discuss possible coordination efforts
3. Meet with municipal transit providers to discuss possible coordination efforts.

#### Part III: Consolidation/Coordination of Services

1. Evaluate opportunities to consolidate and coordinate the BCTS and BurLink transit services. This evaluation will include a detailed look at service areas, travel times and destinations. Duplicated trips and riders will be identified in an effort to create greater efficiencies in services.
2. Evaluate administrative performances, including contracted third party operator services.

**PROJECT 09-63-026: Burlington County Transit Evaluation Study Cont.**

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Part IV: Evaluate Operating and Capital Expenses and Needs

1. An evaluation of the current operating and capital expenses and needs of both transit services will be performed. This analysis will examine current and future needs.
2. Options for generating additional revenues will be examined including advertising on busses, fare structures, funding from employers and alternative sources.

Products:

1. Final Report detailing findings of above tasks, including tables, charts, and maps as necessary.
2. Final report will include recommendations and implementation schedule.
3. Written summaries of meetings attended.
4. Monthly progress reports will be provided to Burlington County staff.

Beneficiaries: Burlington County residents, taxpayers, the transit dependent community, and employers.

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$45,000		\$45,000		
2010					
2011					

**PROJECT 09-63-027      Lindenwold Station Transit Hub Study**  
**Responsible Agency:    Delaware Valley Regional Planning Commission**

**Project Manager:        Joseph Hacker**

**Goals:** The goal of this study is to enhance connections between PATCO rail service and New Jersey Transit bus and rail (Atlantic City Line) service at Lindenwold Station, where PATCO and NJ Transit facilities are adjacent to one another. Additionally, the transportation impacts of proposed Transit Oriented Development at the station site will be explored.

**Description:** Lindenwold Station is a junction of two rail lines: the PATCO High Speed Line and the New Jersey Transit Atlantic City line. Additionally, local bus routes 403, 451, 459 and 554 stop at Lindenwold. Lindenwold is a high volume station, having the highest number of boards and surface parking stalls for PATCO service in New Jersey while NJ Transit ridership between Philadelphia and Atlantic City has been growing steadily over recent years. This study would evaluate existing facilities and connections as well as vehicular traffic bottlenecks and pedestrian access issues in an effort to enhance area mobility. Additionally, the Delaware River Port Authority has recently completed a study of Transit Oriented Development (TOD) potential at several PATCO station sites, including Lindenwold. Lindenwold Borough has adopted a redevelopment plan in support of station site development. This study would explore already-identified opportunities and scenarios for TOD in the immediate station vicinity, as well as for revisions to development regulations and circulation patterns in the broader multi-municipal station area that would support more transit-supportive development.

**Tasks:**

1. Create a technical advisory committee consisting of NJ Transit, PATCO, TMA, County, and municipal officials, with representation by UMDNJ and local businesses.
2. Inventory current station services, such as rail and bus scheduling and connections and other services.
3. Examine traffic bottlenecks in the station vicinity, such as the CR 673 bridge which funnels two-way traffic into three total lanes, as well as the complex intersection of CR 702, Route 30, and CR 673.
4. Examine municipal zoning in the station vicinity for opportunities for greater transit supportiveness.

**Products:**

Report and recommendations for potential improved multimodal connections at Lindenwold Station, capital investments to address bottlenecks and enhance efficiency, adjustments to zoning and local area planning to enhance transit supportiveness, and strategies pertaining to related sustainability topics, including non-motorized (bike/ped) mobility.

**PROJECT 09-63-027**

**Lindenwold Station Transit Hub Study (Cont.)**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$50,000		\$50,000		
2010					
2011					

**PROJECT 09-63-028: Gloucester County Transit Guide**

**Responsible Agency:** Gloucester County

**Project Manager:** Sarah Oaks

**Goal:** To develop a resource guide that would be distributed throughout Gloucester County with comprehensive information regarding the availability of regional bus services, county services, agency services and other providers of human services transportation in Gloucester County.

**Description:** The Gloucester County Human Service Transportation United We Ride Coordination Plan has listed in its recommendations and priorities for implementation “to develop a resource guide that would be well distributed throughout Gloucester County with comprehensive information regarding the availability of regional bus services, county services, agency services and other providers of human services transportation.”

Planning staff will prepare this resource guide and pattern it after SEPTA’s “Come Home to Your Routes” guide published in the Philadelphia Inquirer in November 26, 2001. The guide will contain transit information on NJ Transit bus service operating in Gloucester County (including Access Link), the County Division of Transportation Services, municipal bus services, agency services, and other providers of human transit services in Gloucester County. The completed Guide will be published in the Gloucester County Times. The plan is to include it in the annual “Special Progress” edition, published every February by the Times. It will either be a full page or if necessary a double page ad, similar to SEPTA’s “Come Home to Your Routes” which can easily be retained for future use. In addition, it will be made available on the Gloucester County website and distributed to the twenty-four municipalities and agencies in Gloucester County.

**Tasks:**

1. Compile an inventory of all available transit information from various agencies including contact person, telephone numbers, websites, etc. for information, verification, and updates.
2. Arrange information in alphabetical order by municipality and distinct areas in each municipality.
3. Arrange for information to be printed in the Gloucester County Times, the county website, and distributed to municipalities and agencies throughout the county.
4. Prepare Final Report
5. Administer project, which will include submission of quarterly progress reports and invoices.

**Beneficiaries:** Gloucester County residents, taxpayers, the transit dependent community, and employers.

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008					
2009	\$57,577		\$57,577		
2010					
2011					



## **PROJECT 09-63-029: Bucks County/Mercer County Transit Needs Assessment**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Joseph Hacker

**Goal:** To promote transit use across the Delaware River between Bucks and Mercer Counties. To explore potential sites for park and ride lots connected by improved or new transit services.

**Description:** This project is intended to examine an important interstate market: the travel between Bucks and Mercer Counties. Presently NJ TRANSIT has a Route 1 Bus Rapid Transit System project in the early stages of development. Year 2000 journey to work census data and Year 2025 transit forecasts indicate the potential for transit usage in this corridor. Concept planning needs to be done for park and ride locations and upgraded or new transit service to better connect the two counties with employment locations, particularly Route 1 in Mercer County and Downtown Trenton State Offices.

### **Tasks:**

1. Review the findings of recent passenger surveys of SEPTA and NJ TRANSIT bus routes in the corridor.
2. Review findings of surveys recently conducted by DVRPC in coordination with NJ TRANSIT and SEPTA of R7 and R3 rail line customers and Hamilton and Trenton Rail Stations.
3. Conduct field investigations of potential park and ride lots for commuters that are proximate to I-95 and existing train stations including R3 Woodbourne, R3 West Trenton, and R7 Cornwells Heights.
4. Propose new transit services to link potential and existing park and ride lots with employment centers and/or existing rail stations (feeder or distributor function).
5. Discuss ideas with municipal officials, counties, TMAs and modal and State of New Jersey agencies and departments that employ large numbers of persons who reside in Pennsylvania.
6. With the help of NJ TRANSIT and NJDOT research the availability of NJ state employee zip codes to help identify market potential and siting of park-rides.
7. Have DVRPC and NJ TRANSIT travel forecasting staff meet to identify "in kind" services that can support the study.
8. Write report of findings.

**Beneficiaries:** NJ Transit, SEPTA, commuters and residents of Bucks and Mercer Counties

**PROJECT 09-63-029: Bucks County/Mercer County Transit Needs Assessment**

**Project Cost and Funding**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008					
2009	\$73,000		\$33,000		\$40,000 PA TSP
2010					
2011					

\* - PA TSP – Project 09-63-008



**Project 09-63-032**                      **Update DVRPC Travel Simulation Model**  
**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Coordinator:** W. Thomas Walker  
**Project Managers**                      Matt Gates  
   Christopher Puchalsky

**Goals:**

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards.

**Description:**

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of its travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. Periodically it is necessary to update the software package that runs the various models to take advantage of advances in network maintenance, GIS technology, and output visualization. At those times it is often advantageous to update the models themselves to bring them inline with the state of the art/science of demand modeling.

Beginning in FY95 and continuing through FY98, DVRPC hired a consortium of consultants headed by Cambridge Systematics, Inc. (CSI) to assist DVRPC staff in implementing model upgrades recommended in NARC's best practices manual and to meet FHWA, FTA and EPA conformity modeling requirements. Following completion of the CSI study, DVRPC staff incorporated the model enhancements into its travel simulation process (based on the TranPlan software package) and performed a 2000 model calibration and validation with 2000 home interview and census data. The resulting model package has been used in transportation and air quality modeling activities conducted by the commission staff and outside consultants. In 2006, CSI prepared a review of the model package as implemented by DVRPC, the results of the 2000 model validation, and the federal requirements at that time and found that the DVRPC model is consistent with all travel simulation modeling requirements.

Since 2006, DVRPC staff has implemented additional upgrades to the modal split and mobile source emissions sub-models to maintain consistency with evolving FHWA, FTA, and EPA requirements. Also, staff has begun investigation of next generation of software packages, including PTV Vision (VISUM and VISSIM) and TransCAD. It is apparent that staff once again needs additional consultative support to efficiently upgrade its travel simulation capabilities.

Therefore, in FY2009, as part of a multi-year project, DVRPC intends to hire a consultant team to review the current travel simulation models; assess the capabilities of commercially available modeling packages and DVRPC's current software to address the expectations of planners, elected officials and the public; recommend a new modeling package for DVRPC's long term needs; and, assist in its installation, calibration and implementation in travel demand studies. Particular attention will be given to: the modal split model; transit and highway network maintenance; integration with GIS software and datasets used by DVRPC and its member agencies and operators; and, visualization of highway and transit outputs to better assist decision makers and the general public. This project should be fully completed in FY 2011.

In preparation for this consultant effort, staff will prepare a Travel Simulation Summary Report that describes the DVRPC enhanced model based on the TranPlan software package, the current hardware configuration, and the known operational deficiencies of the current simulation process. This report, developed under the core modeling program project, will be sent along with the RFP to all consultants to educate them about the current DVRPC model and software.

#### **FY 2009 Tasks:**

1. Based on the Travel Simulation Summary Report, prepare an RFP for a modeling consultant to review DVRPC's enhanced model process, assess other modeling packages, and recommend a modeling package for DVRPC's long term needs.
2. Issue the RFP, review consultant responses, select a consultant, and prepare the required contract.
3. Transmit the DVRPC model and associated documentation to the chosen consultant.
4. Provide project management services, respond to questions, and transmit additional documentation to the consultant who will prepare a draft report documenting their recommendations. Hold meetings with the consultant as necessary to discuss progress.
5. Review the consultant's preliminary model and software recommendations and provide comments and corrections as required.
6. The consultant will complete their final recommendations in a report to DVRPC, incorporating all comments and corrections.

#### **FY 2010 Tasks:**

1. Based on the consultant's final recommendations, select a software vendor for the modeling package, addressing the features of the package and the vendor's support capabilities.
2. Prepare a sole source contract with the selected software vendor to acquire the software package and to provide support to enhance and customize the software package, as required, to meet DVRPC's needs.

3. Acquire recommended software package and associated hardware.
4. Work closely with the modeling consultant and software vendor to incorporate the new model chain into the new software package and to get the package up and running.
5. In cooperation with the software vendor, the consultant will be responsible for calibrating and validating the selected model with DVRPC 2005 data, and comparing the new results to the results produced by the current DVRPC model.
6. The consultant will be responsible for preparing a report documenting the modeling process, including each part of the simulation model – trip generation, trip distribution, modal split, highway and transit assignment – and output evaluation summaries of the calibration and validation process.
7. Continue to provide project management services and respond to questions from the consultant and vendor.

**FY 2011 Tasks:**

1. The software vendor will be responsible for preparing a user's manual documenting the functional operation of the implemented software package for the planners and engineers who will use the package.
2. The consultant and software vendor will be responsible for training DVRPC staff in running the travel simulation model, evaluating the results, and presenting the results in ways meaningful to decision makers and the public.
3. The consultant will be responsible for delivering all final reports incorporating any revisions deemed necessary through the implementation and training phase.
4. Continue to provide project management services and respond to questions from the consultant and vendor.

**Products:**

1. DVRPC: Contract related documents: RFP (FY09), consultant contract (FY09), sole source vendor contract (FY10)
2. Consultant: Model Recommendations Report (FY09)
3. Consultant: Modeling Process Documentation (FY10), Calibration / Validation Report (FY10)
4. Vendor: User's Manual for DVRPC Modeling Process (FY11)
5. Updated models in state-of-the-art software and hardware package, including software with licenses for DVRPC.
6. Technical memoranda and minutes of meetings.

**Beneficiaries:** DVRPC, Transit Operators, State DOTs, and other member governments

**Project Cost and Funding (NJ):**

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2008					
2009	\$229,088		\$40,000*		\$189,088**
2010	\$150,000				
2011	\$80,000				

- Source of funds:
- TSP –NJ - \$40,000 \*
- TSP- PA - \$189,088 \*\* (See PA TSP: 09-63-022)

For FY 2009 this is a regional effort, with funding being contributed from the TSP of both NJ and PA. The total project cost for FY2009 is \$229,088.

Funds are for consultant and vendor contracts, software and hardware acquisition, staff participation.



**Delaware Valley  
Regional Planning  
Commission**

**JANUARY 2008**

# CHAPTER 5

## *Other Member Government Projects*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2009 PLANNING WORK PROGRAM**

**CHAPTER FIVE**

**OTHER MEMBER GOVERNMENT PROJECTS**

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**PROJECT 09-53-300: PA/NJ Regional GIS Implementation Coordination**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Will Stevens**

**Goals:**

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

**Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. This project enables the regional planning partners to expand their GIS capability by establishing the hardware, software and training needed to implement a GIS operation. Each partner will also establish a local system that can be integrated to share files with their adjoining counties, the DVRPC regional network, and the state systems. Data can thus be shared horizontally or vertically to improve planning and decision-making.

**Tasks:**

1. Participate in continuing project committee meetings and meet with DVRPC staff, DOT staff, and consultants as necessary.
2. Acquire GIS hardware, software, and training as approved for use in the project.
3. Augment in-house staff as necessary to complete tasks.
4. Participate in criteria development for transportation GIS centerlines and related geography files.
5. Contribute existing centerlines, add linework updates and related geography files where available.
6. Incorporate the existing DOT LRS on county linework and add the LRS to the remaining linework resulting in one complete LRS coded roadway network for the entire county.
7. Edit linework provided by the DOT or other organization that provides input to the transportation GIS.
8. Develop capability to utilize state DOT files for transportation planning.
9. Identify and develop local transportation data elements for inclusion in the region-wide GIS system.
10. Insure that data files have the necessary LRS reference fields.
11. Provide available address or address range files.
12. Create a signalized intersection file for the county meeting criteria to be developed.

**PROJECT 09-53-300: PA/NJ Regional GIS Implementation Coordination  
(Cont.)**

- 13. Participate in development of a continuing Region-wide Transportation GIS maintenance system.
- 14. Perform any updates consistent with the maintenance program.
- 15. Insure that all geography and data files contributed or developed under this project can be shared with the project participants.

**Products:**

- 1. Implementation of common regional transportation GIS architecture.
- 2. Transportation GIS files, including geography and database files, that can be utilized by all participants.
- 3. Hardware, software, and training necessary for project participation.

**Beneficiaries:** All Client Groups

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008	\$300,000				\$300,000
2009	\$300,000				\$300,000
2010	\$300,000				\$300,000
2011	\$300,000				\$300,000

FY 2009 Funding:

**New Jersey:**

\$150,000 – NJTIP-STP-STU DB # D9909

**Pennsylvania**

\$150,000 – PA TIP – STU- MPMS # 48202

**PROJECT 09-62-000: New Jersey Scoping Program**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: John Coscia Jr.**

**Goals:**

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through preliminary engineering and in some cases final engineering.

**Description:**

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA), preliminary engineering, and in some cases Final Engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in TIP.

A project is considered to be "Scoped" when it has received Categorical Exclusion, a Finding of No Adverse Affect, or a Record of Decision under NEPA from the Federal Highway Administration, and a Design Report including any design exceptions and that the preliminary engineering is completed.

**Tasks:**

1. Kickoff Meetings
2. Public Meetings
3. Environmental Documents
4. Project related reports

**Products:**

1. Categorical Exclusion Documents
2. Design Reports

**Beneficiaries: Member and Local Governments and the Traveling Public**

**PROJECT 09-62-000: New Jersey Scoping (Con't)**

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other*</b>
2008	\$2,000,000				\$2,000,000
2009	\$2,000,000				\$2,000,000
2010	\$2,000,000				\$2,000,000
2011	\$2,000,000				\$2,000,000

\*

\$2,000,000-NJ TIP – TBD- DB # X80B

**Project: 09-65-000: Smart Transportation for Growing Suburbs Initiative (STGS Initiative)**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Program Coordinator: Patty Elkis**

**Goals:**

To support the major land use and transportation policies of Destination 2030 by facilitating additional growth management and smart transportation solutions in the region's growing suburbs.

**Description:**

One of the major issues facing the Delaware Valley is the redistribution of population and jobs from core cities and older, developed suburban communities into new suburban areas. Policies and funding programs are in place to promote reinvestment and recentralization in the region's developed areas, with some success. At the same time, though, much development is still leaping over the region's developed areas and landing in the region's "growing suburbs". Growing suburbs are defined as those communities that have been and are forecast to continue to experience significant additional growth, including both population and employment and retail centers. With rapid growth in low density, isolated housing developments, new shopping centers on the fringe, and scattered employment sites, these communities face problems of traffic congestion and lack of alternatives to driving, increased demands on infrastructure and services, and loss of natural resources, agricultural heritage, scenic viewsheds, and community identity.

Recognizing that growth will continue in the "growing suburbs", the policy of the long-range plan is for Growth Management and Community Design, reflecting the need to improve the form of development, reduce congestion, and mitigate the negative impacts of rapid, uncoordinated growth. It is also important to manage growth in a manner that maximizes the efficacy of transportation investments. The Smart Transportation for Growing Suburbs Initiative will offer grants to growing suburbs wishing to improve their growth management and community design and to optimize the efficiency of their existing and planned transportation network through better linking land use and transportation planning.

**Tasks:**

1. Establish steering committee of PennDOT, counties, and others to set criteria and guide the creation of the new STGS Initiative.
2. Establish criteria for **community eligibility**, closely based on the "growing suburbs" category of about 80 SEPA municipalities in the 2030 Planning

Areas Map of the long-range plan. Municipalities will not be eligible for both TCDI and STGS Initiative funds.

3. Establish criteria for **eligible activities**.
  - a. From a policy perspective, certain overarching principles may be considered as prerequisites or to receive bonus points in the selection process. The following prerequisite and/or bonus criteria are suggested for consideration:
    - i. Proposals should maintain or enhance the capacity of a planned, underway or recently completed state capital transportation investment, and result in potential cost savings to PennDOT, where possible
    - ii. Incorporation of the Keystone Planning Principles
    - iii. Consistency with county and/or regional plans
    - iv. Multi-municipal efforts
    - v. Demonstration of trip reduction resulting in measurable cuts in greenhouse gas emissions
  - b. Eligible planning activities for consideration include, but are not limited to:
    - i. Transportation and Land Use Plans and Studies
      - a. Access Management Plans
      - b. Right-Sizing and Road Diet Studies
      - c. Traffic Calming Plans
      - d. Streetscape Improvement Plans
      - e. Community Impact Assessments
      - f. Trail, sidewalk and transit accessibility plans
      - g. Assessments of how ordinances are implementing goals of plans, with specific recommendations for ordinance changes
    - ii. Land Use Ordinances
      - a. Transfer of Development Rights ordinances
      - b. Conservation Design ordinances
      - c. Form-based zoning districts, including hybrids
      - d. Mixed Use Town Center ordinances
      - e. Traditional Neighborhood Design ordinances
      - f. Transit Oriented Development ordinances
      - g. Ordinance language with design standards for accommodating pedestrians, bicycles, transit, and shared parking; requiring street network connectivity and access management
      - h. Official Maps
      - i. Transportation Impact Fee Ordinances
      - j. Transportation Demand Reduction Measures
      - k. Zoning District Changes that consider transportation impacts
      - l. Effective Agricultural Zoning
    - iii. Transportation Safety Planning

- a. Road Safety Audits
  - iv. Airport Planning
    - a. Airport zoning districts that identify airport hazard areas and require compatible land uses at appropriate scales
  - c. Establish project funding limits and match requirements. A maximum of \$80,000/grant with a required 25% match is recommended.
- 4. Develop STGS Initiative Program Guide, and launch Request for Proposals via DVRPC website and SEPA county outreach.
- 5. Conduct public information sessions/pre-proposal meetings, as needed.
- 6. Create Selection Committee, which may be similar to Steering Committee, and establish criteria for project selection.
- 7. Screen and evaluate projects using established criteria
- 8. Administer grants to awarded municipalities, working with them as needed to enter into contracts with DVRPC, select project consultants, and keep the projects on track.

**Products:**

- 1. Program Guide and Grant Application Form for Smart Transportation for Growing Suburbs Initiative
- 2. Website pages advertising program, and reporting on results
- 3. Recommended list of STGS projects for funding
- 4. STGS database of project status
- 5. Deliverable products as required by each STGS contract

**Beneficiaries:** Federal, State and local governments, private sector

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2009	\$400,000				\$400,000
2010	\$400,000				\$400,000
2011	\$400,000				\$400,000

**\$400,000 ( \$320,000 PA Supplemental PL , \$80,000 SILOC)**







Delaware Valley  
Regional Planning  
Commission

JANUARY 2008

# CHAPTER 6

## SECTION A

*Other Major Planning  
Projects in the Region*

## SECTION B

*Additional  
Unfunded Projects*



# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## FISCAL YEAR 2009 PLANNING WORK PROGRAM

### CHAPTER SIX - SECTION A

#### OTHER MAJOR PLANNING PROJECTS IN THE DVRPC REGION

Major transportation planning activities that receive funding from sources other than through DVRPC have been placed in Chapter Six-A of the FY 2009 Planning Work Program.

Transportation planning studies funded from other sources may include: Corridor, Sub-Area and Interchange Studies; Study and Development Program; Feasibility Studies; Transportation Investment Studies; Environmental Impact Statements; Categorical Exclusion (CE) Projects and Federal Transit Administration New Starts Planning Projects.

Additionally, transportation projects of regional significance that have official web pages are linked from the DVRPC web site:

<http://www.dvrpc.org/transportation/longrange/regionallysignificant.htm>.

**Corridor, Sub-Area and Interchange Studies:** These are projects which may be funded and advanced by other agencies during FY 2009 and may require coordination with DVRPC. Projects in this category may include traffic/transit analyses, access improvements or operational improvement studies. Additional corridor and area studies are also proposed by DVRPC for supplemental funding.

**Study and Development Program (Concept Development - CD and Feasibility Assessment - FA):** This represents the first stages in New Jersey DOT's project development process, where data is collected, public input is obtained, and potential conceptual improvements are defined and evaluated. In this phase, policy and strategic direction are established, the problem statement is packaged and the project scope developed. The Study and Development (S&D) stage includes the transportation analysis required to identify needs from the state, regional and local community perspectives. The entire S&D Program is included in the New Jersey TIP document.

**Feasibility Study:** This type of planning study examines the potential of alternative modal facilities in relation to the characteristics, needs and goals of the area. The environmental assessment or pre-engineering work associated with the feasibility study is generally done at the "fatal flaw" level.

**Transportation Investment Study (TIS):** TIS projects are generally performed by the Pennsylvania and New Jersey Departments of Transportation. These detailed studies are required for regionally significant transportation projects and whenever there is a need to develop information about likely impacts and consequences of alternative transportation investment strategies at the corridor or subarea level.

**Environmental Impact Statement (EIS)/Environmental Assessment (EA):** An EIS is a document required by the National Environmental Policy Act (NEPA) prepared for projects which are expected to use federal funds for implementation and which have been deemed to have the potential for significant environmental impacts. An EIS provides information on the alternatives considered and associated impacts. A draft document (DEIS) is prepared with input from effected local, state, regional and federal agencies as well as the general public. The DEIS is circulated to the public and review agencies for comments which are considered and incorporated into the final document (FEIS). The approval of the FEIS is called a Record of Decision and is required to be published in the Federal Register. A number of EISs will be undertaken or continued in FY 2007 by the appropriate project sponsor. An Environmental Assessment is a lower level investigation similar to an EIS.

**Categorical Exclusion (CE):** A categorical exclusion is a designation provided to a project deemed not to have a significant or controversial effect on the human or natural environment and therefore not required to conduct an environmental assessment or an environmental impact statement. A categorical exclusion evaluation (CEE) is still a rigorous scan for project effects involving preliminary engineering activities to identify these effects and determine measures to avoid, minimize and where necessary mitigate the effects. Agency review and concurrence is necessary throughout and public meetings may be required.

**Preliminary Design (PD):** At this planning stage, local project sponsors refine the design of the locally preferred alternative to the extent necessary to complete the NEPA process, taking into consideration all reasonable design options.

**Preliminary Engineering (PE):** Preliminary engineering results in estimates of project costs, benefits, and impacts for which there is a much higher degree of confidence. The PE effort demonstrates the technical capability of the project sponsor to advance the project, and commitments of local funding sources should be firmed up (if not previously committed).

**Federal Transit Administration New Starts Planning:** FTA has established a series of regulations regarding development of New Start projects. Because a DEIS is required to incorporate an Alternatives Analysis, they are sometimes combined into a single document, an AA/DEIS. (The AA required by TEA-21 was formerly referred to as a Major Investment Study (MIS) under ISTEA.) The end result of an AA or AA/DEIS is a Locally Preferred Alternative (LPA) which defines the proposed service plan and mode, thereby determining the estimated capital costs, operating costs, ridership and operating revenue. The AA or AA/DEIS is submitted to FTA for evaluation and determination whether or not to allow the project to enter the Preliminary Engineering phase.

*Not all projects listed in Chapter Six have been endorsed by the DVRPC Board, therefore inclusion does not guarantee either funding or imply approval of the DVRPC Board.*

## OTHER MAJOR PROJECTS-PROJECTS FUNDED FROM OTHER SOURCES

The following transportation planning projects may be advanced by agencies other than DVRPC during FY 2009:

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
<b>PENNSYLVANIA</b>				
I-95 Scudders Falls Bridge / road widening / interchange reconstruction	n/a	DRJTBC	Bucks and Mercer Counties	EA Completed
Route 41 Study	14484	PENNDOT	Chester Co., PA 926 to Delaware State Line	AA/EA
US Route 202 Section 100	15385	PENNDOT	Chester and Delaware Counties	EIS
US Route 202 Section 500	16665	PENNDOT	Montgomery County	FD
Woodhaven Road	17112	PENNDOT	City of Philadelphia / US 1 to Philmont Rd.	EIS
US 422 River Crossing Complex	Multiple inc. 66952, 64796, 70197	PENNDOT/ VFNHP/ Montgomery County	In and around Valley Forge National Historical Park (PA 23 at US 422, US 422 from US 202 to PA 363, PA 363 at US 422, and North Gulph Rd. at park gateway)	FD

<b>PROJECT NAME</b>	<b>MPMS / DB #</b>	<b>SPONSOR</b>	<b>LOCATION</b>	<b>CURRENT PHASE</b>
PA Turnpike widening	n/a	PA Tpke. Comm	Norristown to Lansdale, Montgomery County	PD/CE
52 <sup>nd</sup> Street to Center City Via City Branch Corridor	n/a	SEPTA	City of Philadelphia	AA completed
Route 100 Extension	n/a	SEPTA	Delaware and Montgomery Counties	AA completed
Schuylkill Valley Metro	60565	SEPTA	City of Philadelphia, Montgomery County	AA/DEIS and SVM Task Force analyses completed  Montgomery County R6 Extension Study Underway
Route 23 Relocation	48172	Upper Merion Twp.	US 202 to US 422, Montgomery County	PE
Statewide Freight Plan	n/a	PENNDOT	Pennsylvania	TIS
Delaware River Channel Deepening	n/a	Philadelphia Regional Port Authority	Pennsylvania / New Jersey / Delaware	PE
Philadelphia South Port Terminal Expansion	n/a	Philadelphia Regional Port Authority	City of Philadelphia	Sub-Area Study
Ben Franklin Corridor	n/a	DRMEC	Philadelphia / Pennsylvania	Corridor Study
Philadelphia Navy Base Highway Access	n/a	PENNDOT	City of Philadelphia	Sub-Area Study
Pennsylvania Comprehensive Freight Plan	n/a	Penn Dot	Pennsylvania	TIS

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
<b>NEW JERSEY</b>				
Route 55 to Philadelphia Corridor/PATCO Rail Extension Transit Study	n/a	DRPA	City of Philadelphia, Gloucester County, Cumberland County	AA
I-295, I-76 and Route 42 Direct Connect	355	NJDOT	Camden and Gloucester Counties	EIS
US Route 1 Congestion Management / Concept Devel.	1330	NJDOT	Lawrence and West Windsor Twps., Mercer County	CD
US Route 1 Regional Growth Strategy	n/a	NJDOT	Mercer and Middlesex Counties	CD
US Route 1 Bus Rapid Transit (BRT) Study	n/a	NJDOT	Mercer and Middlesex Counties	AA completed
Route 29 Trenton Boulevard Study	02396A and B	NJDOT	Trenton City, Mercer County	FA
Route 31 Study	159	NJDOT	Hopewell & Ewing townships, Pennington Borough, Mercer County	FA
Route 1 / CR-571 (Penns Neck Area) Improvements	31	NJDOT	Mercer County	PD
Route 33 Study	04302B	NJDOT	Logan Ave. to Nottingham Way, Mercer County	FA
Statewide Freight Plan: Phase II	n/a	NJ DOT	New Jersey	S&D
Statewide Rail Plan	n/a	NJ DOT	New Jersey	S&D

<b>PROJECT NAME</b>	<b>MPMS / DB #</b>	<b>SPONSOR</b>	<b>LOCATION</b>	<b>CURRENT PHASE</b>
Large Truck Data Collection and Monitoring Program	n/a	NJ DOT	New Jersey	S&D
Southern NJ Economic Growth Visioning Plan	n/a	NJ DOT	Southern New Jersey	S&D
Mid-Atlantic Truck Operations Study	n/a	I-95 Corridor Coalition	New Jersey to Virginia	TIS
Mid-Atlantic Rail Operations Study: Phase II	n/a	I-95 Corridor Coalition	New Jersey to Virginia	TIS



## DELAWARE VALLEY REGIONAL PLANNING COMMISSION

### FISCAL YEAR 2009 PLANNING WORK PROGRAM

#### CHAPTER SIX - SECTION B

#### ADDITIONAL UNFUNDED PLANNING PROJECTS

High priority projects proposed by DVRPC member governments, committees and staff, which could not be funded under DVRPC's \$22.3 million FY 2009 budget, have been placed in Chapter Six of the FY 2009 Planning Work Program.

Unfunded planning projects represent those projects identified by DVRPC staff or proposed by individual member governments or interested agencies, which were considered by the DVRPC Board but not funded within the regular FY 2009 Planning Work Program because of budget constraints. If additional funding sources can be secured during the fiscal year, these projects may be undertaken as well.

**Unfunded Projects:** Typically, there are more project ideas generated through DVRPC's Work Program development process than can be accommodated within the Commission's budget. These projects may represent area or corridor studies; local or regional technical analyses; policy studies; data projects; or map products. Such projects are included in Chapter Six -B and will be considered if additional funds become available. These projects may also be reconsidered as the FY 2009 Planning Work Program is developed.

*Not all projects listed in Chapter Six have been endorsed by the DVRPC Board, therefore inclusion does not guarantee either funding or imply approval of the DVRPC Board.*



## ADDITIONAL UNFUNDED PLANNING PROJECTS

### Intercity Train Service Between Philadelphia and Pittsburgh

It is proposed that Amtrak, Norfolk Southern Railroad (the track owner for much of this route other than Amtrak), PennDOT, and others cooperate to establish an overnight train service operated by Amtrak between this region and the Pittsburgh region which would carry passengers with vehicles, passengers without vehicles, express, Road Railer and any other appropriate traffic to get intercity motor vehicles and trucks off the turnpike. The train service would have additional station stops between Philadelphia and Pittsburgh, such as Harrisburg, for passengers without vehicles.

Fifty years ago, this region pioneered the use and expansion of commuter rail service in order to reduce vehicle miles traveled on our regional roadways and to reduce spending for increased highway and parking capacity.

Now, we (and many other parts of the country) are faced with projected highway congestion BETWEEN metropolitan areas, too. Notably, these projections include the Pennsylvania Turnpike between the New Jersey state line and Pittsburgh (<http://ops.fhwa.dot.gov/freight/presentations/images/faf12.gif>) where traffic is expected to exceed peak capacity by the year 2020.

For intercity/rural areas, it now also becomes appropriate to consider using the parallel railroads to obviate road capacity increase and to lessen congestion caused by automobiles and trucks. Amtrak is the most appropriate operator. Between Virginia and Florida, it is experienced in carrying passengers with their motor vehicles on the same train (Auto Train).

Amtrak also has carried non-passenger "express" traffic on certain trains along with Road Railer freight vehicles. It currently operates a New York-Philadelphia-Pittsburgh daytime passenger train, the Pennsylvanian.

The implications go beyond traffic between this region and Pittsburgh. Through railcars in Amtrak Northeast Corridor trains could be operated beyond Philadelphia to New York and to Washington. Likewise, trucks to or from New York, Washington, northeast Ohio, southeast Michigan, etc. also would be expected to form part of the consist of the train.

Intercity rail projects now qualify for CMAQ funding both for capital and for short-term operating needs. Given that the greatest impact is here in this region, DVRPC should take the lead with a Work Program identifying demand basic needs, alternate terminal sites, possible clearance issues, transit access, etc. for a Philadelphia-area terminal somewhere east of the King of Prussia area.

PennDOT cooperation is necessary from the start. Given the current political situation, it is most unlikely that any leadership will be shown from Washington.

In the rail passenger advocacy community, some have called for restoration of traditional overnight train service between the state's two biggest cities. An intermodal approach as described above can be expected to be more socially useful and potentially more economically sustainable with a variety of revenue sources, not just coach and sleeper passengers.

Since the impact of Pennsylvania Turnpike congestion bears most heavily in this region and particularly in the King of Prussia/Valley Forge area, it is suggested that the eastern terminal ramps be located near either the 30th Street Station or Morrisville.

### **Short Haul Transportation: A Needs Analysis**

What is needed to provide more effective and efficient mass transit to/from MPOs within 200 and 500 miles of Philadelphia? This initial work program project would start to answer that question. This project would determine the existing and projected - out to 50 years - short haul passenger volumes between Philadelphia and MPOs that are within a range of 100 to 500 miles of Philadelphia. It would include all modes of travel: passenger vehicles, road and rail transit, and air. The end product: a report / chart showing the existing and projected passenger travel volumes and times to/from center city Philadelphia to /from MPO, by mode of travel.

Subsequent work programs would explore the economic and environmental impact costs and savings - of various mass transit alternatives, and would identify changes need to existing legal and financial constraints to allow more efficient and effective short haul mass transit.

This study would also be input to airport, rail and road planning.

### **Thoughts on an Energy Emergency**

It is not too wild to imagine an emergency petroleum shortage hitting America sometime in the next few years. As a whole, we import more than half the petroleum we consume, and this figure is expected to go up, not down. If the major petroleum exporting countries stop selling to America, for whatever reason, there will be a transportation emergency, since almost all our transportation is based on petroleum. While America can coast on the strategic petroleum reserves for a short time, it is obvious that these reserves are only a limited short-term help in coping with the resulting shortages. Note that plans for this short term emergency is not the same as planning for a long term reduction in depending on foreign sources for petroleum.

While in the long term, America can take such measures as:

1. Shifting to more energy efficient highway vehicles, such as hybrid technology,
2. Expand the railroad network, and electrify major portions,
3. Build facilities to convert coal to oil,
4. Tap such resources as oil shales in Colorado, and tar sands in Canada,
5. Expand public transportation systems, and electrify more of them, and
6. Implement high-speed passenger rail as an alternative to air transport, in the short run there wouldn't be time to make these major changes in the infrastructure.

Since time is of the essence in responding to an embargo on petroleum imports, a general plan should be in place, just as there are general plans on how to deal with a weather emergency, a flood, an earthquake, and other types of disasters. At this point of time, I don't want to suggest any specific actions, except to note that the national speed limit during World War II was 35 miles per hour, and there was gasoline rationing. The economy did not collapse.

The estimated time and cost of doing a preliminary study now is three months time for one staff person. The plans would not be detailed, but would suggest the questions that must be asked, and answered quickly, if such an emergency did develop:

1. How long' would the emergency reserves last.
2. Could crude oil be transported to the Delaware Valley refineries and/or could petroleum products be transported here from other refineries.
3. What is the order of priority in allocating scarce petroleum fuels. (Note that in a previous emergency, there was difficulty in getting coal to power plants because the railroads were short of diesel fuel to run the coal trains!)
4. How much transportation fuel would be saved by such short term measures as reducing speed limits.

The aim of this study would not be to come up with detailed plans, but to identify the key information that must be obtained when and if the emergency hits. Then, the DVRPC would be in the position to advise appropriate government bodies, including the legislature, on a course of action.

### **Environmental Justice Leadership Training**

To further the goals of the DVRPC Environmental Justice Program a new project is proposed in community and neighborhood leadership training. The project would complement Project 8-23-040 Environmental Justice in the F.Y. 2008 Planning Work Program (p. 39).

Selected participants would learn from experienced community leaders and professionals how to define and interpret Environmental Justice issues and advocate for transportation and land use

Needs in "underserved" or "disadvantaged" neighborhoods. The participants would form a resource or pool of knowledgeable and well-informed community leaders.

In the project's first stage, DVRPC's experience to date would be analyzed for clues or keys to initiating and continuing the leadership training, including guidelines for screening and selecting participants, determining program content and duration, and its management and evaluation.

In the second stage, one or more pilot training models would be tested and evaluated. Lessons learned would serve as benchmarks for future training and expansion.

### **Multilevel Implementation Planning, Management and Performance**

DVRPC approaches to implementation problems and issues, management, and performance measurement have been increasing in intensity and sophistication. It is accepted that planning includes both formulation and implementation; that planning is a continuous, iterative process; that good long-range planning and implementation requires linking short run and long run policies, cohesive integral plans, programs, and projects, and other complementary planned actions to accomplish desired outcomes and goals.

### **Addendum to Multilevel Implementation Planning, Management, and Performance Work Program Proposal**

The proposed project, Multilevel Implementation Planning, Management, and Performance, should help address more explicitly the many reasons for the failure of the state and local agencies to implement and manage important processes, failure to follow through with operations and failure to properly share and analyze critical data.

### **Walkable Wallingford**

Walkable Wallingford: Enabling Nether Providence Residents to Safely Walk/Bike to School and elsewhere in their Delaware County Township.

The Sidewalks and Walkways Committee of the Nether Providence Township is currently engaged in developing priorities for sidewalk development and bike paths. The Committee is using a process similar to the study executed for Northampton Township, and also building upon the report of the Multi-Municipality Comprehensive Plan developed by Delaware County Planners. The target date for presentation of the study is January, 2008.

The Township and Committee seek assistance in accomplishing the following steps building on the current study:

1. Based on the defined needs and priorities, develop a master plan defining the scope of the effort needed to upgrade current sidewalks and walkways, or to establish them where they do not currently exist.
  - This would include defining optimal specifications (width and setback from roads), possible within the right-of ways and physical spaces available for development;
  - Similar work needs to be done with regard to safe biking within the Township, whether it be for point-to-point trips (schools, library, post office, malls, etc.) or recreation, including access to existing trails.
2. Create and/or refine a pro-forma budget for the master plan; and
3. Assist in defining potential funding opportunities to accomplish the master plan.

### **Greenfields: Their Role in the Delaware Valley's Supply Chain**

The area surrounding Exit 8A of the New Jersey Turnpike provides a vivid example of the use of greenfields for the location of distribution and warehouse facilities. Some have referred to the construction of these facilities as "freight sprawl," and this trend may continue due to transportation improvements such as the expansion of the New Jersey Turnpike in Southern New Jersey. This proposed study would inventory new and emerging greenfield sites in the region and lead to the preparation of a *greenfields toolkit* consisting of resources, important facts, and strategies for local municipalities.

### **Regional Highway-Railroad Grade Crossing Management System**

With steady growth in both vehicular and train traffic, highway-railroad grade crossings are focal points of greater concern. This project is designed to update and coordinate state DOT grade crossing inventories and to refine ways of identifying and ranking improvements. This project, which will build on work completed in 2007, supports both rail and safety-conscious planning efforts.

### **Delaware and Schuylkill Rivers Aerial Photograph Booklet**

A highly useful aerial photo booklet of freight facilities along the Delaware and Schuylkill Rivers is now more than 20 years old. This project would utilize Year 2005 aerial imagery and incorporate updated information about adjacent development and supporting transportation facilities. The printing of a large number of copies of the booklet is envisioned.

### **SAFETEA-LU Reauthorization**

The *Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users* (SAFETEA-LU) is the principal federal source of funding for public-sector transportation projects. SAFETEA-LU is a six-year \$286.4 billion bill that is presently scheduled to expire on September 30, 2009. In anticipation of the bill's expiration, the purpose of this project is to track reauthorization

proposals developed by groups such as US DOT and AASHTO, engage elected officials and their staffs regarding reauthorization, and develop regional positions on reauthorization.

### **White Horse Road and Bridge – Camden County**

Analyze ways to improve vehicular and pedestrian traffic on White Horse Road (CR 673) bridge over railroad lines and Cooper River near Lindenwold Station, as well as the road's intersection with Berlin Avenue (CR 703), White Horse Pike (US 30) and other local roads south of the bridge, to relieve congestion and encourage TOD redevelopment at the station and transit-friendly redevelopment along the Pike. (We would like to put this on the TIP.)

### **County Circulation Element– Camden County**

Update the 1997 element to the County master plan to revise items that have been addressed over the past decade, to identify and prioritize new circulation improvement projects, and to include information about "new" transportation initiatives, such as context sensitive design, transit friendly development, roundabouts, pedestrian crosswalks, etc.

### **Transit Gaps– Camden County**

Identify the service area gaps / "dead spots" in Camden County where current routing, scheduling or both make transit inaccessible. Correlate service area gaps with existing and projected growth and evaluate how *inter-modality* may be improved to get more cars off the road, while still stimulating economic growth.

### **Kings Highway Bridge– Camden County**

Improvements to Kings Highway (CR 573) bridge over NJ Transit and PATCO railroad lines in downtown, historic Haddonfield. Bridge has settled significantly and pavement needs to be replaced. (This is a TIP-type project, not a typical study. Although it is a County bridge, it would not be necessary except for the presence of the two railroads.)

### **Kresson Village Area on NJ 73– Camden County**

Identify traffic improvements required due to future Virtua Hospital expansion at this under-sized five-point intersection in a major wetlands corridor at the boundary line between Camden and Burlington counties.

### **Atlantic Avenue Transitway– Camden County**

Explore feasibility of right-of-way dedication for express transit service parallel or along Atlantic Avenue (CR 727, 728, 744, etc.) and Beasley Point railroad line from Clementon Lake Park to PATCO Ferry Avenue station.



## **New Delaware River Crossing**

Explore need for new river crossing between Philadelphia and northern Gloucester County to handle existing and projected regional growth demands in this area and over DRPA's other bridges. Include possibilities for connecting SEPTA and PATCO passenger service from Navy Yard to Woodbury and beyond.

## **Clements Bridge Improvements– Camden County**

Identify ways to improve movements between Camden and Gloucester counties on the bridge, which joins the North South Freeway (NJ 42) and Clements Bridge Road (CR 544) in Gloucester County, to address increased traffic to Deptford Township shopping and employment destinations.

## **NJ Delaware River Region Interactive Visitor Map**

Develop a tourism and related industry database and an interactive web-based map, comparable to that used by Greater Philadelphia Tourism Marketing Corporation ([www.gophila.com](http://www.gophila.com)), for sites in 5-county NJ Delaware River Region Tourism Council. Web presence to be hosted by the Council / South Jersey Tourism Corp.

## **Route 202 Section 200 Operation & Needs Assessment**

Basic Scope: US Route 202 Section 200 serves as a vital transportation link for the immediate West Chester area, Chester County, and the region, providing local access to the Exton, Great Valley, Newtown Square, and Wilmington centers as well as freight access from the Delaware River ports to points west. From 2000 to 2006, this section of US 202 experienced a 45% increase in daily traffic volumes or a 6.4% percent annual growth. This increase was significantly higher than the statewide average annual growth of 1.5% for comparable expressways.

An operation and needs assessment for this section of Route 202 would evaluate the roadway's functionality with respect to programmed projects on adjacent sections of Route 202: Section 300 (Exton Bypass to Great Valley) and Section 100 (West Chester to State of Delaware). Building on previous work by DVRPC and the West Chester Regional Planning Commission, this study would evaluate the existing operating conditions of roadway, identify short-term operational improvements, provide a feasibility analysis for long-term roadway widening, and highlight funding mechanisms that could be pursued to fulfill long-term mobility objectives and funding needs.

Potential Achievement: Provide guidance on short-term operational enhancements and technical guidance to the long-term operations of this corridor section

Products: A report summarizing research, coordination efforts, findings, and recommendations.

### **Route 41 Planning Assistance and Coordination**

Basic Scope: The Route 41 corridor in southern Chester County continues to require ongoing regional planning and programming assistance. Potential DVRPC tasks include programming of safety improvements, goods-movement planning, and coordination with neighboring MPOs.

Potential Achievement: Regional coordination of planning and improvements to environmentally-sensitive corridor

Products: Various work products as determined by planning needs

### **Bus Corridor Enhancements**

Basic Scope: This project would follow-up on DVRPC's FY08 "Multimodal Evaluation of SEPTA System Speed Improvement Potential" and "Small Starts Feasibility" studies and specifically study how to increase bus travel speed on selected, well-utilized, bus corridors. The study would apply a multi-disciplinary method of evaluation to potentially highlight needed infrastructure improvements, pedestrian and bicycle linkages, opportunities for transit parking, and improved land use regulations.

Potential Achievement: Establishment of an implementation plan to improve bus operating speeds and overall transit functionality on priority corridors

Products: A report summarizing research, coordination efforts, findings, and recommendations

### **Corridor Safety Studies**

Basic Scope: The approach, scope and format of DVRPC's previous safety studies (Route 100 Safety Study, Route 896 Safety Audit) have been very successful in securing municipal input and cooperation. This same type of effort should be continued on other high hazard corridors within the County. Candidate corridors include: US 322 (Downingtown to West Chester), PA 926 (US 202 to PA 82), PA 10 (Honey Brook to Parkesburg), PA 10 (Parkesburg to Oxford).

Potential Achievement: Continue well-received safety planning on additional corridors

Products: A report summarizing research, coordination efforts, findings, and recommendations.

### **Oldmans Creek Greenway**

Similar to the Timber Creek Greenway Project, this project would analyze potential sites for public acquisition and improvements to implement a bi-county greenway with Salem County along Oldmans Creek from its headwaters in Elk Township to the Delaware River. Greenway implementation in this area is of particular importance with the recent rapid growth that has focused in Woolwich Township. Once again, DVRPC's regional role would help the County with acquisitions that extend County boundaries.

### **Route 47 Corridor Study**

This study would extend from Glassboro south through Clayton and Franklin Township to the County boundary. The purpose of the study would be to address highway improvements, transit, bikeway, and pedestrian needs in the Route 47 Corridor.

### **Regional Demand Forecast for Senior Transportation Services**

This study will apply cohort and survival models to regional census population data to forecast potential future ridership for scheduled and on-demand transit services for senior citizens and the disabled.

In 2005, SAFETEA-LU required local communities to develop human service transportation coordination plans to remain eligible for several federal funding programs (5310, 5311, New Freedom). In developing these plans, it became apparent that two trends point to sharply increased demand for these services in the next two decades. On one hand, aging baby boomers will expand the number of potential riders by as much as 80%. On the other hand, dispersed, low-density age-restricted housing developments make fixed-route transit service cost-prohibitive. This project will quantify the probable growth of ridership demand on a local level across the region. Findings will be considered for inclusion in the DVRPC 2035 long range plan.

Three data collection and analysis methods may be desirable. Minimally, US Census 2000 data should be used as a baseline for local population projections, applying cohort and survival models. Secondly, a survey of recent local land development approvals for age-restricted housing should be considered to analyze the degree to which transit-dependent populations will be increasingly located in low-density areas that are cost-prohibitive to mass transit. Thirdly, to the extent that quality data are available (e.g., from NJ Transit Access Link, TMAs, and county transit providers), they should be analyzed from the perspectives of current ridership in relation to population parameters and current trip patterns as a baseline for future demand on alternative transit travel modes.

## **LIMIT SPRAWL**

**River Line Intermodal Stations and Transit Oriented Development** – There are four River Line stations that have underutilized adjacent land and parking: Florence, Riverside, Route 73 and 36<sup>th</sup> Street. Conduct a planning study for these stations that looks at both access and land development prospects in accordance with TOD principles. – Camden and Burlington Counties

## **ENHANCE ACCESSIBILITY**

**Enhance Access at Rail Stations - Atlantic City Rail Line Station Access** – Examine overall access needs for Cherry Hill, Lindenwold and Atco stations, including pedestrian access to local development, feeder buses, park and ride and kiss and ride. Using data from weekday Spring, 2006 NJT rail survey, examine origin and access data and perform a summer weekend (Saturday in July) license plate survey and boarding count to examine seasonal and time period differences in parking demand for rail riders. Explore parking management options at Lindenwold to improve parking access for NJT Rail riders. – Camden County, Philadelphia

## **INVEST IN INFRASTRUCTURE - River Line Extension Options in Downtown Trenton**

An environmental document was prepared for an extension of the River Line along West State Street in downtown Trenton. However, as part of the Route 29 boulevard study, new options should be explored to integrate the line with development proposed for sites in the corridor. Examine alternative alignments for the River Line extension or enhanced bus connection, considering the potential to increase ridership, the impact on project cost, and economic development impacts. Also examine downtown parking management and pricing strategies to improve ridership potential. - Trenton, Mercer County

## **INCREASE MOBILITY**

### **Route 29 Corridor between Trenton and Lambertville Transit Commuting Options**

This corridor was noted in the "Missing Links" white paper submitted by the DVRPC Regional Citizens Committee. Examine as part of the Governor's initiative to reduce greenhouse gases and energy consumption for State employees. Consider potential for park and rides served by flexible vanpool service as a first step. – Mercer County, Trenton

## **FACILITATE REGIONAL COORDINATION**

**Focus Groups to Increase Minority Participation in the Regional Citizens Committee.** DVRPC has an active and involved citizen participation program. However, the composition of the RCC does not reflect the diversity of the region's population. To solicit greater participation from minorities, this project would conduct a

minimum of four focus groups of 12 –14 minority participants, two groups to be conducted for leaders of the minority communities in NJ and PA and two groups for selected minority citizens in NJ and PA. The objectives of the focus groups are to determine what transportation and planning issues are important to diverse communities in the region, how can DVRPC can best reach out and communicate with minority groups, and how to increase minority participation in the RCC. - entire region

### **Comprehensive Transit Rider Survey**

A better understanding of riders' travel patterns and preferences will help support better marketing, public outreach, and planning of new services and extensions. This project will develop, administer, and tabulate data for a survey of SEPTA, NJT, and PATCO riders and across all types of transit services/modes. Such a survey will include demographics, travel patterns, preference for fare instruments, preference for mode, among other questions.

### **Philadelphia Pedestrian and Bicycle Crash Analysis**

As the City prepares to undertake a new bicycle and pedestrian plan, a more detailed understanding of crash patterns is needed. Police crash reports for a large sample of bicycle and pedestrian crashes will be analyzed to determine patterns of pre-crash actions, ages of drivers, pedestrians, and bicyclists, and contributing factors. In addition, hospital emergency room admission data will be analyzed to gain a more realistic assessment of the extent of bicycle and pedestrian crashes and injuries.

### **Regional Evacuation Planning Survey**

Evacuation plans are something every region is striving toward these days. The DVRPC region should be no exception. Current efforts include the Philadelphia Office of Emergency Management, which is developing a comprehensive evacuation plan for the city. An important step is to determine citizens' expectations and plans with regard to preferred emergency mode/route, personal vehicle availability, preferred potential relocation points, and number of accompanying evacuees. This information may then be applied to the actual routes and modes to flesh-out useful and expedient emergency plans that may benefit the most people in the least amount of time.

### **Measures of "Green" Development in the Delaware Valley: Estimating Results from Changes in Land Use and Transportation**

This study would establish regionally and econometrically-calibrated estimates/formulas to guide local and regional practitioners in assessing the actual impacts on travel patterns, energy consumption, pollution etc. from implementation of "Green" recommendations. Recommendations include those associated with Smart Growth, New Urbanism, Climate Change, and other initiatives. Which

recommendations, or combination of recommendations, would likely have the greatest impact on vehicle miles traveled, jobs/housing balance, mode share for walking and transit, reduction of criteria pollutants?

### **Boating and Fishing in the Delaware Valley Region**

This study would cover resources, opportunities, promotion and marketing; including a detailed look at the state of the regional fishery, addressing habitat, water quality and the safety of local fish for eating.

### **Regional Trail System Gap Assessment**

The City of Philadelphia will complete GreenPlan Philadelphia, its comprehensive plan for parks, recreation, and open space in late 2007. A major thrust of the plan is improving the connectivity between major trails in the City's park system using green streets, abandoned rail rights of way, and other opportunities. A broader study of the connectivity of trails throughout the region, between major parks and open space resources and across municipal boundaries would be a useful effort to integrate the recommendations of GreenPlan Philadelphia and other county and municipal open space plans. This effort would build upon the trails network portion of DVRPC's 2030 Plan's Open Space Element by identifying specific actions that could be taken to close existing gaps.

### **Strengthening Universities as Bicycle Generators**

Long a bastion of bicycling, university campuses are increasingly building more parking to accommodate the automobile. This project seeks to apply design and functional elements to strengthen and enhance the campus as a generator of bicycle use creating a template for other areas. Facilities, paths, safety, and integration with the surrounding environment would be assessed in a series of audits and surveys. The results would be policy prescriptions to enhance safety and mobility while promoting bicycling as an effective alternative to a car. The goal of increasing the mode share of bicycles serves both environmental and mobility goals.

### **Scenic Byways Corridor Management Plan Development**

The National Scenic Byways Program (NSBP) helps states and communities recognize, preserve, and enhance the intrinsic qualities of unique roadway corridors throughout the United States. The NSBP is a unique transportation enhancement program in that it supports economic development, natural and cultural resource preservation, and civic engagement. The Delaware Valley region boasts three Pennsylvania State Byways (the Blue Route, Exton Bypass, and the Brandywine Scenic Byway) and one New Jersey State Scenic Byway (Delaware River Scenic Byway). The NSBP encourages Byways to prepare Corridor Management Plans (CMPs). A CMP provides an inventory of and

strategies to protect and enhance a Byway's intrinsic qualities, defined as features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area. Preparation of a CMP indicates to the NSBP that a Byway has planned for sustainability and qualifies the Byway for federal-designation and additional funding. None of the Pennsylvania State Byways in the Delaware Valley region have CMPs in place. Without a CMP, these Byways are poorly-positioned to tap into federal resources and—more importantly—place extraordinary resources at risk due to a lack of oversight and recognition. This project consists of two stages. First, DVRPC will assess which Byway(s) in the region are most in need of a CMP. Second, DVRPC will prepare a CMP for a selected Byway. The CMP will include (at a minimum) an inventory of intrinsic qualities, strategies for protection and enhancement of intrinsic qualities, plans for accommodation of tourism, plans for public participation, and plans for education and interpretation along the Byway. MPOs serve as sponsors and prepare CMPs for many Scenic Byways across the U.S. DVRPC's regional focus and corridor planning expertise can help ensure the preservation and enjoyment of these unique but overlooked regional assets.







Delaware Valley  
Regional Planning  
Commission

JANUARY 2008

# APPENDIX A

*Continuing* **NJDOT**  
*Task Orders*



DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2009 NJDOT CONTINUING TASK ORDERS

PROJECT NUMBER	PROJECT TITLE	Task Order Number	Funding	Current End Date
05-66-100	FY 2005 Transportation Community Development Initiative	PL-DV-05-03	\$ 550,000	6/30/2008*
08-41-140	Regional Integrated Multi-Modal Information Systems	PL-DV-01-14	1,265,000	6/30/2009
06-41-010	PA and NJ Initiative on Transportation, Land Use and Econ. Planning	PL-DV-05-07	600,000	6/30/2008*
06-66-100	FY 2006 Transportation Community Development Initiative	PL-DV-06-03	560,000	6/30/2009
08-66-100	FY 2008 Transportation Community Development Initiative	PL-DV-08-02	1,000,000	6/30/2010
06-54-130	FY 2006 Geographic Information Systems	PL-DV-06-04	860,275	6/30/2009
08-53-020	FY 2008 Geographic Information Systems	PL-DV-08-03	350,000	6/30/2009
08-46-040	Central Jersey Forum	PL-DV-08-01	175,000	6/30/2008*

\* DVRPC has requested no-cost time extensions for these projects



## **NJ Transportation and Community Development Initiative Program**

**PROJECTS 05-66-100  
06-66-100  
08-66-100**

**Responsible Agency: DVRPC**

**Project Manager: Barry Seymour**

### Goals:

Implement the Year 2030 Transportation and Land Use Plan by supporting planning activities that enhance development or redevelopment and improve the efficiency or enhance the regional transportation system in older developed communities in southern New Jersey identified as appropriate for growth or infill in the regional plan.

### Description:

The Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind. Despite regional growth in population, jobs and income, there are a number of older townships, boroughs and cities that have seen a loss of population or jobs, with local income levels that significantly trail their county or regional averages.

DVRPC will prepare, manage and implement a program to provide funding, on a competitive basis, to qualifying municipalities in Mercer, Burlington, Camden or Gloucester counties to undertake locally-directed actions to improve their communities. Eligible activities include planning, analysis or design initiatives related to planning and land use management, reuse and revitalization, and transportation and infrastructure. DVRPC will assist communities with project applications, coordinate a review committee to select project priorities, develop contracts and award funding based on completed work, and monitor project progress.

### Tasks:

1. Award and administer contracts to projects as approved by the DVRPC Board. Assign technical DVRPC Project Manager to work with each community and DVRPC administrative staff to develop and complete contract.
2. Develop detailed scope of work for each project as selected by DVRPC Board.

3. Review project products and provide payment based on completion of deliverable products and accounting of costs.
4. Monitor and evaluate project progress and report to Steering Committee and Board regarding problems, successes, and lessons learned.

Products

1. Recommended list of projects selected for funding.
2. Project deliverables as defined by selected projects.
3. Evaluation report of completed projects.

Beneficiaries: Counties, municipalities, State transportation, community development, and economic development agencies, private sector and public

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2005	\$675,000	\$675,000			
2006	\$685,000	\$685,000			
2008	\$1,250,000	\$1,250,000			

Note:

FY 2005 – PL-DV-05-03	Cash: \$550,000	Local Match: \$125,000
FY 2006 – PL-DV-06-03	Cash: \$560,000	Local Match: \$125,000
FY 2008 – PL-DV-08-03	Cash \$1,000,000	Local Match: \$250,000

**PROJECT 08-41-140: Intelligent Transportation Systems (ITS)  
Program Including RIMIS**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Stanley Platt**

**Goals:**

Ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of intelligent transportation systems (ITS).

**Description:**

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, coordination of multi-agency regional initiatives, incident management programs, ITS architecture maintenance, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept, which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system will be used to notify agencies about incidents or unusual conditions that affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response.

Using RIMIS funding as seed money, DVRPC has established incident management task forces, distributed Nextel phones to traffic operations and emergency response personnel, funded video feeds to county 911 centers, coordinated a bi-state effort to utilize TrafficLand technology to distribute video feeds via the internet, provided staff support to the I-76 TSM Project and PA 309 Project teams, mapped detour routes and emergency evacuation plans for other agencies, and conducted other outreach programs. These programs are drawing together disparate organizations, establishing relationships, and building momentum for RIMIS. Organizations are increasingly becoming aware of these initiatives and want to participate.

To advance RIMIS, DVRPC organized a RIMIS Subcommittee composed of DRPA, NJDOT, PennDOT, the Pennsylvania Turnpike Commission, the City of Philadelphia, SEPTA, and FHWA. The subcommittee worked together to select a consultant to facilitate RIMIS. Previously, funds from this project were used to cover the consultant's tasks which included developing RIMIS's Concept of Operations and Functional Requirements, the first two steps in software acquisition. They also evaluated existing center-to-center software packages through a Request for Information (RFI), and developed an Implementation Plan. Based on the above efforts, the consultant prepared software acquisition

documentation, which will serve as the basis to select and negotiate with a software vendor. This year the consultant's efforts will focus on completion of software negotiations, customizing the software for the Delaware Valley, acceptance testing, training personnel, and beginning software rollout.

Activities listed below fall under two broad categories, RIMIS, and other ITS tasks. The former includes consultant/software vendor tasks and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC activities that continue programs to support greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

### **Tasks:**

#### I. RIMIS Tasks

##### A. RIMIS Consultant/Software Vendor Tasks

1. RIMIS consultant will develop detailed list of requirements to be incorporated into software contract.
2. RIMIS consultant will assist DVRPC in negotiating with software vendor.
3. RIMIS consultant will develop acceptance testing plan and conduct acceptance testing.
4. RIMIS consultant/software vendor will prepare specifications to acquire equipment and secondary software licenses.
5. Software vendor will customize base software package for the region, as part of process will incorporate specific regional requirements.
6. Software vendor will develop data interfaces with legacy software systems as required.
7. Software vendor will participate in acceptance testing and software training programs.
8. If a separate systems administrator is required to manage RIMIS on a daily basis, the RIMIS consultant will prepare an RFP to acquire these services.

##### B. DVRPC Tasks:

1. Coordinate consultant and software vendor's activities with the RIMIS Subcommittee, the ITS Technical Task Force, and the ITS Coordinating Council. Organize and participate in RIMIS Subcommittee meetings.
2. Work with the RIMIS Subcommittee and policy decision makers to update the RIMIS Implementation Plan to reflect costs and other terms of the software contract.
3. Supervise the RIMIS consultant's adherence to their scope of work. Review all documentation produced including their monitoring of the software customization, testing and rollout processes.



4. Conduct software acquisition negotiations with the software vendor. Conduct negotiations with the RIMIS consultant with respect to additional work orders.
5. Review and approve all invoices and progress reports with respect to the RIMIS consultant and/or software vendor.

## II. Other ITS Tasks

1. Continue to provide staff support to the ITS Coordinating Council and the ITS Technical Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies and maintaining the Nextel phone program. As other opportunities for interagency cooperation become available, provide technical support, financial assistance, or purchase equipment or services.
3. Continue to manage the existing Incident Management Task Forces established in the I-476/I-76 Crossroads Area, and I-295/I-76/NJ 42 Corridor. Participate in other incident management programs initiated by other agencies, including US 422, PA 309, US 202 Section 300, I-95 in Bucks County, and US 1 in Delaware County. Provide technical support including mapping services, GIS databases, and other assistance as requested.
4. Update the Regional ITS Architecture for the Delaware Valley, which began in FY 2007 and will be completed in FY 2008. This update is required to be consistent with the latest version of the National ITS Architecture and to incorporate RIMIS into the regional architecture.
5. Continue to enhance the Interactive Detour Route Mapping (IDRuM) system. This system was developed for Pennsylvania in FY 2007 based on pre-existing detour routes and many routes may need to be updated to reflect current conditions. This effort may also include expanding the system into New Jersey.
6. Continue to provide training programs for ITS technical staff. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
7. Continue coordination with the the I-95 Corridor Coalition's Delaware Valley Highway Operations Group (DVHOGs). These activities may include sharing information about and partnering on ITS related projects, as well as identifying and procuring communications equipment as needed.
8. Continue coordination of the Southeastern PA Regional Counter-Terrorism Task Force. These activities include providing staff support to their Emergency Evacuation Transportation Committee by helping to

organize and participate in outreach efforts, and provide other assistance as requested.

9. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

**Products:**

1. ITS Coordinating Council and ITS Technical Task Force meeting agendas, and meeting minutes.
2. Acquisition and customization of RIMIS software, beginning rollout of software.
3. Management of RIMIS consultant and software vendor.
4. Update of the ITS Regional Architecture.
5. Implementations of programs to foster interagency cooperation.
6. Technical assistance to agencies.
7. ITS training courses.
8. Meetings of incident management task forces.

**Beneficiaries:** ITS Operators, motorists, and transit users

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2001	\$100,000				\$100,000
2002	\$100,000				\$100,000
2003	\$200,000				\$200,000
2005	\$200,000				\$200,000
2006	\$140,000				\$140,000
2007	\$210,000				\$210,000
2008	\$315,000				\$315,000

PL-DV-01-14

**PROJECT 6-41-010: PA and NJ Initiative on Transportation, Land Use, and Economic Development Planning**

**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager: Donald Shanis/Barry Seymour**

Goals:

To ensure adequate staffing and expertise on new and creative planning issues; to respond rapidly to directives from state Departments of Transportation initiatives.

Description:

The PENNDOT Secretary of Transportation and the NJDOT Commissioner of Transportation have initiated a collaborative program to improve planning in the two states. By integrating transportation with economic development and land use planning, the objectives are to construct transportation projects that generate greater overall benefit and that can be implemented more rapidly.

This project will permit DVRPC to maintain a contract with a consultant team to assist the commission in supporting and coordinating the new initiative. Through an open-end consultant arrangement, DVRPC can respond quickly to a variety of tasks that will be identified by the PENNDOT and NJDOT executives.

A wide range of tasks are envisioned to be part of this work which will be guided by a committee of staff from PENNDOT, NJDOT, and DVRPC. Thus, the consultant team must possess a wide range of skills and creativity. In cases, when DVRPC is deemed to possess the skills necessary to perform the work, funds from this project may be retained by the Commission for this work.

Tasks:

1. Maintain a committee of PENNDOT, NJDOT and DVRPC staff to identify and guide the work elements.
2. Continue oversight and management of consultant task to prepare a Smart Growth Design Template for the Philadelphia metropolitan area.
3. Coordinate Steering Committee and other meetings as needed to provide input and guidance for preparation of Design Template

**PROJECT 6-41-010: PA and NJ Initiative on Transportation, Land Use, and Economic Development Planning (con't)**

4. Identify and assign additional work to consultant and/or DVRPC staff. Work assignments will be determined through the committee of PENNDOT, NJDOT and DVRPC, but may include:
  - a. Perform corridor studies
  - b. Prepare model ordinances
  - c. Assist in implementation of Context Sensitive Solutions
  - d. Propose new project development processes
  - e. Assist in "Purpose and Need" preparation for Environmental Impact Studies
  - f. Provide training for planning partners
  - g. Review and critique studies and recommendations
  - h. Develop and monitor performance measures
  - i. Create and execute transportation, land use and economic models
  - j. Propose alternative funding strategies
  - k. Provide assistance and management of conference activities
  
5. Administer consultant contract and monitor planning activities.

Products:

1. Final reports, as appropriate
2. Research and presentation material

<u>Beneficiaries:</u>	State Departments of Transportation and planning partners
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Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2005	\$600,000	\$300,000			\$300,000
2006	\$600,000	\$300,000			\$300,000
2007	\$600,000				
2008	-				-

\*NJ Transportation Trust Funds

Note: Project funding is 50% Pennsylvania, 50% New Jersey.

**PROJECTS :06-54-130 Regional Transportation GIS Coordination  
08-53-020**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Project Manager:** Will Stevens

**Goals:**

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

**Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. Project development began in FY 2000. Full implementation began in FY 2002.

The focus of this continuing project will be to enhance and expand upon previous work and to update and maintain internet mapping capabilities. This project provides support to all member governments and agencies to assist with the development and growth of their transportation GIS systems. Efforts are being coordinated with NJDOT, PennDOT, member governments, operating agencies, and DVRPC's GIS Program and will be consistent with current imagery. For additional information, see: <http://www.dvrpc.org/data/mapping.htm>

**Tasks:**

1. Arrange periodic committee meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Coordinate with DVRPC's GIS Program.
3. Coordinate regional GIS database design development with DVRPC's enterprise database.
4. Coordinate database implementation issues with project participants, including PennDOT and NJDOT.
5. Provide technical assistance to member governments, as needed, for geography file and database development.
6. Acquire additional hardware, software, and training, as appropriate.
7. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
8. Acquire and test geography and database files developed by member governments for utilization in the Region-wide Transportation GIS.
9. Develop transportation data clearinghouse for project participants.
10. Develop new internet mapping applications as needed.

11. Maintain and improve existing internet mapping applications.

**Products:**

1. Regional transportation GIS files, including geography and database files, that can be utilized by all participants.
2. Hardware, software, and training for DVRPC and participating organizations, as necessary.
3. Files to support DVRPC's GIS Program.
4. Updated and new internet mapping applications.

**Beneficiaries:** All Client Groups

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2006	\$860,275				\$860,275
2008	\$350,000				\$350,000

Note:

2006-PL-DV-06-04

2008-PL-DV-08-03

**PROJECT : 08-46-040 Central Jersey Transportation Forum**

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**Responsible Agency: Delaware Valley Regional Planning Commission**

**Project Manager:** Zoe Neaderland

**Goals:**

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey. The geography is a 21 municipality area encompassing parts of DVRPC, NJTPA, and four counties, generally focused around US 1.

**Description:**

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems.

The Forum moves toward its goals through work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. The Forum provides analysis, improves coordination, and initiates projects.

The Forum consists of NJDOT, NJ Transit, other State agencies, FHWA, FTA, DVRPC, NJTPA, Middlesex County, Somerset County, Mercer County, Hunterdon County, Greater Mercer TMA, Keep Middlesex Moving, Ridewise of Raritan Valley, Regional Planning Partnership, study area municipalities, major businesses, and advocacy groups.

**Tasks:**

1. Implement and track progress on the agreed-upon action plan
2. Arrange regular Forum meetings and prepare meeting materials
3. Mail and e-mail agendas and materials ready in advance to Forum participants and maintain Forum web pages
4. Provide support for and participate in Forum committees
5. Coordinate with related projects on behalf of the Forum
6. Provide technical assistance to NJDOT, NJ Transit and others as useful to advancing the goals of the Forum
7. If needed and not otherwise available, collect limited data
8. Document results for presentations and distribution.

**Products:**

1. Presentation and communication materials
2. Summaries of analysis, reports
3. Meeting highlights and other material evaluating progress

**Beneficiaries:** NJDOT, study area counties and municipalities, others

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2007	\$165,000				
2008	\$175,000				\$175,000*

\*

\$175,000- NJ TIP –STP-STU- DB # 02391





Delaware Valley  
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Commission

DVRPC, 8TH FLOOR  
190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106  
PHONE: 215.592.1800  
WEB: [WWW.DVRPC.ORG](http://WWW.DVRPC.ORG)