

•FY2010•

PLANNING WORK PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

JANUARY 2009



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



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FY2010

PLANNING WORK PROGRAM

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



DVRPC Mission Statement

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



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

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January 22, 2009

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2010 Planning Work Program as adopted by the Board of Commissioners on January 22, 2009.

This document details work to be completed by DVRPC and our member governments during FY 2010, which begins July 1, 2009 and extends through June 30, 2010. 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 2010 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 challenge for the Commission in FY2010 will be to begin to implement the goals of our new long range plan, *Connections: A Regional Plan for a Sustainable Future*.

The Commission believes that the FY 2010 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.

Carol Aichele
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 2010 PLANNING WORK PROGRAM**

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

1. Approves and adopts the Fiscal Year 2010 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. Approves the actions to amend or modify the FY 2009 TIP for New Jersey (NJ09-04) and the FY 2009 TIP for Pennsylvania (PA09-14) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2010 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 2010 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 2010 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 2010 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 22nd day of January, 2009
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-FY09-001.



Jean L. McKinney
Recording Secretary

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2010 PLANNING WORK PROGRAM

MASTER TABLE OF CONTENTS

PROJECTS

CHAPTER ONE: INTRODUCTION1

CHAPTER TWO: DVRPC PROGRAM AREAS AND PROJECT DESCRIPTIONS..... 23

CHAPTER THREE: SUPPORTIVE REGIONAL HIGHWAY PLANNING
PROGRAM (SRHPP) 193

CHAPTER FOUR: TRANSIT SUPPORT PROGRAM (TSP).....239

CHAPTER FIVE: OTHER MEMBER GOVERNMENT PROJECTS.....289

CHAPTER SIX: OTHER MAJOR PROJECTS AND ADDITIONAL
UNFUNDED PROJECTS 295

TABLES

TABLE A: FUNDING SUMMARY 21

TABLE B: PROJECT FUNDING 29

APPENDIX A: NJDOT CONTINUING TASK ORDERS309

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

JANUARY 2009

CHAPTER 1



INTRODUCTION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2010 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

TABLE OF CONTENTS

Introduction 3

SAFETEA-LU and CAAA 4

Comprehensive Planning and Other Programs 5

Destination 2030/Connections 2035 6

Agency Roles and Responsibilities 7

DVRPC’s Working Committees 8

FY 2010 Program Budget 10

FY 2010 Programs and Projects 11

Work Program Organization 17

Achievement of Long Range Plan Goals 17

Connections 2035 Long Range Plan Goals 18

Title VI Compliance 19

Table A:Funding Summary 21

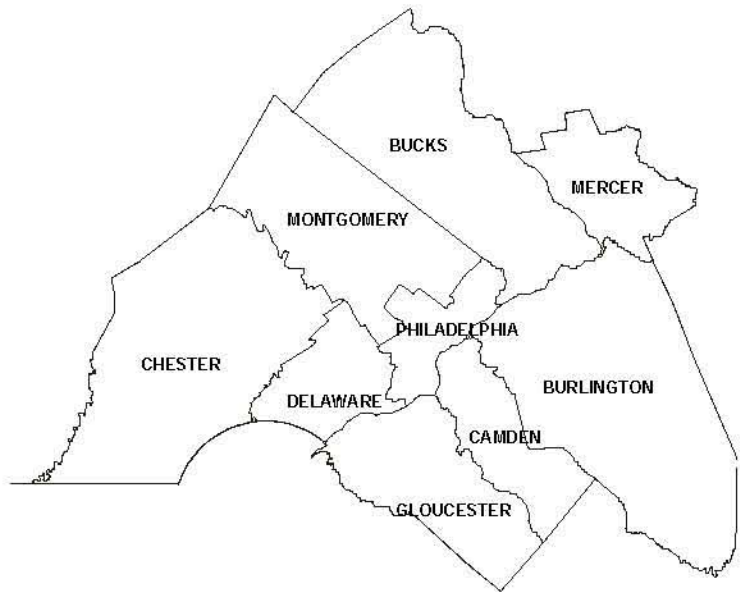
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2010 Planning Work Program

INTRODUCTION

The Fiscal Year 2010 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, 2009 through June 30, 2010. 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 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 unite the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

DVRPC emphasizes technical assistance and services and conducts 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 FY2010. 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 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 sets 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 2008, DVRPC introduced a new marketing program, Classic Towns of Greater Philadelphia that is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods. Also, DVRPC launched a Regional Greenhouse Gas Emissions Inventory and Advisory Committee and helped the William Penn Foundation measure protected lands and assess the region's locally funded open space programs. Also, in conjunction with the New Jersey Department of Transportation and the Pennsylvania Department of

Transportation, DVRPC prepared the Smart Transportation Guidebook for Pennsylvania and New Jersey. The award winning Guidebook proposes to manage capacity by better integrating land use and transportation planning. Other transportation improvements along the Route 322 corridor in Gloucester County and in the Plymouth/Norristown/Conshohocken area in Montgomery County. The FY 2009 Work Program addressed some new initiatives such as Climate Change (including the completion of a greenhouse gas inventory and outreach and education programs) Regional sustainability, energy planning and an increased emphasis on transportation operations. In 2010, DVRPC will continue regional initiatives that include administering the Coastal Zone Management program in Pennsylvania and the Tri-County Water Quality Management program in New Jersey; and prepare new corridor plans that link land use and economic development. A new long range plan will be completed and adopted by the DVRPC Board.

Destination 2030/Connections 2035

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 took additional steps necessary to update the plan in accordance with the required schedule. An extensive public outreach effort and revised goals, objectives and policies were prepared. This work is accelerating during FY 2009 by developing a financial plan, selecting plan projects, and seeking public review comments.

A new long range plan, Connections 2035, will be completed and adopted by the DVRPC Board.

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 **Planning Coordination Committee and Regional Transportation Committee (PCC-RTC)**, The PCC & RTC serves as an advisory unit to DVRPC, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; and (4)

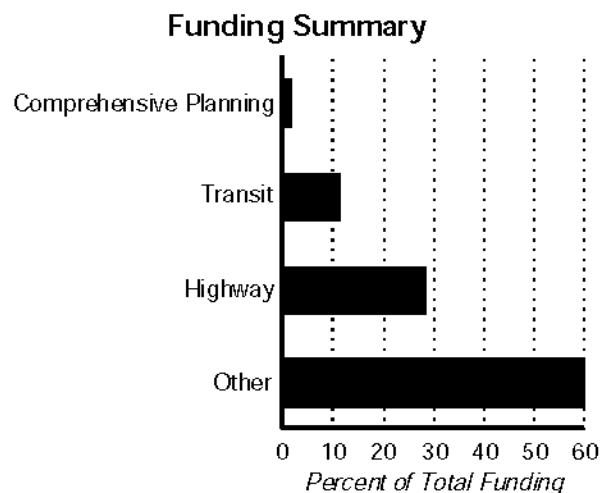
all other transportation planning as directed by the Board;

- the **Regional Citizens Committee (RCC)**, The mission of DVRPC's Regional Citizens Committee (RCC) is to provide citizen access to, and participation in, the regional planning and decision-making process. The RCC Chairman sits as a non-voting member of the DVRPC Board and reports the RCC recommendations to the Board for its appropriate action;
- 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;
- the **Delaware Valley Goods Movement Task Force (DVGMTF)**, The Delaware Valley Goods Movement Task Force was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies and projects;
- the **Information Resources Exchange Group (IREG)**, which provides a forum for the exchange of ideas and experiences among regional data managers;
- the **Land Use and Housing Committee (LUHC)**, 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 **Land Use Transportation and Economic Development Committee (LUTED)**, which facilitates the various economic development agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community;
- **Planning at the Edge**, this committee addresses inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The committee initiates discussion on proposed coordination, communication and cooperation techniques across regional boundaries;

- 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 **Regional Safety Task Force (RSTF)**, is an interdisciplinary team of safety stakeholders/professionals that will offer guidance and direction to the Commission's safety conscious planning program. The focus of the task force is diverse and will address all users and operators of the transportation network and all modes; and
- the **Transportation Operations Task Force (TOTF)**, the Transportations Operations Task Force is the focal point of regional ITS coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional ITS issues, respond to federal and initiatives, and develop an annual action plan. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it directs DVRPC's ITS planning activities that in turn support the Task Force.

FY 2010 Program Budget

The total budget for the FY 2010 Planning Work Program is \$23,556,102, an increase of \$1,212,992 from that contained in the FY 2009 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.



FY2010 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 \$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 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. 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 involvement 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 public transit planning efforts. This includes identifying, assessing, and enhancing transit access, connectivity, and mobility under the direction of the Regional Transit Advisory Committee (RTAC). The program focuses on three areas: the first is continued collection, analysis and reporting of survey and other data relating to the regional transit system. The second is technical assistance and outreach to member governments and stakeholders on transit issues. This includes the identification and oversight by the RTAC of worthy transit projects benefiting the region each fiscal year. Finally, technical input is also developed to enhance short-term DVRPC projects, as well as in support of the long-range planning functions of the Commission.

Non-Motorized Transportation and Human Services Planning Program

This program combines two distinct yet related elements: planning for bicycle and pedestrian modes, as well as the planning and coordination for federally mandated coordinated human services transportation. Both elements expand and promote mobility options for the transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation planning and design process, per USDOT policy. Additionally, this program

accommodates the continued coordination with member governments including ongoing Safe Routes to School (SRTS) project development for communities in the region.

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 and security, planning factors required by federal metropolitan planning regulations, into the transportation planning process; and seeks to improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety and security from a multi-pronged approach and coordination and outreach are important aspects.

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

The Smart Growth 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 Analysis and Coordination

Support and foster coordination and exchange of information between the economic development and business community on one hand, and the transportation and land use planning community on the other. Assure the voices of the economic development and business community are brought into DVRPC planning activities.

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

Develop a rigorous inventory of greenhouse gas emissions in the DVRPC region, allocated where feasible and appropriate to the county and municipal level. Initiate a stakeholder-driven process to develop an action plan for reducing regional greenhouse gas emissions in a manner that will have maximum benefit to the region's economy and well-being.

Long Range Plan

Foster a long range vision to guide development in the region and identify strategies to achieve goals that implement the vision. Ensure that the region's transportation investments are linked to long-range land use, economic development and transportation goals. The Long-Range Plan provides guidance and a policy framework for numerous other DVRPC programs.

Regional Congestion Management Process

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, defines congested corridors, and results in agreed-upon strategies for each congested subcorridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT and county project managers and others to help make transportation investments more effective. A focus in FY '10 will be analysis of the efficiency of different transportation strategies.

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 Connections 2035 by assisting in efforts to preserve the 2035 Greenspace Network and 2035 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 a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the regional plan and planning process require up to date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation 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. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to our consultants as they upgrade the DVRPC land use and travel models and software.

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. Serving as the facilitator for the region's stakeholders, DVRPC will both develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for Pennsylvania and New Jersey as mandated by federal regulations, identify and select transportation projects that address the needs of the region and advance the goals of the long range plan, document modifications to the program, and provide information and documents related to those processes, funding, and capital programming issues to stakeholders and the public via meeting materials and postings on the DVRPC website. 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.

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 and for local highway and bridge projects. Four categories of federal funding that provide broad eligibility for these non-traditional and local 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. GIS is the integration of hardware, software, and data used to collect, store, analyze and display spatially referenced information. GIS allows planners to view and query spatial data and perform advanced analysis to discover relationships, patterns, and trends that support their planning activities. Visualizing information is an integral part of nearly every project and GIS is highly utilized to create maps necessary for meetings and reports. Improving the accessibility of spatial data is critical to the continued success of GIS and tasks under this program will be coordinated with the Data Exchange and Analysis program.

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, 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. Additional program tasks include maintaining DVRPC's regional online information network; coordinating with the Census Bureau in preparation for the 2010 Census (including evaluating the proposed Census Transportation Planning Products); and administering the Commission's Information Resources Exchange Group (IREG).

Work Program Organization

The FY 2010 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 2010. 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 2010 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 Long-Range Plan Goals

The goals of the Long-Range 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 the Long-Range Plan. 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.

CONNECTIONS 2035 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 Analysis and Coordination	○	○	●		○					○
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 or call (215) 238-2871.

TABLE "A"
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2010 PLANNING WORK PROGRAM
FUNDING SUMMARY

06-15-09

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$2,693,482	\$2,693,482
FAA	0	0	0	0	237,500	237,500
PA FTA	0	0	947,270	0	0	947,270
PA FHWA	0	3,491,070	0	0	4,468,800	7,959,870
PA STATE	0	542,239	118,410	0	695,743	1,356,392
PA OTHER	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
NJ FTA	0	0	383,696	0	0	383,696
NJ FHWA	0	2,197,498	0	0	1,511,500	3,708,998
NJ STATE	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
PA LOCALS	\$138,977	\$330,529	\$118,409	\$300,314	\$3,610	\$891,839
Bucks County	21,569	51,298	18,377	46,609	722	138,575
Chester County	15,649	37,218	13,333	33,815	722	100,737
Delaware County	18,553	44,126	15,808	40,092	722	119,301
Montgomery County	27,073	64,387	23,066	58,501	722	173,749
City of Philadelphia	54,799	130,327	46,689	118,414	722	350,951
City of Chester	1,334	3,173	1,136	2,883	0	8,526
NJ LOCALS	\$55,505	\$0	\$0	\$63,703	\$97,888	\$217,096
Burlington County	15,281	0	0	17,537	39,197	72,015
Camden County	15,486	0	0	17,773	29,147	62,406
Gloucester County	9,192	0	0	10,549	27,322	47,063
Mercer County	9,580	0	0	10,995	722	21,297
City of Camden	2,885	0	0	3,313	1,500	7,698
City of Trenton	3,081	0	0	3,536	0	6,617
SUBTOTAL DVRPC	\$194,482	\$6,561,336	\$1,567,785	\$364,017	\$9,708,523	\$18,396,143
MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES						
PA FTA	\$0	\$0	\$947,270	\$0	\$0	947,270
PA FHWA	0	628,000	0	0	150,000	778,000
NJ FTA	0	0	383,697	0	0	383,697
NJ FHWA	0	0	0	0	2,465,000	2,465,000
PA LOCALS	0	157,000	236,818	0	0	393,818
NJ LOCALS	0	0	95,924	0	96,250	192,174
SUBTOTAL	\$0	\$785,000	\$1,663,709	\$0	\$2,711,250	\$5,159,959
GRAND TOTAL	\$194,482	\$7,346,336	\$3,231,494	\$364,017	\$12,419,773	\$23,556,102



JANUARY 2009

CHAPTER 2



PROGRAM AREA &
PROJECT DESCRIPTIONS

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2010 PLANNING WORK PROGRAM

CHAPTER TWO

DVRPC PROJECT DESCRIPTIONS

TABLE OF CONTENTS

FY 2010 Table B	Project Funding	.....29
SECTION A:	DVRPC PROGRAM AREAS	.....31
PROJECT 10-21-010	Technical Assistance to Member Governments	33
PROJECT 10-22-020	TransitChek Marketing	37
PROJECT 10-23-010	Regional Forum	39
PROJECT 10-23-020	Work Program Administration	41
PROJECT 10-23-040	Environmental Justice	43
PROJECT 10-41-020	Transportation Operations	45
PROJECT 10-41-030	Corridor Planning	49
PROJECT 10-41-040	Regional Transit Planning Program	53
PROJECT 10-41-050	Non-Motorized and Human Services Transportation Planning Program	57
PROJECT 10-41-060	Delaware Valley Freight Planning	61
PROJECT 10-41-090	Transportation Safety and Security	65
PROJECT 10-43-010	Travel Monitoring	71
PROJECT 10-44-010	Smart Growth	73
PROJECT 10-44-020	Economic Analysis and Coordination	77
PROJECT 10-44-030	Strategies for Older Communities	81

PROJECT 10-44-040	Climate Change Initiatives	.....	83
PROJECT 10-46-010	Long Range Plan	.....	87
PROJECT 10-46-020	Regional Congestion Management Process	.....	91
PROJECT 10-46-030	Air Quality Planning	.....	93
PROJECT 10-47-010	Environmental Planning	.....	97
PROJECT 10-51-010	Travel and Land Use Modeling	.....	101
PROJECT 10-52-010	Transportation Improvement Program	.....	103
PROJECT 10-52-020	Competitive Program and Project Management	.....	107
PROJECT 10-53-010	Geographic Information Systems	.....	109
PROJECT 10-54-010	Data Exchange and Analysis	.....	111
SECTION B:	DVRPC PROJECT DESCRIPTIONS	.....	115
PROJECT 10-04-010	Private Sector Data Requests	.....	117
PROJECT 10-22-010	Commuter Benefit Program – TransitChek	.....	119
PROJECT 10-22-030	Commuter Services/Mobility Alternatives Program (Share-A-Ride)	.....	121
PROJECT 10-23-030	Public Participation, Information and Visualization Techniques	.....	123
PROJECT 10-41-070	Intelligent Transportation Systems (ITS) Program Including RIMIS	.....	125
PROJECT 10-41-080	Tri-County Transportation Plan Implementation	.....	129
PROJECT 10-41-100	New Jersey Interstate Partial Interchange Study	.....	131
PROJECT 10-41-110	Schuylkill Expressway Operational Research Model	.....	133

PROJECT 10-41-120	Opportunities for Automated Enforcement Options for Traffic and Parking Management	137
PROJECT 10-41-130	Central Chester County Transportation Operations Study	139
PROJECT 10-42-010	FFY 2010 Regional Aviation System Planning	141
PROJECT 10-43-020/25	HPMS and Functional Classification System (PA & NJ)	143
PROJECT 10-43-030	PennDOT District 6-0 Traffic Volume Data	145
PROJECT 10-44-050	Plan Implementation Technical Assistance Program	147
PROJECT 10-44-060	Alternative Vehicles	151
PROJECT 10-44-070	The Impacts of Creating Age Limits and/or Emission Standards for Taxis	155
PROJECT 10-46-040	Central Jersey Transportation Forum	157
PROJECT 10-46-050	PA Ozone Action Supplemental Services	159
PROJECT 10-46-055	NJ Ozone Action Supplemental Services	161
PROJECT 10-46-172/175	Penn State University – Ozone and PM 2.5 Forecasting Services	163
PROJECT 10-47-020	CY 2010 Tri-County Water Quality Management Program	165
PROJECT 10-47-030	Pennsylvania Coastal Zone Management Implementation Program	167
PROJECT 10-47-040	Delaware Valley Regional Food System Plan	169
PROJECT 10-47-200	New Jersey Local Environmental Initiatives	171
PROJECT 10-51-020	Update DVRPC Travel Simulation Model	173
PROJECT 10-51-200	PennDOT Alternative Facility Tests	177

PROJECT 10-52-030	Funding Regional Transportation Infrastructure	.....	179
PROJECT 10-52-040	Transportation Asset Management Process	.....	181
PROJECT 10-53-020	Regional Transportation GIS Coordination	.....	183
PROJECT 10-53-030	FY 2010 Aerial Imagery	.....	185
PROJECT 10-54-020	Southeast PA Smart Housing Initiative	.....	187
PROJECT 10-56-700	Member Governments Special Projects	.....	191

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
 FY 2010 DRAFT PLANNING WORK PROGRAM
 PROJECT FUNDING BY SOURCE

TABLE B
 FINAL
 3/5/2009

PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2010 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
Chpt. Two-Sect. A						
DVRPC PROGRAM AREAS						
33	10-21-010 Technical Assistance to Member Governments	\$ 228,138	\$ 188,642	\$ 39,496	\$ -	\$ -
37	10-22-020 TransitChek Marketing	250,000	-	-	-	250,000
39	10-23-010 Regional Forum	240,000	198,720	41,280	-	-
41	10-23-020 Work Program Administration	240,000	198,720	41,280	-	-
43	10-23-040 Environmental Justice	120,000	99,360	20,640	-	-
45	10-41-020 Transportation Operations	260,000	215,280	44,720	-	-
49	10-41-030 Corridor Planning	640,000	529,920	110,080	-	-
53	10-41-040 Regional Transit Planning Program	460,000	-	460,000	-	-
57	10-41-050 Non-Motorized Transportation and Human Services Planning Program	350,000	289,800	60,200	-	-
61	10-41-060 Delaware Valley Freight Planning	315,000	260,820	54,180	-	-
65	10-41-090 Transportation Safety & Security	575,000	409,860	85,140	-	80,000
71	10-43-010 Travel Monitoring	645,000	645,000	-	-	-
73	10-44-010 Smart Growth	220,000	115,920	24,080	60,000	20,000
77	10-44-020 Economic Analysis and Coordination	200,000	82,800	17,200	50,000	50,000
81	10-44-030 Strategies for Older Communities	430,000	165,600	34,400	50,000	180,000
83	10-44-040 Climate Change Initiatives	240,000	158,134	32,849	49,017	-
87	10-46-010 Long Range Plan	520,000	430,560	89,440	-	-
91	10-46-020 Regional Congestion Management Process	260,000	260,000	-	-	-
93	10-46-030 Air Quality Planning	210,000	173,880	36,120	-	-
97	10-47-010 Environmental Planning	140,000	75,000	-	65,000	-
101	10-51-010 Travel and Land Use Modeling	470,000	389,160	80,840	-	-
103	10-52-010 Transportation Improvement Program (TIP)	340,000	281,520	58,480	-	-
107	10-52-020 Competitive Program and Project Management	640,000	50,000	-	-	590,000
109	10-53-010 Geographic Information Systems	380,000	314,640	65,360	-	-
111	10-54-010 Data Exchange and Analysis	260,000	215,280	44,720	-	-
	Subtotal	\$ 8,633,138	\$ 5,748,616	\$ 1,440,505	\$ 274,017	\$ 1,170,000
Chpt. Two-Sect. B						
DVRPC PROJECTS						
07-41-010	PA and NJ Initiative on Trans., Land Use and Economic Development Planning **	\$ -	\$ -	\$ -	\$ -	200,000
08-44-090	William Penn Waterfront -- Adm. **	100,000	-	-	-	100,000
09-53-030	PennDOT First Class Township Maps **	67,500	-	-	-	67,500
09-42-100	FFY 2009 Regional Aviation System Planning **	50,000	-	-	-	50,000
09-47-020	CY 2009 Tri-County Water Quality Management Program **	47,500	-	-	-	47,500
10-04-010	Private Sector Data Requests	50,000	-	-	-	50,000
10-10-010	General Fund	194,482	-	-	-	194,482
10-22-010	Commuter Benefit Program - TransitChek	1,500,000	-	-	-	1,500,000
10-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
10-23-030	Public Participation, Information and Visualization Techniques	320,000	264,960	55,040	-	-
10-41-070	Intelligent Transportation Systems (ITS) Including RIMS	1,170,000	-	-	-	1,170,000
10-41-080	Tri-County Transportation Plan Implementation	60,000	49,680	10,320	-	-
10-41-100	New Jersey Interstate Partial Interchange Study	130,000	-	-	-	130,000
10-41-110	Schuylkill Expressway Operational Research Model	590,000	-	-	-	590,000
10-41-120	Opportunities for Automated Enforcement Options - Traffic and Parking Management	80,000	-	-	-	80,000
10-41-130	Central Chester County Transportation Operations Study	100,000	-	-	-	100,000
10-42-010	FFY 2010 Regional Aviation System Planning	250,000	-	-	-	250,000
10-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
10-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
 FY 2010 DRAFT PLANNING WORK PROGRAM
 PROJECT FUNDING BY SOURCE

TABLE B
 FINAL
 3/5/2009

PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2010 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
DVRPC PROJECTS (continued)						
147	10-44-050	180,000	66,240	13,760	-	100,000
151	10-44-060	100,000	-	-	-	100,000
155	10-44-070	95,000	-	-	-	95,000
157	10-46-040	175,000	-	-	-	175,000
159	10-46-050	125,000	-	-	-	125,000
161	10-46-055	50,000	-	-	-	50,000
163	10-46-172/175	62,000	-	-	-	62,000
165	10-47-020	47,500	-	-	-	47,500
167	10-47-030	42,000	-	-	-	42,000
169	10-47-040	100,000	82,800	17,200	-	-
171	10-47-200	140,000	-	-	40,000	100,000
173	10-51-020	490,000	-	-	-	490,000
177	10-51-200	700,000	-	-	-	700,000
179	10-52-030	60,000	49,680	10,320	-	-
181	10-52-040	120,000	99,360	20,640	-	-
183	10-53-020	400,000	-	-	-	400,000
185	10-53-030	800,000	-	-	-	800,000
187	10-54-020	100,000	-	-	50,000	50,000
191	10-56-700	246,023	-	-	-	246,023
	10-56-701	120,000	-	-	-	120,000
	Subtotal	9,763,005	812,720	127,280	90,000	8,733,005
	SUBTOTAL DVRPC PROGRAM	\$ 18,396,143	\$ 6,561,336	\$ 1,567,785	\$ 364,017	\$ 9,903,005
	** Carryover Projects					
MEMBER GOVERNMENT AND TRANSIT OPERATING AGENCIES						
193	Chpt. Three					
	10-60-000/10-61-000	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
239	Chpt. Four					
	10-63-000	1,663,709	-	1,663,709	-	-
289	Chpt. Five					
	10-53-300	300,000	-	-	-	300,000
291	10-53-300	1,930,000	-	-	-	1,930,000
293	10-62-000					
	Subtotal	\$ 5,159,959	\$ 785,000	\$ 1,663,709	\$ -	\$ 2,711,250
	SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 5,159,959	\$ 785,000	\$ 1,663,709	\$ -	\$ 2,711,250
	GRAND TOTAL	\$ 23,556,102	\$ 7,346,336	\$ 3,231,494	\$ 364,017	\$ 12,614,255



JANUARY 2009

CHAPTER 2A



PROGRAM AREA
DESCRIPTIONS

PROJECT: 10-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Richard Bickel

Project Manager: W. Thomas Walker, 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$266,404	\$221,072	\$45,332		
2010	\$228,138	\$188,642	\$39,496		
2011	\$270,000				
2012	\$270,000				

PROJECT: 10-22-020 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$250,000				\$250,000
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000

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

PROJECT: 10-23-010 Regional Forum

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$240,000	\$198,960	\$41,040		
2010	\$240,000	\$198,720	\$41,280		
2011	\$240,000				
2012	\$240,000				

PROJECT: 10-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: John Griffies

Project Manager: Donald Shanis, Charles Dougherty, 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 2011 Planning Work Program, negotiate project funding, monitor the FY 2010 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 2011 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 2011 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$240,000	\$198,960	\$41,040		
2010	\$240,000	\$198,720	\$41,280		
2011	\$240,000				
2012	\$240,000				

PROJECT: 10-23-040 Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Candace Snyder

Project Manager: Jane Meconi, Eric Grugel

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.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.
- 2.Interact with the Title VI Liaisons to monitor progress toward Title VI goals.
- 3.Prepare for the yearly audit by the state transportation agencies.
- 4.Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations.
- 5.Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes.
- 6.Refine mechanisms for the ongoing review of the TIP and long range plan.
- 7.Incorporate EJ analysis into individual project studies and reports.

8.Continue to train staff in EJ/Title VI strategies.

Products:

- 1.Update 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$120,000	\$99,480	\$20,520		
2010	\$120,000	\$99,360	\$20,640		
2011	\$120,000				
2012	\$120,000				

PROJECT: 10-41-020 Transportation Operations

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 expansion of DVRPC's planning activities into nontraditional transportation areas. More information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations.htm>.

In previous years of this continuing project, DVRPC and the DOT's focused on corridor level transportation operations and management issues. In FY 09, DVRPC assisted Delaware County Emergency Services Department in establishing the Delaware County Incident Management Task Force, a recommendation of the FY 08 Transportation Operations effort. DVRPC also developed a training course for DOTs, TMAs, state police, or others on how to establish and manage incident management task forces. In FY 10, DVRPC will transition management of the Delaware County Incident Management Task Force to local leadership, and will conduct an operations study of a New Jersey Corridor (either I-295 in Burlington County or I-95/I-295 in the vicinity of Trenton).

Another focus of this project is operations of expressways in Philadelphia. In preparation for long-term reconstruction of I-95, PennDOT established committees to address work zone management, incident management, and ITS. DVRPC is leading an effort to expand the current focus to the larger issue of transportation operations of the city's expressway system. DVRPC is assisting PennDOT and the City of Philadelphia to develop an operations plan for the expressways and individual traffic management/incident management plans for expressway construction projects as the need arises.

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 Regional Operations Plan (ROP) recommendations for the DVRPC region, and previous requests by NJDOT for assistance to retune traffic signals on state highways.

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 09, DVRPC worked with PennDOT and the counties to develop the Priorities for Operational Investment (POInts) model, a program to optimize the region's investment in traffic signals and signal systems. In FY 10, DVRPC will expand upon this initial effort.

Once signal systems go in, Pennsylvania municipalities do not properly maintain signal timing plans, and they lose their effectiveness. Regardless of ownership, over time, new development and other factors tend to degrade signal timings. DVRPC will assist NJDOT and PennDOT 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 managing the Philadelphia Incident Management Task Force composed of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, 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 Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedure manual, communications, upgrading of traffic signals, construction coordination, and work zone management.
3. Document recommendations including operations policies, ITS equipment implementation, institutional agreements, and identification of potential funding for operation programs on the TIP.
4. In cooperation with NJDOT and the New Jersey State Police, finalize selection of the New Jersey corridor that will undergo a traffic operations analysis. Form an operations advisory committee composed of NJDOT, New Jersey State Police, county planning and traffic engineering staff, county 911/OEM staff, and local police, fire, and EMS personnel.
5. Work with the corridor's operations advisory committee to document operational needs; which can include localized capacity deficiencies, traffic signal deficiencies,

interagency communications, or incident management issues. Conduct an operations audit of the corridor, similar to a road safety audit, to identify deficiencies and potential improvements.

6. Work with the advisory committee to develop a short to medium term operational action plan. Prioritize operational strategies.
7. Document operational needs and recommendations for the New Jersey corridor.
8. Continue management of the Delaware County Incident Management Task Force until locals are ready to assume leadership role.

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 Operational Investment (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 for their internal use.
4. In coordination with the steering committee, evaluate all traffic signal system TIP requests with respect to the regional priorities. Determine appropriate form of signal interconnection. Update regional traffic signal system priorities as required.

Closed Loop Traffic Signal Optimization Tasks

1. In cooperation with the POInts steering committee, select which closed loop systems will be evaluated for detailed signal timing re-evaluation. In New Jersey, the signal systems will be selected in cooperation with NJDOT.
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. Report documenting New Jersey operations study recommendations

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$340,000	\$215,540	\$44,460	\$0	\$80,000
2010	\$260,000	\$215,280	\$44,720		
2011	\$260,000				
2012	\$260,000				

PROJECT: 10-41-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: David Anderson

Project Manager: Jerry Coyne, Karen Cilurso

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.

Two 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. In addition, these projects 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 wherein 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 FY10, research and analysis on best management practices linking transportation and land use (including access management 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.

Tasks:

a. Access Management

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. Gloucester Transportation Needs Study

This is a two-year, three phase study to determine future transportation improvements needed to accommodate future growth, including an examination of the impacts related to the proposed PATCO transit expansion into Gloucester County.

c. 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
Access Management

- 1.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.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.
- 3.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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$800,000	\$530,560	\$109,440		\$160,000
2010	\$640,000	\$529,920	\$110,080		
2011	\$760,000				
2012	\$760,000				

PROJECT: 10-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Joseph Hacker

Project Manager: Gregory Krykewycz

Goals:

The central aim of this program is the conduct of planning work with a realistic path to implementation. 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 four 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; third is selection of member government transit projects for study, guided by the RTAC; and finally, the cooperative conduct 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 may include 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 provides data supporting transportation modeling efforts and the evaluation of preferences in the region.

Member governments, regional transit agencies, and other planning partners will generate transit planning project concepts to be conducted within this program. 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 will be 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 development and implementation of innovative, state-of-the-art or best practices is central to this program. 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, a central goal in this pronged approach is the programming of specific projects as a prelude to 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 projects will require an element of coordination, including stakeholder management.

Tasks:

1. Conduct basic research, such as: passenger intercept and license plate surveys, ridership trends, municipal plans and related projects, facilities and land use inventories. Use primary data in performing technical analyses of future growth and its demographic and land use characteristics which affect future intra- and inter-system ridership.
2. Establish priorities for transit connections and investment, identifying capital and operating improvements which would provide the greatest situational gains.
3. Assess these improvements and strategies for their costs and benefits and their congruence with existing policy.
4. 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. Ensure that appropriate technical resources (such as new software) are available for staff use as new "best practices" develop.
5. 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.

Products:

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

Beneficiaries:

Member governments, SEPTA, PATCO, NJ Transit, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$500,000		\$500,000		
2010	\$460,000		\$460,000		
2011	\$460,000				
2012	\$460,000				

PROJECT: 10-41-050 Non-Motorized and Human Services Transportation Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Joseph Hacker

Project Manager: Eric Grugel, Dan Nemiroff

Goals:

This program combines two distinct yet related elements: planning for bicycle and pedestrian modes, as well as the planning and coordination for federally mandated coordinated human services transportation. Both elements expand and promote mobility options for the transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation planning and design process, per USDOT policy. Additionally, this program accommodates the continued coordination with member governments including community pedestrian safety audits and other Level of Service studies focusing on better integrating cyclists and pedestrians into the regional transit network to generate use and improve safety.

The goal of human service transportation planning is that all publicly funded transportation services are seamless, comprehensive and accessible to all citizens. This program includes outreach, coordination, and development of human services plans, including Job Access and Reverse Commute (JARC) and New Freedom planning. In this capacity, DVRPC administers the Coordinated Human Services Transportation Planning (CHSTP) process; coordination with member governments and funding agencies regarding project development and plan updates; and provide technical support to ensure fair and equitable processes in the region.

Description:

DVRPC with the states of Pennsylvania and New Jersey have 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 more environmentally friendly lifestyle. Federal transportation policy mandates that bicycle and pedestrian facility planning and design be incorporated into all transportation planning processes, and that mobility and environmental goals must conform. Projects under the bicycle/pedestrian program will complement county and local initiatives whenever possible as well as add value to other DVRPC projects and programs. Projects will apply new and innovative planning methods, seek the development of new capital projects with the help of the Bicycle and Pedestrian Advisory Forum (BPAF), and review current highway and transit projects to better accommodate regional cyclists and pedestrians of all age groups and experience levels.

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.

Tasks:

1. Create and hold quarterly meetings with the Regional Bicycle and Pedestrian Advisory Forum (RBPAF), a representative group of our member governments, transit providers, the state DOTs, as well as regional bicycle and pedestrian advocates. This group will work together to develop projects for the bicycle/pedestrian program staff as well as review the bike/ped content of other DVRPC projects.
2. Conduct bicycle and pedestrian studies in collaboration with DVRPC member governments, as well as the regional transit and mobility providers. This includes updates to the Pennsylvania and New Jersey Regional Bicycle plans.
3. Provide technical assistance to and coordination among member governments, including: Screening of PennDOT District 6 surface treatment program projects for bike lane retrofit opportunities; review TIP submissions for bicycle and pedestrian accommodation; and participate in task forces and relevant project technical advisory committees.
4. Conduct Pedestrian Safety Audits (PSAs) and other survey/inventories of local conditions, and assist with other staff projects which require support from the bike/ped staff.
5. Annual updates to the Coordinated Human Services Transportation Plan. This includes CHSTP process updates responding to changes in Federal or State regulations, quarterly or as appropriate committee meetings, and review/comment on relevant documents or changes to the regulations.
6. Coordination of the 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.
7. Conduct CHSTP related studies in collaboration with DVRPC member governments as well as relevant stakeholders such as regional transit and mobility providers. This includes assessments of specified CHSTP issues for individual counties or municipal governments.

8. Participate on appropriate committees and attend outside meetings relating to the program.

9. Provide outreach and information to regional stakeholders.

Products:

1. Quarterly or as needed meetings, with meeting minutes, for the Regional Bicycle and Pedestrian Advisory Forum. This includes written responses to specific inquiries raised within the forum structure and preparation of meeting materials in response to requests.

2. Bicycle/pedestrian reports and/or technical memorandum on projects which have been developed and scoped through member governments of the Regional Bicycle and Pedestrian Advisory Forum. These may include, but are not limited to, inventories for and updates to DVRPC Long Range Plan, and revision of the 1995 Pennsylvania and New Jersey Bicycle Plans.

3. Technical review of and recommendations for bike lanes incidental to surface treatment projects.

4. Technical reports for municipalities participating in pedestrian safety audits, recommending improvement strategies or potential funding sources (e.g.: Safe Routes to Schools) for recommended capital improvements

5. Annual updates to the Coordinated Human Services Transportation Plan.

6. Submission of approved list of regional Job Access and New Freedom projects derived from the CHSTP selection process for approval by DVRPC's committee structure. This includes Board approval of the list and forwarding to designated recipient (SEPTA) and Federal Transit Administration.

7. CHSTP reports and/or technical memorandum on projects which have been developed and scoped through member governments of the CHSTP sub-committee. These may include, but are not limited to, previous projects such as county service inventories, coordination plans, and memorandums of understanding between service providers.

8. Other technical work for regional stakeholders as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$350,000	\$290,150	\$59,850		
2010	\$350,000	\$289,800	\$60,200		
2011	\$350,000				
2012	\$350,000				

PROJECT: 10-41-060 Delaware Valley Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Theodore Dahlburg

Project Manager: 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 17th 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 are posted on the freight page of the DVRPC website (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 and freight community 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., TMA events, The Traffic Club of Philadelphia, FHWA and NARC freight capacity building programs).
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 in identifying and advancing needed improvements for NHS connector routes.
11. Monitor supply and demand for over-night truck parking within the region.
12. Develop and refine GIS information regarding regional warehousing facilities and distribution centers.

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.Information and recommendations for over-night truck parking within the region.
- 10.GIS warehouse and distribution center layer.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$275,000	\$227,975	\$47,025		
2010	\$315,000	\$260,820	\$54,180		
2011	\$315,000				
2012	\$315,000				

PROJECT: 10-41-090 Transportation Safety and Security

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Zoe Neaderland

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:

This program addresses highway safety from a four pronged approach, engineering, education, enforcement and emergency services. A more systematic understanding of transportation-related safety across the region has been developed and it allows staff to focus more specifically on transportation safety issues, as it relates to the region overall, while building on previous years work to initiate more practical safety-specific projects, programs and directions. DVRPC's role in transportation safety for the region has greatly expanded and all transportation related safety efforts will be coordinated and advanced in this arena.

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.

The work of the Regional Safety Task Force which is a comprehensive partnership of diverse agencies and organizations will continue with enhanced programs. DVRPC staff will provide 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 workshops as well as technical assistance to local agencies will be provided in an effort to achieve a 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 will continue to update the safety management system using PennDOT and NJDOT crash and incident data collected by their Traffic Operations Center. The safety management system will continue to feed the overall safety program in the region. New 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.

In considering the safety of diverse modes this project will also examine the safety of railroad grade crossings in the region and NHS connectors to freight facilities. DVRPC recently conducted a railroad crossing inventory and developed a GIS railroad crossing layer for the PA 5-county region. Working with NJDOT, PennDOT, freight and passenger rail operators and member governments, this study will identify crash trends and potential safety measures at high priority at-grade railroad crossings. The outcome of this study will provide strategies to promote safety at railroad crossings in the region. A crash analysis will be conducted for the designated freight connectors to the NHS system in the DVRPC region. Problem areas will be identified and strategies recommended to address them. These can assist in focusing targeted NHS and safety resources.

Roadway crashes in rural areas tend to result in serious injury or death. These can be the result of higher speeds, unforgiving roadways or remote locations miles away from medical services. In addition, safety practitioners in many rural areas are usually unable to attend specialized training because in many cases they perform multiple tasks or hold many posts and cannot afford the time away from their duties. The focus of this effort is to emphasize the importance of safety to local stakeholders and educate them on typical problem areas, current practices and supporting materials through the development of a HRRR (high risk rural road) Newsletter. This project will identify strategies eligible for HRRR funding under the Highway Safety Improvement Program (HSIP).

On the corridor level, Road Safety Audits 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, the Road Safety Audit program will emphasize these types of projects resulting from this process as appropriate. In addition to the low cost, quick turnaround safety improvements, more complex projects incorporating the 4Es will be identified.

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. In FY09 an inventory of the region's security planning efforts was conducted. This year's effort will continue to 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

8. Coordinate and staff Regional Safety Task Force meetings. Send meeting notices and copies of materials to task force participants. Prepare agendas, meeting materials and meeting minutes.
9. Provide support for and participate in sub-committees to address specific issues as needed on behalf of the task force.
10. 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.
11. Organize two workshops around specific transportation safety topic areas selected by the Regional Safety Task Force.

Coordination and Outreach

12. Provide technical assistance to local agencies and others in an effort to fully integrate safety at all planning levels.
13. Participate in or make presentations to transportation safety related committees at the local, regional, state or national level.
14. Establish "clearinghouse" of safety information and programs.
15. Facilitate the implementation of the agreed upon Regional Safety Action Plan
16. Prepare safety related documents for distribution as appropriate

High Risk Rural Road Program

17. From the work completed through Rutgers Transportation Safety Resource Center and FY09 Land Use and Safety Project identify the priority rural roads in the region.
18. Conduct crash analysis to identify crash types and contributing factors for crashes occurring on rural roads.
19. Conduct research to identify typical rural road safety issues
20. Work with federal, state, regional and local agencies to identify cost effective countermeasures to address selected issues.
21. Develop a newsletter with relevant information on rural road safety (issues,

countermeasures, source of funding for implementation) for distribution to local safety practitioners.

MPO Participation SHSP

22. Maintain representation on the states' Comprehensive Strategic Highway Safety Improvement Plan Steering Committee. Participate in the committee meetings and Plan development and implementation.

23. Provide other technical assistance as deemed appropriate by the NJDOT and PennDOT.

24. Review Plan documents as appropriate.

Railroad Grade Crossings and NHS Connectors Safety Studies

25. Convene a technical task force consisting of the relevant planning partners, and other stakeholders.

26. Using the GIS railroad crossing layer, other railroad crossing information, NHS connector inventory, crash data from NJDOT and PennDOT identify priority locations for study.

27. Research, collect and assemble data on the physical and operating characteristics of each location to be analyzed.

28. Prepare collision diagram displaying crash patterns.

29. Identify crash trends and potential safety measures to address them

30. Develop a list of programs and projects for implementation, and an action plan to advance them

31. Prepare technical reports documenting methodology, findings and recommendations.

Road Safety Audit and Intersection Studies

32. In cooperation with county and state DOT officials, identify and select corridor/locations to be analyzed.

33. Conduct field views to identify the deficiencies and observe the operating conditions.

34. 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.

35. Prepare collision diagram displaying crash patterns.

36. Conduct level of service analysis for existing conditions.

37. 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.

38. Develop a set of improvements which addresses the specific problems.

39. Conduct level of service analysis for recommended improvements as appropriate.

40. Develop a list of programs and projects for implementation, and an action plan to advance them.

Transportation Security Tasks:

41. Determine relevant agencies and stakeholders and convene a transportation

security task force.

- 42. Identify additional transportation security areas that must be addressed.
- 43. Develop an Action Plan documenting security needs and strategies to address them and recommendations for priority transportation security investments.
- 44. Coordinate the implementation of this plan. This will require coordination with planning partners and other stakeholders as well as other units within DVRPC.

Products:

- 1.1. Meeting summaries, notices, agenda, actions and other materials
- 2. Update of Transportation Safety Webpage
- 3. Special data and analysis results; safety management system (comprehensive interactive crash data system)
- 4. Series of technical reports and white papers documenting study procedures, analysis results, and recommendations.
- 5. Specialized newsletters and brochures (HRRR Newsletter)
- 6. 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$575,000	\$410,355	\$84,645		\$80,000
2010	\$575,000	\$409,860	\$85,140		\$80,000
2011	\$575,000				
2012	\$575,000				

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

PROJECT: 10-43-010 Travel Monitoring

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$665,000	\$645,000			\$20,000
2010	\$645,000	\$645,000			
2011	\$645,000				
2012	\$645,000				

PROJECT: 10-44-010 Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Karin Morris

Project Manager: Evangeline Linkous, Gregory Heller, Kevin Murphy, Mary Bell, Kelly Rossiter

Goals:

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

Description:

The Smart Growth 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. This program also supports the agency's continuing efforts at transit-oriented development, zoning reform (both smart growth zoning and sustainable zoning), and traffic calming.

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, 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 seven previous projects, including the Land Use and Housing Committee, Delaware Valley Smart Growth Alliance Support, Curbing Sprawl: Municipal Outreach and Education, New Jersey State Plan Consistency, TOD, Smart Growth Zoning, and Traffic Calming.

Tasks:

1. Maintain 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

and COAH, working with the NJ 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. 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.

5. Sponsor or co-sponsor municipal training programs or workshops as needs arise, including hosting the APA audioconference series.

6. Continue with the creation and distribution of quarterly FOCUS e-newsletter for municipal officials, which highlights news from DVRPC, as well as local training and information sharing opportunities.

7. Prepare plans, training, and/or educational materials about TOD and TRID in the region.

8. Prepare educational materials and/or training on smart growth and/or sustainable zoning.

9. Prepare specific smart growth zoning recommendations for corridor studies and other plans as needed.

10. Prepare traffic calming plans for two locations per year, one in NJ and one in PA.

11. Present and promote DVRPC's Smart Growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.

12. Expand the Smart Growth page on the DVRPC website to highlight smart growth studies and initiatives, tools, and "fast facts."

Products:

1. Meeting minutes of the quarterly DVRPC Land Use and Housing Committee meetings and DVSGA Steering Committee meetings.

2. Memoranda as needed responding to NJ State Plan cross-acceptance and COAH planning processes.

3. DVSGA Recognition program findings, as prepared by DVSGA.

4. Municipal implementation tool brochures and other outreach materials.

5. Training or educational program materials.

6. Quarterly FOCUS e-newsletters.

7. Plans or materials discussing TOD, TRID, smart growth zoning, or sustainable zoning.

8. Traffic calming plans for two locations, one in PA and one in NJ.

9. Smart growth presentations at local, regional, and/or national conferences.

10. Expanded Smart growth page on DVRPC website.

Beneficiaries:

Member governments, DOTs, private sector, nonprofits.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$220,000	\$116,060	\$23,940	\$60,000	\$20,000
2010	\$220,000	\$115,920	\$24,080	\$60,000	\$20,000
2011	\$220,000				
2012	\$220,000				

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

PROJECT: 10-44-020 Economic Analysis and Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Michael Boyer

Project Manager: Mary Bell, Rob Graff, Evangeline Linkous

Goals:

- Ensure a diverse and competitive regional economy by coordinating regional transportation and land use planning with regional economic development planning.
- Provide information on the value to the regional economy of implementing elements of DVRPCs long-range plan.
- Highlight the importance to our competitiveness as a regional economy of efforts for regional energy efficiency and carbon reduction.
- Lead, participate in, and provide support for regional efforts to take advantage of opportunities created by the growing desire for business that provide products and services that are environmentally benign or energy efficient to transform our regional economy.
- Lead, participate in, and provide support for regional efforts to better coordinate economic develop strategies in the region.

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, "Connections: The Plan for a Sustainable Delaware Valley". These include smart growth, transit oriented development, the use of and preservation of existing transportation and other infrastructure, agricultural preservation and the conservation 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.

The program contains two main components:

1) Continue the economic development coordinating role that DVRPC began to play with the Integrating Land Use, Transportation and Economic Development Planning project in FY07 and continued in FY08 and FY09. By continuing this coordinating role, LUTED facilitates the various economic development agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community. This activity strengthens DVRPC's relationships for achieving the goals of the long-range plan.

2) Conduct analytical work in support of regional economic development efforts, and for highlighting both qualitatively and quantitatively the economic value of regional land use and transportation planning efforts.

Tasks:

1. Convene several coordinating committee meetings of regional economic development agencies with land use and transportation planners. The committee will meet to coordinate on regional issues, and to guide the analytical work. This committee will evolve from the study committee associated with the Integrating Land Use, Transportation, and Economic Development project.

2. Conduct analytical work in support of regional economic development efforts, and for highlighting both qualitatively and quantitatively the economic value of implementing elements of DVRPC's long range plan.

Products:

1. Highlights from Economic Development Coordinating Committee meetings.
2. Results from analytical work, including periodic stand alone reports and as input into other documents.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$185,000	\$82,900	\$17,100	\$35,000	\$50,000
2010	\$200,000	\$82,800	\$17,200	\$50,000	\$50,000
2011	\$200,000				
2012	\$200,000				

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

PROJECT: 10-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Karen Cilurso

Project Manager: Alison Hastings,

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 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 that educates municipal officials and residents on revitalization tools. Staff projects will include topics that encourage redevelopment and growth around transit accessible communities. 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 and the Classic Towns Program.

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. Work with the SOS steering committee and announce a new round of grants.
- 9. Rank and prioritize TCDI applications.
- 10. Continue the facilitation of the TCDI program through established criteria and the guidance of the TCDI Steering Committee.
- 11. Provide technical assistance and outreach to member governments, transit agencies, developers, and other partners on revitalization strategies, advocacy, implementation, and funding.

Products:

- 1. Strategies for Older Suburbs
- 2. Classic Towns of Greater Philadelphia
- 3. TCDI Program: Round 6
- 4. TCDI Administrative Services for New Jersey
- 5. TCDI Administrative Services for Pennsylvania

Beneficiaries:

Member governments, nonprofits, developers, private sector

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$420,000	\$165,800	\$34,200	\$40,000	\$180,000
2010	\$430,000	\$165,600	\$34,400	\$50,000	\$180,000
2011	\$430,000				
2012	\$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 # D024)

PROJECT: 10-44-040 Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Rob Graff

Project Manager: Christopher Linn, 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.

- Provide leadership to the region on reducing greenhouse gas (GHG) emissions, reducing energy use, and preparing the region for predicted climate change impacts.

-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 are entering a period of profound transformation in response to increasing uncertainty in the availability and expense of fossil fuels. Climate change and energy are interrelated: DVRPC's regional greenhouse gas emissions inventory indicates over 90 percent of regional GHG emissions were attributable to burning fossil fuels for energy.

There is a need to start planning now to address these issues so that the region is best prepared for potential and likely consequences. The region needs to prepare to 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. The region also needs to make itself ready for the changes in climate that appear inevitable, regardless of any 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. This activity is encouraging, and it will continue to benefit from coordination to reduce confusion, incompatibilities, and inefficient use of limited resources.

In FY09, DVRPC completed a regional GHG emissions inventory and forecast which was disaggregated to each county and municipality. DVRPC also began engaging stakeholders on climate change issues and initiated an analysis of GHG emissions reduction options. In FY10, DVRPC will continue to provide leadership on addressing climate change by continuing to coordinate efforts, serve as a resource, develop and disseminate impact analysis for actions to reduce GHG emissions and energy use, and demonstrate internal integration of climate change concerns into DVRPC's activities.

Tasks:

Coordination and Facilitation – In undertaking the regional GHG emissions inventory, DVRPC established an advisory group of state, county and local officials, business and utility representatives, local advocates and non-profit organizations. DVRPC will continue to facilitate coordination and discussion within the region through the use of meetings, information sharing, websites and other means, and will participate in climate change and energy related efforts in the region, the states, and federally.

Technical Assistance – An increasing number of county and municipal governments are undertaking local analyses and development of action plans. As a follow-up to the regional inventory, DVRPC staff will continue to serve as a resource for counties and municipalities that wish to carry out local inventories and forecasts based on DVRPC's work, and help to facilitate action at the local level. This work will be carried out in coordination with state and federal-level inventory and forecasting efforts, as well as with national organizations such as ICLEI and the Mayor's Climate Protection Agreement. DVRPC will also serve as a resource for municipalities interested in carrying out energy audits of their operations. One key vehicle for this task will be continued participation in the Local Governments Implementing Conservation for Sustainability (LOGICS) partnership and the Sustainable Skylines project.

Impact Analysis – Many ideas have been brought forth to reduce GHG emissions and energy use, but without a rigorous analysis of the reduction impacts, cost-

effectiveness, feasibility, energy savings, and other benefits and costs associated with each, it is difficult to prioritize alternatives. DVRPC will, with the support of consultant expertise, assist its member governments and others by developing an assessment of alternative policies and actions appropriate at the regional, county and municipal level in order to facilitate selection of the most effective set of responses.

Scenarios and Modeling – The regional modeling of alternative future scenarios conducted as part of DVRPC’s long-range plan will be expanded to include the impacts of various household, organizational, local, state and national policy actions. Such scenarios would help decision-makers to envision the relative GHG emission and energy use impacts of various policy actions, and would be presented for use by individuals, organizations and regional partners.

Coordination with other DVRPC Activities – Reducing GHG emissions and energy use are key concerns and outcomes of many activities at DVRPC outside of this program area. This program area will work to coordinate for a broader public message that links the related issues of energy, air quality, cost-savings and climate change through DVRPC’s ongoing TransitChek and Air Quality Partnership marketing programs. In addition, this program area will coordinate with DVPRC’s programmatic work with the region’s economic development professionals work to identify opportunities arising from the region’s energy future for new sectors in the consulting and manufacturing fields, for developing low-skilled “green collar” jobs, and for promoting the region’s energy-efficiency and green economy efforts as an economic development marketing tool.

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

Products:

1. Highlights of Meetings Related to Regional Coordination
2. Technical Support for Municipalities and Counties
3. Analysis and Modeling of GHG Emissions and Energy Use Reduction Options

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$174,069	\$144,302	\$29,767		
2010	\$240,000	\$158,134	\$32,849	\$49,017	
2011	\$240,000				
2012	\$240,000				

PROJECT: 10-46-010 Long Range Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Michael Boyer

Project Manager: Patricia Elkis, John Coscia

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, Connections 2035 was adopted by the DVRPC Board in 2009. Staff prepared a technical administrative version of the long-range plan that was submitted for approval by Federal Highway Administration. A public version of the document will be prepared and distributed during FY 2010.

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:

Connections 2035 Long-Range Plan

1. Produce a public document of the Connections 2035 Long-Range Plan.
2. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies and projects included in the long-range plan.
3. Develop and update performance measures and track progress toward attainment of goals outlined in the long-range 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:

Connections 2035 Long Range Plan

1. Public Plan Report summarizing Connections 2035 Plan goals, policies and attainment strategies, and transportation investments.
2. Paper summarizing pertinent 2035 Plan stakeholders and proposed public involvement activities, including summaries of the outcome of a series of public outreach meetings.
3. Plan outreach materials and presentations.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$520,000	\$431,080	\$88,920		
2010	\$520,000	\$430,560	\$89,440		
2011	\$520,000				
2012	\$520,000				

PROJECT: 10-46-020 Regional Congestion Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Zoe Neaderland

Project Manager: 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:

The CMP has operated on approximately a two-year cycle since 2006. In FY '10 the focus will be back on planning and analysis. This will include review of new data sources with a focus on use of operations data to better understand reliability and delay in the transportation network. It will also include continued coordination to better link planning and NEPA/environmental planning efforts as appropriate. The CMP criteria will be reviewed and used to update corridors. If there are changes in federal expectations of the CMP, these will be reviewed and integrated.

The CMP includes many ongoing tasks to minimize congestion and better connect the Plan and TIP. These include 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. Assess if all key stakeholders are included in the CMP Advisory Committee, draw in any needed new participants, and work with the Committee on plans for the FY '10-11 update of the CMP.
2. Review data sources used in the past and potential new sources and means of analysis
3. Monitor and evaluate the multimodal regional transportation system; review and revise criteria as part of this task
4. Use criteria and other inputs to update corridors and strategies
5. Continue effort to evaluate the effectiveness of implemented strategies and work

- with DOTs and others on how this knowledge can help the region
6. Continue review of TIP projects and coordination with the TIP and Plan
 7. Prepare annual memo on status of supplemental projects in coordination with project sponsors and TIP processes
 8. Reach out to inform a range of people about the CMP, including through the CMP web pages and newsletters
 9. Work with project managers and committees on specific projects
 10. Coordinate with DVRPC efforts such as corridor studies and asset management as well as external related efforts

Products:

1. CMP Advisory Committee agendas, summaries, and related materials
2. Working papers on data sources, performance of the multimodal system, other technical summaries
3. Revised criteria and corridors
4. CMP information incorporated in the TIP
5. Annual memorandum on status of supplemental projects
6. 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$260,000	\$260,000			
2010	\$260,000	\$260,000			
2011	\$260,000				
2012	\$260,000				

PROJECT: 10-46-030 Air Quality Planning

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 demonstration

Products:

Transportation Conformity

- 1.Summary report documenting conformity procedures, including MOBILE inputs, program modules, and emissions factors that demonstrate that the TIP and Long-Range Plan are 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$210,000	\$174,090	\$35,910		
2010	\$210,000	\$173,880	\$36,120		
2011	\$210,000				
2012	\$210,000				

PROJECT: 10-47-010 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Suzanne McCarthy

Project Manager: Christopher Linn, Alison Hastings

Goals:

Assure a clean and sustainable environment and implement Connections 2035 by assisting in efforts to preserve the 2035 Greenspace Network and 2035 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 originally developed for Destination 2030 (and updated for Connections 2035), 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 5 years, DVRPC has contracted with 24 different municipalities and several counties for 47 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. Greenway plans will be developed where there are partners and matching funding

at the local level. 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 47 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 builds on work performed in FY07-FY09 to develop new strategic approaches to environmental mitigation from transportation projects that contribute to achieving the open space and environmental protection goals of Connections 2035. That work resulted in the recognition that DVRPC's extensive environmental and conservation planning efforts should be more fully integrated with the agency's transportation planning work. At the same time, PennDOT has been expanding its efforts to link planning and NEPA. The simultaneous occurrence of these two developments has created a strong impetus for DVRPC to link its regional transportation and environmental planning. Linking transportation and environmental planning at the MPO level will create a synergy between two disciplines that have a tendency to work in opposition to one another. DVRPC will develop approaches to integrate environmental knowledge and goals into DVRPC's transportation systems planning process. Performing this work will in turn streamline the transportation project development process by limiting or avoiding conflicts that "bog down" the NEPA process, by creating planning products that can be used in the NEPA process, and by creating a framework for establishing transportation priorities that align more closely with regional environmental goals. The outcomes of the work are threefold: expedited projects, more efficient project development, and improved compatibility between transportation and environmental goals. At the local level, DVRPC will continue to integrate ecological and environmental enhancements into the corridor planning process. DVRPC will document "lessons learned" throughout this process to assist and inform the transportation systems planning community.

The sixth stream of work will be Regional Trail Coordination and Implementation. DVRPC will work with regional trail planning and implementation partners to achieve the regional off-road trails vision laid out in the 2035 Regional Trails Network. DVRPC will be a central clearinghouse for data on existing, programmed and proposed trails within the 9-county region. The project will also maintain the Trails

Clearinghouse -- an on-line resource for trail mapping and data. DVRPC will coordinate county, municipal and local trail planning projects by serving as a regional stakeholder, as an advocate of alternative transportation modes, and as a potential source of transportation funding. Through these efforts, DVRPC will identify and characterize gaps in the regional trail network. 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 greenway plans where local partners and funding exist.
- 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.Develop a framework for integrating DVRPC's transportation and land use planning and document "lessons learned" through this process.
- 9.Use "Environmental Enhancements" publication developed in FY09 as the basis for incorporating environmental enhancements into DVRPC's Corridor Planning studies.
- 10.Network with environmental resource agency partners, through an advisory committee or other means, to analyze potential environmental impacts associated with improvements to the transportation system as needed.
- 11.Analyze and characterize gaps in the regional trails network 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 greenway plans if local partners and funding are available.

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.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$140,000	\$75,000		\$65,000	
2010	\$140,000	\$75,000		\$65,000	
2011	\$140,000				
2012	\$140,000				

PROJECT: 10-51-010 Travel and Land Use Modeling

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 preparing highway and transit networks, validating travel simulation models, 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 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, highway and transit traffic studies, bicycle and pedestrian facility planning and other planning activities.

In FY 2009, DVRPC completed the process of updating its current travel demand models to a 2005 base year and validating them against observed conditions. Also in FY 2009, the land use model, UPlan, input data was updated to reflect the 2005 and 2035 land use inventory and other demographic, transport, land use planning inputs for use in land use scenario planning. In FY 2010, UPlan will be reconfigured to run for the region as a whole and converted to ARC GIS 9.x. Also in FY 2010,

staff will initiate the activities needed for 2010 model calibration and validation, such as a preparation of highway and transit networks, preplanning for and tabulation of required actual highway and transit data.

Tasks:

1. Upgrade UPlan land use model to be regional in scope through ARC GIS 9.x.
2. Initiate the 2010 model validation activities such as highway and transit network coding and planning to use the 2010 Census and screenline travel data collection.
3. Prepare traffic simulations using the VISSIM model.
4. Update 2005 highway and transit networks to include facility improvements in the 2035 Plan.
5. Prepare air quality conformity demonstrations and SIP revisions as needed.
6. Prepare estimates of vehicle - miles of travel by county and functional class.
7. Prepare estimates of truck and bus travel, as needed.
8. Develop process to use the new EPA MOVES model.
9. Maintain DVRPC land use and transportation models and incorporate required updates into the models.

Products:

1. Calibrated/validated regional UPlan model upgraded to ARCGIS 9.x.
2. Summaries of the results of air quality conformity demonstrations for various transportation improvement programs and long range plans.
3. Summaries documenting vehicle-miles of travel, including truck and bus travel.
4. Identification and tabulation of data required for the model update effort.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$540,000	\$364,760	\$75,240		\$100,000
2010	\$470,000	\$389,160	\$80,840		
2011	\$470,000				
2012	\$470,000				

PROJECT: 10-52-010 Transportation Improvement Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Elizabeth Schoonmaker

Project Manager: 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.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$340,000	\$281,860	\$58,140		
2010	\$340,000	\$281,520	\$58,480		
2011	\$340,000				
2012	\$340,000				

PROJECT: 10-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: John Coscia

Project Manager: Ryan Gallagher, James Briggs, Elizabeth Smith

Goals:

To ensure the timely selection and delivery of non-traditional local projects in an effort to enhance the transportation system within 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. Five categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Safe Routes to School, 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 managers. This assistance will generally involve facilitation and coordination among the project applicant and their team, 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 State 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
- 6. Completed Construction Projects

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$640,000	\$50,000			\$590,000
2010	\$640,000	\$50,000			\$590,000
2011	\$640,000				
2012	\$640,000				

*1. PA - \$328,000 TE-TIP #66460-\$82,000 SMLF Match, PA-\$88,000 CMAQ-TIP# 66461- \$22,000 SMLF Match 2. NJ - \$70,000 STP-STU TIP #X80B

PROJECT: 10-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: William Stevens

Project Manager: Mark Gatti, Christopher Pollard

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$380,000	\$315,020	\$64,980		
2010	\$380,000	\$314,640	\$65,360		
2011	\$380,000				
2012	\$380,000				

PROJECT: 10-54-010 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Project Coordinator: Mary Bell

Project Manager: Matthew Gates, Taghi Ozbeki, 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 reviewing the American Community Survey (ACS) and the evaluation and use of the proposed Census Transportation Planning Product (CTPP) which has been approved by both the Pennsylvania and New Jersey Departments of Transportation. The 2010 Short Form will also be reviewed to identify the data needed for transportation and land use planning. 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 migrate appropriate existing GIS desktop applications to web-based applications.
8. 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.
9. Update as necessary and continue to implement DVRPC's Strategic IT Plan.
10. 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. Continue to 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). Data from the 2010 Short Form will be identified, especially for transportation and land use planning.
3. Organize and analyze additional demographic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, 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, data snapshots, 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.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, data snapshots, and other summaries of available information.
- 3.Additional materials as appropriate describing ongoing Census-related issues, including progress towards Census 2010.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$260,000	\$215,540	\$44,460		
2010	\$260,000	\$215,280	\$44,720		
2011	\$260,000				
2012	\$260,000				



JANUARY 2009

CHAPTER 2B



PROJECT
DESCRIPTIONS

PROJECT: 10-04-010 Private Sector Data Requests

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Kenneth Thompson, William Stevens, Glenn McNichol

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$50,000				\$50,000
2010	\$50,000				\$50,000
2011	\$50,000				\$50,000
2012	\$50,000				\$50,000

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

PROJECT: 10-22-010 Commuter Benefit Program: TransitChek

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stacy Bartels, Erin Burke

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$1,149,000				\$1,149,000
2010	\$1,150,000				\$1,150,000
2011	\$1,500,000				\$1,500,000
2012	\$1,500,000				\$1,500,000

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

PROJECT: 10-22-030 Commuter Services/Mobility Alternatives Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stacy Bartels, Sarah Oaks, Erin Burke

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$251,000				\$251,000
2010	\$251,000				\$251,000
2011	\$251,000				\$251,000
2012	\$251,000				\$251,000

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

PROJECT: 10-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jane Meconi, Elise Turner, Candace Snyder

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$320,000	\$265,280	\$54,720		
2010	\$320,000	\$264,960	\$55,040		
2011	\$320,000				
2012	\$320,000				

**PROJECT: 10-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

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 Transportation Operations Task Force (TOTF), incident management programs, coordination of multi-agency regional initiatives, 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) project, an Information Exchange Network (IEN) functioning as the communications backbone among transportation operation centers throughout the region. This system notifies agencies about incidents or unusual conditions that affect them, and allows them to share resources (e.g., variable message signs) and coordinate a unified response.

To advance and then manage RIMIS, DVRPC organized a RIMIS Subcommittee composed of DRPA, NJDOT, PennDOT, the Pennsylvania Turnpike Commission, the City of Philadelphia, SEPTA, and FHWA. Over a multi-year period, the subcommittee worked together to develop RIMIS's Concept of Operations (ConOps) and Functional Requirements, issued a request for Information (RFI) to evaluate how well existing center-to-center software packages fulfilled RIMIS's ConOps and Functional Requirements, and selected a vendor. In FY 2009, a contract with the vendor (TRANSCOM) was executed and RIMIS became operational in Spring 2009. In FY 2010, the primary emphasis will be operating and maintaining RIMIS software, expanding the number of agencies participating in RIMIS, and working with the agencies to ensure quality control of RIMIS data.

Bimonthly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. Incident management activities include managing incident management task forces, developing/refining incident policy and procedures manuals, fostering training programs, moderating post incident reviews, maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) initiative, and

assisting development of the regional emergency evacuation plan. A main emphasis of technical assistance this year will be development of a Delaware River Crossing – Trenton/Bucks Area ITS/Operations Plan. NJDOT and PennDOT requested DVRPC assist them and the Delaware Joint Toll Bridge Commission (DRJTBC) in developing an ITS deployment plan to fill in missing gaps in coverage, and then develop an operations plan to coordinate their response to incidents.

Activities listed below fall under two broad categories, RIMIS, and other ITS tasks. The former includes Systems Administrator and Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) 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 Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the System Administrator, modifying agency and user accounts, adding additional ITS devices to the RIMIS database, and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will provide training to RIMIS users.
6. Software vendor will periodically meet with the RIMIS Subcommittee to review RIMIS's status, and discuss and resolve operational issues.

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS Subcommittee, and the Transportation Operations Task Force. Organize and participate in RIMIS Subcommittee meetings.
2. Work with the RIMIS Subcommittee and policy decision makers to update the RIMIS Business Plan.
3. Supervise the RIMIS software vendor's adherence to their contract.
4. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
5. Organize training programs for RIMIS users.
6. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
7. Assist the RIMIS software vendor in performing some of the minor System Administrator functions.

8. Perform quality control review of RIMIS information and its usage. Work with the RIMIS User Committee to ensure information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
9. Initiate a regional construction coordination program to minimize overlapping construction and maintenance projects. This synchronization effort will utilize maintenance and construction information in the RIMIS database.
10. Perform additional activities associated with RIMIS as the need arise.

II. Other ITS Tasks

1. Continue to provide staff support to the Transportation Operations 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. As 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, and I-95 in Bucks County. Provide technical support including mapping services, GIS, and other assistance as requested.
4. Assist NJDOT, PennDOT, and DRJTBC in developing a Delaware River Crossing – Trenton/Bucks Area ITS/Operations Plan. Determine gaps in ITS coverage and identify potential locations for ITS devices on I-95, US 1, NJ 29 and their major crossroads. Develop procedures for agencies to share ITS resources, and develop procedures to improve interagency coordination and reroute traffic among river crossings in emergency situations.
5. Maintain the Regional ITS Architecture for the Delaware Valley as needed. Work with local stakeholders to ensure consistency between the regional architecture and their project architectures.
6. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). This browser based program was originally developed for PennDOT District 6-0 based on pre-existing detour routes, NJDOT is gradually implementing it statewide. Periodic updates may be needed to reflect changes to detour routes and construction activity.
7. 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.
8. Continue coordination with the the I-95 Corridor Coalition's Delaware Valley Highway Operations Group (DVHOGs) and other I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS related projects.

9.Continue participation in Southeastern Pennsylvania Regional Counter-Terrorism Task Force. These activites include providing staff support to its Public Works, Engineering and Transportation Committee.

10.Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

- 1.Transportation Operations Task Force meeting agendas, and meeting minutes.
- 2.Operation and maintenance of RIMIS software.
- 3.Management of RIMIS software vendor.
- 4.Delaware River Crossing – Trenton/Bucks Area ITS/Operations Plan.
- 5.Maintenance of the ITS Regional Architecture.
- 6.Operation and maintenance of IDRUM.
- 7.Implementations of programs to foster interagency cooperation.
- 8.Technical assistance to agencies.
- 9.Meetings of incident management task forces, including agendas and meeting minutes.

Beneficiaries:

ITS Operators, emergency responders, motorists, and transit users

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$1,170,000				\$1,170,000
2011					
2012					

1.PA-\$877,50-TIP # 72738- \$175,500 SMLF Match 2. NJ-\$292,500-TIP # 01300

PROJECT: 10-41-080 Tri-County Transportation Plan Implementation

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 a information resource guide, and the PA 100 corridor. This year's focus will be to work with the members of the Tr-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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$60,000	\$49,740	\$10,260		
2010	\$60,000	\$49,680	\$10,320		
2011	\$60,000				
2012	\$60,000				

PROJECT: 10-41-100 New Jersey Interstate Partial Interchange Needs Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

To assess the ability of existing partial interchanges on the interstate system in New Jersey to handle the traffic demands of changing travel patterns.

Description:

In New Jersey, there are 118 full interstate interchanges and 105 partial interstate interchanges. Partial interchanges were originally constructed to meet the anticipated traffic pattern and regional/local use. However, due to changing traffic patterns and demands, some partial interchanges may not be providing the most efficient access to the interstate system. Some of the adverse impacts from the operation of partial interchanges are: 1) safety issues due to lack of direct access to the Interstate inducing travel through residential areas, 2) stress on the local network 3) congestion, 4) inefficient operation of the Interstate facility, 5) connectivity to freight facilities and, 6) increased VMT resulting in greater fuel consumption and greater environmental impacts. In response to a FHWA-NJ initiative to assure the effectiveness of Interstate interchanges, DVRPC proposes a multi-year project to develop a process which identifies and prioritizes partial interstate interchanges in the region, conducts analyses of their operations and recommends potential interchange improvements.

Tasks:

1. Form study advisory committee consisting of representatives of FHWA-NJ Division Office, NJDOT and DVRPC
2. Map all interstate interchanges in DVRPC's four New Jersey counties
3. Identify all those that do not provide for all movements
4. Collect data such as crash history, available traffic counts, nearby freight facilities and, adjacent land use
5. Conduct top level environmental screening in immediate area of the partial interchanges
6. Develop a process to identify which partial interchanges may offer the potential to add movements by upgrading existing infrastructure or by adding new infrastructure
7. Conduct limited set of traffic counts (AADTs, turning movements) at selected locations that have been identified for further analysis
8. Utilize the VISSIM model to analyze the operations of the existing interchange configuration and an upgraded configuration for selected interchanges.

Products:

Technical report detailing the study process, findings and recommendations

Beneficiaries:

NJ DOT, Citizens and Businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$130,000				\$130,000
2011					
2012					

*NJ - \$130,000 TIP \$70,250 NJ SRHPP-10-61-080

PROJECT: 10-41-110 Schuylkill Expressway Operational Research Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

To develop a traffic operations research model for the Schuylkill Expressway that can provide performance measures to assess the current and projected operating conditions of the highway and its interchanges.

Description:

The Schuylkill Expressway (I-76) is a very important facility to southeastern Pennsylvania. It extends from King of Prussia to New Jersey via the City of Philadelphia and provides connections to many of region's expressways, including the Pennsylvania Turnpike, US 422, US 202, I-476, US 1, I-676, and I-95. Many sections of the Schuylkill Expressway currently operate under congested conditions throughout much of the day.

This project will develop a traffic operations research model for the Schuylkill Expressway mainline, interchange ramps, and the signalized ramp intersections with crossing streets. This model will simulate the travel of individual vehicles along the I-76 corridor during AM peak period, PM peak period, and a midday period, under both current (2008) and forecasted future year (2030) conditions. This model can provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Because the entire Expressway will be modeled as a system, the effects of "spillback" from downstream congestion will be included in the analysis.

In addition, animated graphics will allow visualization of traffic operations under prevailing conditions, including the effects of merging and weaving sections, lane drops and lane adds, and lane changing behavior at off-ramps. Once this model is in place and fully tested, it can then be used to evaluate the effectiveness of conceptual improvement strategies such as new interchange configurations and locations, the addition of freeway auxiliary lanes, ramp metering and other transportation systems management schemes, limited expressway widenings, improved geometry or other spot improvements. The model can also be used to evaluate the effects of incidents, work zones, and other special events on Expressway operations.

To construct this operations model, DVRPC will collect data on existing conditions, including traffic volumes, roadway geometry and signal timing plans; construct and calibrate a microscopic traffic operations model using VISSIM software; forecast

2030 traffic volumes with its regional travel demand model, and re-execute the operations model with traffic volumes indicative of 2030 AM, midday, and PM peak period conditions. This multi-year project is expected to take 30 months to complete.

Tasks:

1. DVRPC will coordinate this project with PENNDOT, the Philadelphia and Montgomery County Planning Commissions, and the affected municipalities. A project steering committee will be formed to share data, analysis, and results. In addition to a kick-off meeting, regular meetings will be held to review signal timing plans, development proposals, and other data; to compare the base-year VISSIM traffic operations to real-world data; to review the future-year daily and AM, midday, and PM peak period traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project.

2. Traffic counts will need to be collected on every on-ramp and off-ramp along the Schuylkill Expressway and at selected locations along the mainline. Approximately 140 are required to cover the entire length of the Expressway between the Pennsylvania Turnpike and the Walt Whitman Bridge. Approximately 15 percent of these will be vehicle classification counts to determine the proportions of light and heavy truck traffic using the Expressway at various locations. These counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISSIM Traffic Operations Model. Daily volumes will also be reported in order to calibrate the Travel Demand model. In addition, manual intersection turning movement counts will be collected at approximately 25 signalized intersections at ramp junctions with crossing streets. These counts will be used to model the storage capacity of off-ramps, determine whether or not their queues extend far enough to effect the I-76 mainline traffic operations, and adequately model any metering effects of traffic signals at on-ramps.

3. PENNDOT's RMS data and DVRPC's aerial photos of the I-76 corridor will be used to determine lane configurations and distances between interchanges, along acceleration, deceleration, and auxiliary lanes, and other inputs needed for the operations model. Current signal timing plans at ramp intersections will also be input into the model. Field measurements of steep grades may be required, as well as observations on the location and extent of recurring bottlenecks. Sensor data from Traffic.com will be used to determine average travel speeds by direction, location, and time period, and may be supplemented by a floating-car travel time survey. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained through aerial surveillance and videotaping.

4. DVRPC will create a Traffic Operational Research Model using VISSIM software representative of base-year (2008) conditions during the AM, midday, and PM peak periods. An additional VISSIM license will be acquired and dedicated to this project. The model's parameters (car-following, driver aggressiveness, lane-changing

behavior, etc) will be calibrated to ensure that the model adequately represents existing conditions, including the location, extent, and duration of congested travel conditions; throughput at merging areas and other bottlenecks; and average travel speeds. The developers of the VISSIM software package, PTV Vision, will be consulted to ensure that the model calibration process, parameter adjustments, and its application are appropriate for the I-76 corridor. The Operations Model output will include an animated graphical representation of Expressway traffic operations.

5.DVRPC's regional travel demand model will be focused on the I-76 corridor and calibrated to base-year (2008) conditions. The regional travel demand model's highway network and traffic analysis zone system will be reviewed, boundaries for split traffic zones will be defined, and local streets and other facilities to be added to the network within the study area will be identified. The Travel Demand Model will be executed and the output traffic forecasts compared to existing travel patterns and traffic volumes collected in Task 1. Travel Demand Model parameters will be fine-tuned as needed until the model reasonably replicates existing travel patterns and traffic volumes throughout the study area.

6.DVRPC will review its long-range population, household, vehicle availability, employed residents, and employment by industrial sector forecasts for the study area. The study area demographic and employment forecasts will be assigned to the appropriate traffic analysis zones by DVRPC for the 2030 horizon year. DVRPC will prepare a Travel Demand Model highway network representative of facilities planned to be opened to traffic in the I-76 corridor by 2030 that includes the proposed Transportation Improvement Program (TIP) and Long Range Plan projects.

The Travel Demand Model will be run to determine 2030 traffic volumes along the I-76 corridor. The computerized traffic forecasts will be reviewed and corrected for calibration and other errors. Maps, figures, and tables displaying average daily traffic and AM, midday, and PM peak period volumes, including intersection turning movements, will be prepared. Additional summaries of the travel simulation model outputs, such as select-link analysis, will also be provided as needed for input into the Traffic Operations Model.

7.The 2030 projected traffic volumes will be input into the Traffic Operations Model. The Traffic Operations Model will then be executed for 2030 AM, midday, and PM peak period conditions. Reports will be produced that summarize performance measures and animated graphics will be generated that visually represent traffic operations along the Expressway.

8.Upon completion of travel forecasts and operations model development, DVRPC will prepare a report that documents the preparation of the operational research model. The report will include current traffic count data, a description of the travel forecasting process and results, and the preparation, calibration, and results of the

Traffic Operations Model. DVRPC staff will respond to questions concerning models, data, computer procedures, and technical methods. DVRPC staff will provide technical assistance in interpreting and presenting the results of the study, as needed. The Traffic Operations Model and its input data for base year and future year conditions will be made available to PENNDOT for its use.

Products:

Technical report that documents the preparation and calibration of the operational research model, presents current traffic count data, a description of the travel forecasting process, and the results of the model.

Beneficiaries:

Penn DOT, City of Philadelphia, Montgomery County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$590,000				\$590,000
2011					
2012					

PA - \$590,000 TIP# MPMS 86074

PROJECT: 10-41-120 Opportunities for Automated Enforcement Options for Traffic and Parking Management

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stanley Platt

Goals:

Optimize the efficiency of the City of Philadelphia's street network through advanced traffic and parking management systems

Description:

Advances in Intelligent Transportation System (ITS) technology are not exclusively focused on expressways or traveler information. Emerging technologies are making more tools available to cities for traffic management, improving safety, and parking management. For example, Philadelphia has installed cameras to curb drivers who run red lights; San Francisco recently installed cameras on the exterior of buses to enable authorities to photograph, and then fine, cars that illegally park in bus zones. San Francisco also installed smart on-street parking technology that could be used for monitoring on-street time violations. In addition, cameras have also been used to enforce "Block the Box" initiatives. These types of tools may have significant benefits in ensuring greater compliance with traffic and parking regulations. The objective of this study is to inventory technology being employed in other cities, determine how mature and effective the technology is, and its potential for use by the City of Philadelphia.

Tasks:

1. Organize a steering committee composed of the Philadelphia Mayor's Office for Transportation and Utilities, Philadelphia Parking Authority, Philadelphia Streets Department, Philadelphia Police Department, PennDOT, and FHWA.
2. Conduct an extensive search to determine the range of technologies being deployed for traffic and parking management. This will entail a combination of literature search, contacting traffic and parking officials in other major cities, and posting requests for information on professional society websites. Document preliminary findings, including what approaches are being employed, where are they being used, how mature is the technology, its effectiveness, and costs.
3. Present preliminary findings to the steering committee. In cooperation with the committee, determine which technologies warrant detailed examination.
4. For the candidate technologies document public and institutional challenges and how they can be overcome; key implementation issues, including technological requirements, privacy concerns and legislative issues specific to Pennsylvania; their effectiveness in improving safety and regulatory compliance; installation and

- operation and maintenance costs; and their ease of implementation.
5. If technology vendors are agreeable, arrange for demonstration(s) to the steering committee.
 6. Document all findings in a technical report.

Products:

1. Memos, presentations, and other materials prepared for the steering committee
2. Technical report documenting study findings

Beneficiaries:

City of Philadelphia and its residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$80,000				\$80,000
2011					
2012					

*PA - \$64,000 Supplemental PL, \$16,000 SMLF Match

PROJECT: 10-41-130 Central Chester County Transportation Operations Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stanley Platt

Goals:

Optimize the efficiency of the highway network in Central Chester County through systems operations and management.

Description:

The efficient operation of US 202, US 30, PA 100, and Pennsylvania Turnpike corridors is fundamental to the vitality of Central Chester County. Due to limited capital funding for capacity improvements, alternative strategies to maximize the current and future operating performance of these roadways need to be identified. Reflecting increased federal emphasis on corridor operations, the study will produce an Operations and Congestion Management Plan for Central Chester County. Specific attention will be focused on US 202 Section 200, which due to the convergence of several major arterials (US 322, PA 100, PA 3, and access to US 30 and the PA Turnpike) makes this section of Route 202 extremely important, yet particularly vulnerable to increasing congestion. From 2000 to 2006, daily traffic volumes increased by 45 percent (or 6.4% annually) on US 202. This corridor is recognized as a Congested Corridor in DVRPC's Congestion Management Process Plan. Programmed improvements to adjacent sections of US 202 (Sections 100 and 300) will further impact the operations of this roadway section. However, capacity improvements to this section of Route 202 are not anticipated within the horizon of the Region's Long Range Plan.

Given regional funding constraints, the primary focus of the assessment would be identifying low-cost/high operation benefit improvements for PennDOT, municipalities, emergency responders, and other corridor stakeholders.

Tasks:

1. Organize a technical committee composed of municipal officials, local police and fire departments, Chester County Planning Commission, Chester County Department of Emergency Services, Pennsylvania State Police, PennDOT District 6-0 Traffic Unit, and the Pennsylvania Turnpike Commission.
2. Document existing and future traffic conditions. Utilizing a combination of previous traffic forecasts from past traffic studies, and the 2030 Future Base Model, document current and forecast AADT traffic volumes on key highways in the corridor. The 2030 model will account for programmed improvements in Central Chester County and its immediate vicinity. No detailed focused traffic simulation will

- be conducted. Limited new traffic counts will be collected.
- 3.Evaluate existing traffic operations in Central Chester County using travel condition information from PennDOT ITS devices and traffic reporting services. Travel time and speed information will be used to pinpoint areas of congestion. Use crash statistics to identify road segments most susceptible to non-reoccurring delays.
- 4.Based on traffic trends, quantitative measures of congestion, and the subjective knowledge of the technical committee, identify priority areas/roadways for more detail analysis.
- 5.In cooperation with the technical committee, conduct a screening of a wide range of congestion management and transportation operations strategies to determine which strategies may be appropriate.
- 6.Conduct an Operations Audit (i.e., a multi-disciplinary field view similar to a road safety audit) of the priority corridors, with relevant technical committee members, to develop specific improvements. The Operations Audit primary objective is to translate the general strategies into specific projects or programs. The field review will also identify very specific, localized improvements (like changes in signing), that fell through the larger screening process.
- 7.Develop an action plan that includes area-wide and corridor specific strategies. Recommendations will focus on low-cost easy to implement improvements; more costly medium term improvements may also be identified. Obtain County, PennDOT and technical committee concurrence of the recommendations.

Products:

- 1.Technical committee meeting agendas, handouts, meeting minutes
- 2.A technical report documenting the technical analysis and recommendations
- 3.An operations action plan

Beneficiaries:

Chester County Planning Commission, PennDOT, Central Chester County motorists and residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$100,000				\$100,000
2011					
2012					

PA-\$100,000 (\$80,000 - PA Supplemental PL, \$20,000 - PA SMLF Match)

PROJECT: 10-42-010 FFY 2010 Regional Aviation System Planning

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 DelDOT, 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$350,000				\$350,000
2010	\$250,000				\$250,000
2011	\$250,000				
2012	\$250,000				

* \$237,500 - FAA Funds, \$6,500 - Local Cash Match, \$6,000 PennDOT Aviation Restricted Revenue

PROJECT: 10-43-020-(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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$200,000	\$200,000			
2010	\$200,000	\$200,000			
2011	\$200,000				
2012	\$200,000				

PROJECT: 10-43-030 PennDOT District 6-0 Traffic Volume Data

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$250,000				\$250,000
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000

* PennDOT State Appropriation 87 Funds

PROJECT: 10-44-050 Plan Implementation Technical Assistance Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Richard Bickel, Patricia Elkis

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. This plan will be replaced by Connections - The Regional Plan for a Sustainable Future, which is to be adopted July 2009. The recommended policies and goals of Connections will be similar to Destination 2030, but will also cover issues related to climate change, energy, the economic competitiveness of the region, and cultural landscapes.

Given the jurisdictional and legal framework for planning in the Delaware Valley region, the primary responsibility for plan implementation rests with 353 townships, boroughs and cities. Buttressing this responsibility are the adopted plans and programs of the region's eight suburban counties. While there are numerous plans and studies conducted for issues across the region, the attainment of plan implementation is often painfully slow. Complicating factors for municipalities, the range of subject areas, planning tools, best practices, and grant programs continues to grow and change, making it harder to follow through when it comes time for implementation. Additional reasons for the disconnect between the completion of plans and active implementation 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.

Through this program, 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. Activities will also be coordinated with pertinent county, State DOT and public transit agency staff in both states. A key component of the program will be to continue to identify possible federal, state and local resources to assist in project implementation.

Specifically for FY10, DVRPC staff will act as a “civic broker” to facilitate implementation of the Route 422 Corridor Study recommendations. The corridor covers 24 municipalities across Montgomery, Chester and Berks counties. By summer of 2009, after two years of a consultant led process, the Route 422 Corridor Plan will be completed, but will need a continued effort to promulgate implementation. Tasks will include convening meetings within the corridor, working with the stakeholders to determine which recommendations are most “ripe” for implementation, and helping the municipalities achieve results from the study efforts.

In addition, under this program heading, DVRPC will continue to manage the projects selected under the Smart Transportation for Growing Communities (STGC) Initiative, which has been renamed Efficient Growth for Growing Suburbs (EGGS) Program. The EGGS Initiative was launched in FY09 in order to recognize 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 EGGS Initiative provided 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. The grants will be awarded in the spring of 2009, and the bulk of project management, including contracting, consultant selection and oversight of projects will take place during FY10.

Tasks:

1. Act as "civic broker" for the Route 422 communities by continuing to convene meetings, help identify recommendations from the plan that are ripe to implement, and help the communities make progress on the goals of the plan.
2. Identify other projects that need a "civic broker" to help stakeholders make progress on implementing recommendations from plans, and work with communities to create positive changes.
3. Manage the EGGS Initiative projects awarded in late FY 2009.
4. Prepare an evaluation report for the work undertaken, including lessons learned, future needs, and successes.

Products:

1. Final Report summarizing the meetings convened, presentations made, and follow-up activities that resulted from the civic broker efforts. Report will also include lessons learned and an assessment of continued needs.
2. Meeting minutes and related technical assistance materials (as pertinent).
3. Identification of additional subject areas, or communities for similar activities in FY 2011.
4. Progress reports on EGGS Initiative grant recipients' projects.
5. Website pages explaining the EGGS Initiative program and project updates

Beneficiaries:

Municipalities, State DOTs, County Planning Agenices, private sector

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$180,000	\$66,320	\$13,680		\$100,000
2010	\$180,000	\$66,240	\$13,760		\$100,000
2011	\$180,000				
2012	\$180,000				

* Efficient Growth for Growing Suburbs Program \$100,000 (\$80,000 PA Supplemental, \$10,000 PA SMLF, \$10,000 DVRPC General Fund)

PROJECT: 10-44-060 Alternative Vehicles

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Patricia Elkis

Goals:

This project will:

- Begin to prepare the region for the advent of a future vehicle mix which is likely to be more heterogeneous than our current mix, which is largely limited to enclosed vehicles with four or more wheels using internal combustion engines burning gasoline.
- Catalog the expected challenges and opportunities for the introduction to our region of alternatives to the current vehicle mix in order to inform policies that will allow our region to most effectively facilitate benefit from their introduction

Description:

Many observers expect that we are entering an era when the global supply of fossil fuel will become increasingly uncertain, with price fluctuations and a long-term increase in prices. In addition, concerns about levels of carbon dioxide in the atmosphere are expected to lead to regulation of carbon dioxide emissions. Many expect the combination of these forces will lead over time to a change in the mix of propulsion systems for the vehicles that use our road network. Currently, that mix is dominated by enclosed vehicles with four or more wheels using internal combustion engines burning gasoline.

This project will review readily available literature and data to seek answers to several key questions about possible future vehicle mixes, including electric vehicles:

What are current expectations about the likely types of alternatives to the fossil-fuel burning internal combustion engine?

What are the salient characteristics of these alternatives? How will they operate differently on the road network?

What portion of trips currently made by users of our road network will be amenable to the various alternatives?

What, if any, are the implications for our region for fueling these vehicles (e.g., charging stations, distribution of alternative liquid fuels)?

What are likely to be the implications for parking systems?

What are the air quality implications for various alternative vehicles?

What are implications for the region's economy of this emerging sector?

What role is appropriate for DVRPC to play in promoting or preparing the region for alternative vehicles?

Tasks:

1. Data collection and interpretation, such as:

- Information on the salient characteristics of emerging vehicle types most likely to be on roads in the DVRPC region in the next decade, including vehicles currently in use here in limited numbers, vehicles in use elsewhere in the world, and vehicles being actively prototyped.
- Usage patterns of vehicles in the region today, including trip length, daily mileage, and household vehicle sharing.
- Information on where cars are currently parked at night and throughout the course of the day, including basic characteristics of those facilities.
- Other information needed to address the questions outline above.

2. Evaluation of measures and strategies that might be considered for promoting or preparing the region for alternative vehicles, such as:

- Opportunities and challenges for fleets, including taxis, rental cars, delivery vehicles, and government fleet.
- Opportunities and challenges for local production of entire vehicles or vehicle components.
- Implications of measures and strategies for DVRPC activities.
- Implications for county and municipal operations, including zoning and codes.

The scope of this project is primarily limited to reviewing, compiling, organizing, and summarizing existing studies and information from the DVRPC region and other regions. If funds permit, limited original research may be undertaken.

Products:

1. Report on the opportunities and challenges for our region of the introduction of alternative vehicles.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$100,000				\$100,000
2011					
2012					

*PA - \$80,000 Supplemental PL, \$20,000 SMLF Match

PROJECT: 10-44-070 The Impacts of Creating Age Limits and/or Emission Standards for Taxis

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Heller

Goals:

1. To investigate innovative strategies in comparable U.S. cities for promoting sustainable, clean, and safe taxi fleets.
2. To demonstrate the costs/savings of various strategies in Philadelphia's taxi market structure.
3. To make recommendations of feasible and cost-effective policies for Philadelphia.
4. To promote the findings of national survey data to inform the public and policy makers of national best practices in comparable markets.

Description:

Philadelphia depends heavily on its taxi network to provide valuable door-to-door service for its residents and visitors. Cities and regions across the U.S. have different time-frames for the mandatory retirement for the vehicles in their taxi fleets. Most of these requirements are to ensure that the vehicles used for taxis are clean, safe and accommodating. In addition, fleet turnover can ensure that taxi vehicles are using the latest emission-reducing technologies.

New York City requires every vehicle to be no more than three years old (or four, depending on specific conditions), while Philadelphia requires this turnover to be every eight years. In addition, many cities are requiring "green" taxi fleets. Accelerating fleet turnover would improve the quality of vehicles available to Philadelphians and visitors to Philadelphia. Newer vehicles – or possibly the mandated use of hybrid vehicles – could contribute to improving the air quality in the most densely populated areas of the City.

The taxi industry claims that implementing such stringent requirements would be economically devastating to their business, however many cities already have such requirements. Price structures of many of these cities are similar to Philadelphia's, yet those systems seem to survive. This study is intended to investigate how implementing more stringent fleet turnover requirements would impact the taxi industry in Philadelphia. An understanding of what "term limits" would do for the affordability of cabs, fares and medallions, for both drivers and passengers, would greatly aid efforts to create "sustainable taxi fleets" in the city.

Tasks:

- 1. Carry out a survey of policies in comparable U.S. cities, examining factors such as: “term limits” and emission standards, the number of and ownership structure of medallions, the average fares fees and charges associated with taxi cab trips, the average cost paid for a vehicle newly put into service, and the regulations governing the entry of new vehicles into the market. This survey should also attempt to identify average take home pay (per hour worked), net fees and charges that a typical cab driver makes yearly.
- 2. Provide an in-depth description of the ownership structure of medallions and vehicles in the surveyed cities.
- 3. Provide an analysis of financial impacts that different “term limit” structures may have on Philadelphia’s taxi cab drivers and citizens. This analysis would include the financial impacts of car models and purchase prices.
- 4. Evaluate the benefits of a hybrid fleet (including the improved quality of service, long-term fiscal savings, environmental benefits, etc.).
- 5. Recommend policy strategies regarding age limits and model types (both hybrid and non-hybrid) that could feasibly be implemented in the city of Philadelphia, at present.

Products:

- 1. A report including national best practices, policy analysis, and recommendations.
- 2. An Appendix containing detailed information on the national survey data.

Beneficiaries:

- 1. The City of Philadelphia Office of Transportation and Utilities
- 2. The Philadelphia Parking Authority
- 3. Other organizations involved in sustainable transportation solutions

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$95,000				\$95,000
2011					
2012					

*-PA-\$76,000 Supplemental PL, \$19,000 SMLF Match

PROJECT: 10-46-040 Central Jersey Transportation Forum

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 goal through an agreed-upon action plan. In the last few years this involved work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. At the same time, it remains flexible to change. The action plan and role of the Forum will be discussed and possibly changed late in FY '09 with continued discussion in FY '10.

The Forum provides technical support, improves coordination, and can initiate projects. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also supports NJDOT's Route 1 Regional Growth Strategy and may help advance the results in FY '10.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$175,000				\$175,000
2010	\$175,000				\$175,000
2011	\$175,000				\$175,000
2012	\$175,000				\$175,000

NJ \$175,000- TIP # X30A

PROJECT: 10-46-050 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$125,000				\$125,000
2010	\$125,000				\$125,000
2011	\$125,000				\$125,000
2012	\$125,000				\$125,000

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

PROJECT: 10-46-055 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$50,000				\$50,000
2010	\$50,000				\$50,000
2011	\$50,000				\$50,000
2012	\$50,000				\$50,000

NJ \$40,000-CMAQ TIP#D047- \$10,000-SILOC Match from Ozone Forecasting, Project 10-46-172

PROJECT: 10-46-172-1 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$60,000				\$60,000
2010	\$62,000				\$62,000
2011	\$62,000				\$62,000
2012	\$62,000				\$62,000

\$48,000 PADEP, \$11,000 NJDEP, \$3,000 DEDNR

PROJECT: 10-47-020 CY 2010 Tri-County Water Quality Management Program

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$47,500				\$47,500
2010	\$47,500				\$47,500
2011	\$47,500				\$47,500
2012	\$47,500				\$47,500

\$47,500-NJ Local Governments

**PROJECT: 10-47-030 Pennsylvania Coastal Zone Management
Implementation Program**

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$42,000				\$42,000
2010	\$42,000				\$42,000
2011	\$42,000				\$42,000
2012	\$42,000				\$42,000

\$42,000-PA Department of Environmental Protection

PROJECT: 10-47-040 The Delaware Valley Regional Food System Plan

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, possibly using more calories of fossil fuel energy than what is supplied 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 first phase of the food system study involved a large surveying effort and analytical analysis that identified prominent stakeholders, successful programs, regional competitive advantages, recommendations for improvement, and opposed interests. A large Study Advisory Committee consisting of non-traditional stakeholders was convened to provide guidance in this new policy area. Phase II will build on the successes of Phase I and continue to bring together the Study Advisory Committee with the objective of creating a vision for a more sustainable food system for Greater Philadelphia. The flow of work will be divided into two major tasks: convening a regional forum to create a vision for and identifying indicators relevant to the region's food system and producing a plan based on quantitative and qualitative data.

In addition to creating a plan adopted and implemented by the Study Advisory Committee and their member organizations, the Regional Food System Study seeks to coordinate, collaborate, and complement the efforts of many diverse state agencies, organizations and businesses working to support and expand local agriculture by convening regular meetings and providing meaningful activities and interaction.

Tasks:

- 1.Continue to convene the Study Advisory Committee on a regular basis.
- 2.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.
- 3.Hold a regional forum, with participation from the Study Advisory Committee, to lay the groundwork for a regional plan.
- 4.Create a vision with diverse, and possibly opposed, stakeholders for a more sustainable food system.
- 5.Identify quantitative and qualitative indicators that measure different aspects of the food system, including energy use, transportation, natural resources, economic growth, and human health.
- 6.Develop a set of recommendations related to established indicators.
- 7.Create an inventory of measurable indicators and establish baseline data by which to measure the region’s progress towards a more sustainable food system.

Products:

- 1.Regional Forum on a Sustainable Food System
- 2.A Plan for A Sustainable Food System for Greater Philadelphia
- 3.An inventory of measurable food system indicators

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$100,000	\$82,900	\$17,100		
2010	\$100,000	\$82,800	\$17,200		
2011					
2012					

PROJECT: 10-47-200 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
- Master Plan Sustainability Elements

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$140,000			\$40,000	\$100,000
2010	\$140,000			\$40,000	\$100,000
2011	\$140,000				
2012	\$140,000				

\$100,000- NJ Local Governments.
 Funding represents individual contracts with various communities.

PROJECT: 10-51-020 Update DVRPC Travel Simulation Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Chris 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 and updating the data that the model uses.

Description:

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of 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. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them inline with the state of the art/science of demand modeling. The software package will be updated to take advantage of advances in network maintenance, GIS technology, and output visualization. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well.

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 performed a 2000 model calibration and validation with 2000 home interview and census data. In FY09 DVRPC again began upgrading the travel simulation process. An RFP for consultant services was issued and CSI was again selected as the modeling consultant. The VISUM modeling package was selected to replace the current TRANPLAN software. The travel model will be translated from TRANPLAN to VISUM and validated in FY09. A set of future model improvements will also be selected. DVRPC staff will manage the modeling consultant and hold meetings of the steering committee throughout the modeling project (FY09 – FY11).

In FY10 the documentation of the validation for the translated model will be completed, a new user's manual will be written, and staff will be trained in using the VISUM based model. A data management system will be developed and

improvements to the travel model will be initiated. In FY10 traffic count locations will be identified, as will traffic count sources from outside agencies such as turnpike and bridge commissions. Once count locations are identified, traffic volume data crossing a series of 10 screenlines, as well as an inner and outer cordon lines will be obtained. The counts will be reviewed and evaluated. In addition, traffic volumes, transit trips, bicyclists, and pedestrians entering and exiting the Philadelphia Center City cordon will be collected.

In FY11 the improvements to the travel model will be finalized and the model will be calibrated and validated. Documentation will be written, the user's manual will be updated, and staff will receive training on the improved travel models. The data management system will also be finalized. Traffic counting will be completed and counts from outside agencies will be obtained. Both sets of counts will be evaluated. In FY11 zonal demographic data will need to be derived from a variety of sources, including the ACS 3-year and 5-year products, the 2010 Short-Form, and a new CTPP program. Zonal employment data and journey-to-work travel patterns will come from a variety of state and federal secondary sources. Additionally, an ongoing project to update old survey data will be initiated in FY11 starting with the Regional Rail Survey. The survey will be designed to solicit information in three areas: trip data; rider characteristics; and usage and attitude towards SEPTA, Amtrak, and NJ Transit services. Staff will initiate the survey in FY11 and complete it in FY12.

In FY12 traffic count trends will be identified and the figures will be finalized. Two reports will be written, the Philadelphia CBD Cordon Report and the Regional Screenline and Cordonline report. Zonal data for the travel simulation will be prepared and finalized in FY12. Results of the Regional Rail Survey will be processed, evaluated, and tabulated. A report based on the survey results will also be written.

Tasks:

FY 2010 Tasks:

1. Finalize the translation of the existing TRANPLAN based model into VISUM including validation, documentation, and training.
2. Develop and execute an implementation plan for model improvements and a data management system.
3. Perform screenline and cordon traffic counts to support 2010 model validation.

FY 2011 Tasks:

1. Finalize model improvements including model validation, training, and documentation.
2. Finalize data management system including training and documentation.
3. Prepare and analyze socioeconomic data.
4. Initiate the design and conduct of the Regional Rail Survey.

FY 2012 Tasks

1. Finalize socioeconomic data at the zonal level for the 2010 model calibration and validation and write report.
2. Complete Regional Rail Survey, analyze data, and prepare report.
3. Prepare report on the Philadelphia CBD highway, transit, pedestrian, and bicycle volumes.
4. Write report on screenline and cordon traffic counts, including trend analysis.

Products:

1. Translation of existing DVRPC travel model into VISUM and documentation
2. 2010 screenline and cordon line traffic counts and reports
3. Enhanced DVRPC travel model and documentation
4. Set of software and business practices for managing data
5. Updated zonal data for modeling
6. Regional Rail Survey Report

Beneficiaries:

DVRPC, Transit Operators, State DOTs, and other member governments

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$240,000				\$240,000
2010	\$490,000				\$490,000
2011	\$490,000				\$490,000
2012	\$500,000				\$500,000

1.PA-\$350,000-TIP # MPMS 86077 2.NJ-\$140,000-TIP

PROJECT: 10-51-200 PennDOT Alternative Facility Tests

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: W. Thomas Walker, Matthew Gates

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 regarding Pennsylvania facility traffic studies, 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. 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 included. As needed, staff will respond to technical and to legal inquiries on previously completed PennDOT highway studies.

Tasks:

- 1.Coordinate with PennDOT and Pennsylvania 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 by PennDOT and their consultants.
- 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 inquires regarding traffic studies, 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$800,000				\$800,000
2010	\$700,000				\$700,000
2011	\$700,000				\$700,000
2012	\$700,000				\$700,000

*\$700,000 PE - Planning and Research Funds

PROJECT: 10-52-030 Funding Regional Transportation Infrastructure

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$60,000	\$49,740	\$10,260		
2010	\$60,000	\$49,680	\$10,320		
2011	\$60,000				
2012	\$60,000				

PROJECT: 10-52-040 Transportation Asset Management Process

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$120,000	\$99,480	\$20,520		
2010	\$120,000	\$99,360	\$20,640		
2011	\$120,000				
2012	\$120,000				

PROJECT: 10-53-020 Regional Transportation GIS Coordination

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$400,000				\$400,000
2010	\$400,000				\$400,000
2011	\$400,000				\$400,000
2012	\$400,000				\$400,000

PA \$200,000- TIP # 48202
 NJ \$200,000- TIP # X30A

PROJECT: 10-53-030 FY 2010 Aerial Imagery

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Glenn McNichol

Goals:

To provide a reliable source of current information regarding the region's physical characteristics and development patterns.

Description:

This project continues our 5-year aerial imagery acquisition cycle, which dates back to 1965. It offers a unique historical perspective of change throughout the Delaware Valley region. This project provides digital orthoimagery which is integrated into geographic information systems (GIS) and other mapping applications. This orthoimagery is used by DVRPC, our member governments, operating agencies, and the public to create and update spatial data, and for cartographic purposes. It serves as an invaluable resource in support of the region's planning and mapping efforts.

Planning for the imagery project involves determining the needs of DVRPC and its member governments (color options, scale, resolution, and positional accuracy, etc.). It is also necessary to evaluate technological and business changes (satellite improvements, multi-band products, license options, and supplementary products, etc.) that may affect the project. In addition, the project will be coordinated with any other efforts that may be undertaken by Federal agencies, the states, member governments, operating agencies, or other parties.

Tasks:

- Continue working with member governments to review imagery needs for 2010.
- Identify preferred imagery characteristics and determine expected costs.
- Coordinate with other interested parties, as necessary.
- Develop and issue RFP for vendor services.
- Create proposal review committee.
- Review and rank proposals and interview top ranked firms.
- Select vendor and negotiate contract.
- Provide necessary materials to vendor as needed, including project area description and existing control data.
- Work with the vendor to ensure that the project remains on schedule, and that project goals are being met.
- Perform a QA/QC evaluation of selected deliverables to verify that they meet the specifications outlined in the RFP.

- Staff will seek to upgrade file storage and digital/hardcopy reproduction equipment, if necessary.
- Upon acceptance of the project deliverables, staff will disseminate the appropriate imagery to member governments.

Products:

- Ad Hoc review committee.
- RFP for imagery acquisition vendors.
- Vendor selection process.
- Contract awarded to selected vendor.
- Formulation and implementation of QA/QC process.
- Color orthoimagery in compressed and non-compressed GIS-compatible formats
- Digital elevation models

Beneficiaries:

DVRPC, member governments, operating agencies, public and private organizations, businesses, and individuals.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$800,000				\$800,000
2011					
2012					

*-1. PA - \$456,000 TIP # MPMS 48203 2. NJ - \$344,000 TIP

PROJECT: 10-54-020 Southeast PA Smart Housing Initiative

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Mary Bell

Goals:

Enhance regional competitiveness and promote coordinated regional planning by assessing the region's current housing stock and identifying potential alternatives for promoting socioeconomic balance and diversity throughout Southeastern Pennsylvania, to inform local, county, state, and federal agencies and help guide housing policies and financing decisions.

Description:

Housing is an important facet in determining the competitiveness of a region and the vitality of individual communities. The region's past and current housing policies and patterns have encouraged suburban sprawl and disinvestment in cities and older suburbs. Concentrations of low and moderate income housing in the region's cities and older suburbs result in a mismatch between the locations of jobs and labor, with lower income workers living far from suburban job centers.

This mismatch results in increased commute times, transportation costs, and traffic congestion, which in turn contribute to decreased productivity and increased employee turnover. These concentrations also reduce the local tax base, impeding the local communities' ability to finance a quality education system, invest in needed infrastructure repairs, and meet social service demands. As a result, older municipalities find it even more difficult to attract market-rate housing, further compounding the problem. The attractiveness of the inner ring communities is reduced and both residential and commercial development sprawl outward into the suburbs, continuing a downward cycle that reduces the region's overall attractiveness and competitiveness.

Current public policies encouraging and supporting low and moderate income residential development in older developed communities exacerbate these trends. A new approach is needed, one that recognizes that public policies and funding streams can catalyze a more balanced and sustainable approach to housing that will benefit older and newer communities, workers and employers, and the region as a whole.

This project will assess the current location, condition, and affordability of housing throughout the Southeastern Pennsylvania region and compare housing location to existing employment centers, infrastructure and the regional transportation network. Current housing-related policies and initiatives will be reviewed, including the impact of state and federal housing policy and programs (such as Section 8) on current and future development patterns in the region, and potential alternatives for achieving a better jobs/housing balance will be identified.

Tasks:

1. Establish a study advisory committee in consultation with city and county planning staffs and other interested groups (such as the Southeastern Pennsylvania First Suburbs Project and the Housing Alliance of Pennsylvania) comprised of representatives of state, county, regional, and municipal agencies, non-profit organizations, and the private sector, to provide both guidance and necessary data and information.
2. Review background information on the jobs/housing balance and national examples of other regional housing planning and implementation efforts, and consider their applicability to Southeastern Pennsylvania.
3. Review current housing and housing-related policies and initiatives in Southeastern Pennsylvania (including state and federal housing policy and programs, existing county plans, the Pennsylvania Municipalities Planning Code, activities of the State Planning Board, relevant legal decisions, and existing housing financing programs).
4. Utilizing available secondary data sources, inventory the quantity, location, condition, and value of the region's housing stock (including owner-occupied, rental, public, and senior housing).
5. Assess regional housing affordability by comparing housing values and rental costs to the region's median income, as an indication of the ability of lower and moderate income households to purchase or rent in specific locations.
6. Compare the region's housing inventory to the location of the region's employment opportunities, the regional transportation network, and existing water and sewer infrastructure.
7. Assess the impacts of housing location and its proximity to employment and the region's highway and transit network on household transportation costs. Also, incorporate transportation costs with housing costs to determine overall affordability.
8. Conduct two or more case studies in municipalities that have successfully utilized zoning and other mechanisms to achieve a balanced range of housing types and costs around major employment centers.
9. Based on DVRPC's Board-adopted forecasts and an examination of current and anticipated trends in household size and type, assess and identify how forecasted population changes translate into anticipated housing needs in various locations throughout the region.
10. Working with members of the study advisory committee, define a follow-up community engagement project to create preferred scenarios for housing in the region that can re-use existing infrastructure and rebuild core communities, to be implemented in a subsequent fiscal year.

Products:

- Regional housing inventory.
- GIS analysis of the location of the region's housing stock, employment centers,

and transportation network.

- Report summarizing background information and anticipated housing need.

Beneficiaries:

State, county, and municipal governments, regional agencies, non-profits, and the private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$100,000			\$50,000	\$50,000
2011					
2012					

\$50,000 PA DCED

PROJECT: 10-56-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Donald Shanis

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$668,310				\$668,310
2010	\$246,023				\$246,023
2011	\$460,418				\$460,418
2012	\$460,418				\$460,418

* Various Projects Funded by Project Sponsors



JANUARY 2009

CHAPTER 3



(SRHPP)

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2010 PLANNING WORK PROGRAM

CHAPTER THREE

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

TABLE OF CONTENTS

**FY 2010 PENNSYLVANIA REGIONAL SUPPORTIVE
HIGHWAY PLANNING PROGRAM..... 197**

PROJECT 10-60-010: Bucks County: Supportive Regional Highway Planning
Program.....199

PROJECT 10-60-020: Chester County: Supportive Regional Highway Planning
Program.....201

PROJECT 10-60-030: Delaware County: Supportive Regional Highway Planning
Program.....203

PROJECT 10-60-040: Montgomery County: Supportive Regional Highway
Planning Program.....207

PROJECT 10-60-050: Philadelphia: Supportive Regional Highway Planning
Program.....209

**FY 2010 NEW JERSEY REGIONAL SUPPORTIVE
HIGHWAY PLANNING PROGRAM..... 213**

PROJECT 10-61-010: Burlington County: Supportive Regional Highway Planning
Program.....215

PROJECT 10-61-020: Camden County: Supportive Regional Highway Planning
Program..... 219

PROJECT 10-61-030: Gloucester County: Supportive Regional Highway Planning
Program.....221

PROJECT 10-61-040:	Mercer County: Supportive Regional Highway Planning Program.....	225
PROJECT 10-61-050:	Gloucester County: Transportation Needs Study	229
PROJECT 10-61-060:	Gloucester County Traffic Counts.....	233
PROJECT 10-61-070:	Mercer County Traffic Counting Program	235
PROJECT 10-61-080:	New Jersey Interstate Partial Interchange Needs Study.....	237

**FY 2010 PENNSYLVANIA SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Project Number	Agency	Project	FY 2010 Budget
Core Programs			
10-60-010	Bucks County	Supportive Regional Highway Planning	\$105,000
10-60-020	Chester County	Supportive Regional Highway Planning	\$152,000
10-60-030	Delaware County	Supportive Regional Highway Planning	\$76,000
10-60-040	Montgomery County	Supportive Regional Highway Planning	\$158,000
10-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$294,000
Program Total			\$785,000

PROJECT: 10-60-010 Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

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:

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.
- 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 2011 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 Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$105,000	\$105,000			
2010	\$105,000	\$105,000			
2011	\$105,000	\$105,000			
2012	\$105,000	\$105,000			

**PROJECT: 10-60-020 Chester County: Supportive Regional Highway
Planning Program**

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 and Coordination:

- 1.Prepare quarterly progress reports and invoices.
- 2.Participate in DVRPC's Annual Planning Work Program development for SRHPP.
- 3.Perform general administration and respond to information requests.

Task II - Transportation Improvement Program:

- 1.Maintain an inventory of proposed transportation improvements in the County.
- 2.Participate in developing and amending the PennDOT Twelve Year Program and regional Transportation Improvement Program (TIP).
- 3.Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
- 4.Monitor transportation funding programs and opportunities.

Task III - Transportation Plan Maintenance:

- 1.Participate in DVPRC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
- 2.Update the County Transportation Plan and other County-wide plans or studies related to transportation.
- 3.Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.
- 4.Review traffic impacts studies, land development plans, zoning changes, and Comprehensive Plans that impact the County and Regional Transportation Plans.

Products:

- 1. Quarterly progress reports and invoices
- 2. Proposed SRHPP Work Program
- 3. Inventory of proposed transportation improvements
- 4. Twelve Year Program and TIP submissions
- 5. Input on various transportation plans and studies

Beneficiaries:

State, Counties, Municipalities, Private Sector, Chester County Residents and Employees

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$152,000	\$152,000			
2010	\$152,000	\$152,000			
2011	\$152,000	\$152,000			
2012	\$152,000	\$152,000			

PROJECT: 10-60-030 Delaware County: Supportive Regional Highway Planning Program

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 progress 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 rojects.

Task IV -Transportation Plan:

- 1.Cooperate with regional planning agencies to implement a unified 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.
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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$76,000	\$76,000			
2010	\$76,000	\$76,000			
2011	\$76,000	\$76,000			
2012	\$76,000	\$76,000			

PROJECT: 10-60-040 Montgomery County: Supportive Regional Highway Planning Program

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.
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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$158,000	\$158,000			
2010	\$158,000	\$158,000			
2011	\$158,000	\$158,000			
2012	\$158,000	\$158,000			

PROJECT: 10-60-050 Philadelphia: Supportive Regional Highway Planning Program

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.
- 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.
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.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$294,000	\$294,000			
2010	\$294,000	\$294,000			
2011	\$294,000	\$294,000			
2012	\$294,000	\$294,000			

**FY 2010 NEW JERSEY SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Project Number	Agency	Project	FY 2010 Budget
Core Projects			
10-61-010	Burlington County	Supportive Regional Highway Planning	\$64,310
10-61-020	Camden County	Supportive Regional Highway Planning	\$48,230
10-61-030	Gloucester County	Supportive Regional Highway Planning	\$63,250
10-61-040	Mercer County	Supportive Regional Highway Planning	\$55,210
Subtotal			\$231,000
Special Studies			
Project Number	Agency	Project	FY 2010 Budget
10-61-050	Gloucester County	Transportation Needs Study	\$80,000
10-61-060	Gloucester County	Traffic Counting Program	\$50,000
10-61-070	Mercer County	Traffic Counting Program	\$50,000
10-61-080	NJ Counties	Partial Interchange Needs Study	\$70,250
Subtotal			\$250,250
Program Total			\$481,250

PROJECT: 10-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

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:

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 2011 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.
- 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 2011 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.

Beneficiaries:

Burlington County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$64,310	\$64,310			
2010	\$64,310	\$64,310			
2011	\$64,310	\$64,310			
2012	\$64,310	\$64,310			

PROJECT: 10-61-020 Camden County: Supportive Regional Highway Planning Program

Responsible Agency: Camden County - Department of Public Works - Division

Project Manager: 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.
- 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, population growth and business growth.

- 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 2010 Imagery Acquisition and other steering committee meetings.

Products:

- 1. Progress and expenditure reports and minutes of meetings.
- 2. Annual Completion Report for FY 2009
- 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$48,230	\$48,230			
2010	\$48,230	\$48,230			
2011	\$48,230	\$48,230			
2012	\$48,230	\$48,230			

PROJECT: 10-61-030 Gloucester County: Supportive Regional Highway Planning Program

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:

Task 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 2011.
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.
4. Formulate scoping projects in coordination with NJ DOT and DVRPC.

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. Update the Gloucester County Official Map.
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 and share traffic count data with DVRPC staff working on the "Gloucester County Transit Needs Study."
2. Maintain data files supplied by NJDOT as 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 county 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 2010.
4. FY 2011 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. Updated 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.

Beneficiaries:

Gloucester County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$63,250	\$63,250			
2010	\$63,250	\$63,250			
2011	\$63,250	\$63,250			
2012	\$63,250	\$63,250			

PROJECT: 10-61-040 Mercer County: Supportive Regional Highway Planning Program

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 2011 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.

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 2009 activities and accomplishments.
4. A work program for the FY 2011 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.
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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$55,210	\$55,210			
2010	\$55,210	\$55,210			
2011	\$55,210	\$55,210			
2012	\$55,210	\$55,210			

PROJECT: 10-61-050 Gloucester County Transportation Needs Study-Year 2

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

To determine the future transportation improvements which will be needed in Gloucester County to accommodate the expected demands of future growth. Included will be an examination of the impacts related to the development of the proposed PATCO Transit Expansion into the County. The final outcome will be used in the development of the transportation element of an updated County Master Plan.

Description:

Over the past several decades, Gloucester County has experienced significant growth. A continuation of this growth is expected into the future. The county's population is forecasted to increase by 35% by 2035 and employment in the county is also expected to grow by 35% by 2035. These forecasts show Gloucester County with the highest growth rate in the Delaware Valley Region. This growth has created ever-increasing traffic demand, which is burdening the County's transportation system. Over the years, a number of plans and projects have been prepared to address particular transportation needs and issues. However, there has been no comprehensive examination of the County's overall transportation system to determine what improvements are needed to address the County's future travel demands. This is becoming of particular concern as plans for the PATCO Transit Expansion move forward, which is expected to create major shifts in the County's travel patterns.

This two-year, three-phase study will provide a comprehensive review of the multi-modal and intermodal transportation improvements that will be needed to promote an efficient flow of people and goods through the county. It will be important to coordinate with the County and DRPA to share and obtain available data especially items from DVRPC's travel simulation model currently being used by DRPA for the Alternatives Analysis that will help determine a possible PATCO expansion. Phases I and II of the Needs Study will include an analysis of the impacts of the proposed PATCO Transit Expansion alternatives on the transportation facilities that provide access to the proposed transit stations. These phases will assist the County as it provides input related to the development of PATCO's Locally Preferred Alternative (LPA). Phase III will take a comprehensive long-range look at overall mobility in the County and develop a set of improvement strategies to address the County's future transportation needs. Smart growth principles will be considered in analyzing and recommending needed improvements.

Tasks:

Phase I

1. Form study advisory committee containing representatives of the County, municipalities PATCO, DVRPC and others as appropriate.
2. Collect and analyze data, including relevant census data, 2035 population and employment forecasts, and development data
3. Collect and review relevant state, county and municipal future growth plans
4. Coordinate with the county's annual traffic count program at DVRPC to conduct necessary 2008 baseline traffic counts
5. Examine the existing transportation network (including bus service and pedestrian access) around proposed transit stations for each PATCO Transit Expansion alternative alignment
6. identify all on-going or planned transportation improvements
7. identify and assess the compatibility of the existing land use in the proposed station area
8. identify opportunities and constraints of the transportation network in the proposed station area

Phase II

1. From work undertaken during PATCO's Alternatives Analysis, obtain projected station ridership numbers and mode-of-approach at each station and assess the impacts of the proposed transit station on the local area highway network
2. Identify improvement strategies that will be necessary to mitigate the impacts in the proposed station areas, including pedestrian/bicycle and public transit access to each station
3. Summarize findings, inclusions and recommendations in a final Phase I and II technical report

Phase III

1. Assuming the PATCO Transit Expansion LPA is identified, obtain the travel simulation model used in the Alternatives Analysis to forecast future performance measures on the key transportation network in the county
2. In coordination with the County, identify critical growth/mobility areas (employment areas, town centers, ports etc) in need of transportation improvements
3. Coordinate with the County to define goals, objectives and policies related to future growth and development
4. Considering smart growth principles, develop a set of improvement strategies which address the infrastructure needs of the county's critical growth/mobility areas (bypasses, rail lines, etc).
5. Develop a matrix which presents a prioritized listing, relative cost range and implementation roles and responsibilities for the recommended improvements
6. Summarize the study process and key findings of the overall study in a format that can be included in an updated Gloucester County Master Plan

Products:

1. Phases I and II Technical Report documenting the study process, findings and listing of improvement strategies in the proposed station areas
2. Final Report which presents a long-range set of improvement strategies to address future transportation needs in the County for possible incorporation into a County Master Plan update

Beneficiaries:

Gloucester County, Municipalities, Citizens and Businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$120,000		\$50,000		\$70,000
2010	\$120,000	\$80,000			\$40,000
2011					
2012					

*-From 10-41-030 - Corridor Planning Program

PROJECT: 10-61-060 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: 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.
 2. Collect traffic data on approximately 110 selected locations.
 3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
 4. Check field data for accuracy.
 5. 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$50,000	\$50,000			
2010	\$50,000	\$50,000			
2011	\$50,000	\$50,000			
2012	\$50,000	\$50,000			

PROJECT: 10-61-070 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: 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 Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$50,000	\$50,000			
2010	\$50,000	\$50,000			
2011	\$50,000	\$50,000			
2012	\$50,000	\$50,000			

PROJECT: 10-61-080 New Jersey Interstate Partial Interchange Needs Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

To assess the ability of existing partial interchanges on the interstate system in New Jersey to handle the traffic demands of changing travel patterns.

Description:

In New Jersey, there are 118 full interstate interchanges and 105 partial interstate interchanges. Partial interchanges were originally constructed to meet the anticipated traffic pattern and regional/local use. However, due to changing traffic patterns and demands, some partial interchanges may not be providing the most efficient access to the interstate system. Some of the adverse impacts from the operation of partial interchanges are: 1) safety issues due to lack of direct access to the Interstate inducing travel through residential areas, 2) stress on the local network 3) congestion, 4) inefficient operation of the Interstate facility, 5) connectivity to freight facilities and, 6) increased VMT resulting in greater fuel consumption and greater environmental impacts. In response to a FHWA-NJ initiative to assure the effectiveness of Interstate interchanges, DVRPC proposes a multi-year project to develop a process which identifies and prioritizes partial interstate interchanges in the region, conducts analyses of their operations and recommends potential interchange improvements.

Tasks:

1. Form study advisory committee consisting of representatives of FHWA-NJ Division Office, NJDOT and DVRPC
2. Map all interstate interchanges in DVRPC's four New Jersey counties
3. Identify all those that do not provide for all movements
4. Collect data such as crash history, available traffic counts, nearby freight facilities and, adjacent land use
5. Conduct top level environmental screening in immediate area of the partial interchanges
6. Develop a process to identify which partial interchanges may offer the potential to add movements by upgrading existing infrastructure or by adding new infrastructure
7. Conduct limited set of traffic counts (AADTs, turning movements) at selected locations that have been identified for further analysis
8. Utilize the VISSIM model to analyze the operations of the existing interchange configuration and an upgraded configuration for selected interchanges.

Products:

Technical report detailing the study process, findings and recommendations

Beneficiaries:

NJ DOT, Citizens and Businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$200,250	\$70,250			\$130,000
2011					
2012					

*Project # 10-41-100-*NJ - \$130,000 TIP. Project costs will be accounted for under 10-41-100



JANUARY 2009

CHAPTER 4



(TSP)

TRANSIT SUPPORT PROGRAM

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2010 PLANNING WORK PROGRAM

CHAPTER FOUR

TRANSIT SUPPORT PROGRAM

TABLE OF CONTENTS

FY 2010 PENNSYLVANIA TRANSIT SUPPORT PROGRAM 243

PROJECT 10-63-001: Public Transit Planning and Programming
Bucks County Planning Commission..... 245

PROJECT 10-63-002: Transit Planning and Coordination
Chester County Planning Commission 247

PROJECT 10-63-003: Transit Planning and Coordination
Delaware County Planning Department 249

PROJECT 10-63-004: Transit Planning and Implementation
Montgomery County Planning Commission..... 251

PROJECT 10-63-005: Transit Planning and Programming
Mayors Office of Transportation and Utilities.....253

PROJECT 10-63-006: Short Range Planning
Philadelphia City Planning Commission 255

PROJECT 10-63-007: Capital Budgeting/Transportation Improvement Program
Southeastern Pennsylvania Transportation Authority..... 257

PROJECT 10-63-008: Chester Riverfront Rail Station Location and Transit
Service.....259

PROJECT 10-63-009: Northwest Montgomery County Strategic Transit Plan.....261

PROJECT 10-63-010:	Philadelphia Neighborhood Transit Survey.....	263
PROJECT 10-63-011:	SEPTA Pulse Scheduling Study – Phase I Study.....	267
PROJECT 10-63-012:	Assessing Regional Rail Commuter Sheds.....	269
FY 2010 NEW JERSEY TRANSIT SUPPORT PROGRAM.....		271
PROJECT 10-63-020:	Transit and Ridesharing Burlington County - Land Development Office	273
PROJECT 10-63-021:	Transit Planning and Programming Camden County - Department of Public Works	275
PROJECT 10-63-022:	Transportation Systems Planning & Implementation Gloucester County Planning Department.....	277
PROJECT 10-63-023:	Transit Planning and Programming Mercer County	279
PROJECT 10-63-025:	Transportation Improvement Program and Short Range Planning New Jersey Transit.....	281
PROJECT 10-63-026:	Mercer County – Long Range Strategic Bus Plan	283
PROJECT 10-63-027:	City of Trenton – Special Study	285
PROJECT 10-63-028:	NJ Transit Bus Surveys	287

FY 2010 TRANSIT SUPPORT PROGRAM - PENNSYLVANIA

Project Number	Agency	Project	FY 2010 Budget
Core Projects			
10-63-001	Bucks County	Transit Planning & Programming	\$65,000
10-63-002	Chester County	Transit Planning & Coordination	\$48,000
10-63-003	Delaware County	Transit Planning & Coordination	\$93,000
10-63-004	Montgomery County	Transit Planning & Implementation	\$82,000
10-63-005	Mayors Office of Transportation and Utilities	Transit Planning & Programming	\$106,000
10-63-006	PCPC	Short Range Planning	\$129,000
10-63-007	SEPTA	Capital Planning/TIP	\$322,000
Subtotal			\$845,000
Special Studies			
Project Number	Agency	Project	FY 2010 Budget
10-63-008	Delaware Co	Chester Riverfront Rail Station Location and Transit Service Feasibility Study	\$95,000
10-63-009	Montgomery Co	NW Montgomery Co. Strategic Transit Plan	\$70,000
10-63-010	SEPTA (Clean Air Council)	Phila. Neighborhood Transit Survey	\$55,000
10-63-011	SEPTA	SEPTA - Pulse Scheduling Study	\$60,000
10-63-012	SEPTA	Defining Regional Rail Commuter Sheds	\$59,088
Subtotal			\$339,088
Program Total			\$1,184,088

PROJECT: 10-63-001 Transit Planning and Programming

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

Description:

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.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$65,000		\$65,000		
2010	\$65,000		\$65,000		
2011	\$65,000		\$65,000		
2012	\$65,000		\$65,000		

PROJECT: 10-63-002 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 provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMA, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

Tasks:

Task I – Administration:

1. Prepare quarterly progress reports and invoices.
2. Participate in DVRPC's Annual Planning Work Program development.
3. Perform general administration and respond to information requests.

Task II – Planning and Programming:

1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program (TIP).
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

Task III – Coordination:

1. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMA, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the County Commissioners and SEPTA Board members.
3. Participate in meetings and activities of the TMA of Chester County and Greater

Valley Forge TMA.

Products:

- 1. Quarterly Progress Reports and Invoices
- 2. Proposed TSP Work Program

Beneficiaries:

State, County, Municipalities, Transit Operating Agencies, Private Sector, Chester County Residents and Employees

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$45,000		\$45,000		
2010	\$45,000		\$45,000		
2011	\$45,000		\$45,000		
2012	\$45,000		\$45,000		

PROJECT: 10-63-003 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 Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$93,000		\$93,000		
2010	\$93,000		\$93,000		
2011	\$93,000		\$93,000		
2012	\$93,000		\$93,000		

PROJECT: 10-63-004 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 R6 Extension and the Route 100 Extension projects.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$82,000		\$82,000		
2010	\$82,000		\$82,000		
2011	\$82,000		\$82,000		
2012	\$82,000		\$82,000		

PROJECT: 10-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayors Office of Transportation and Utilities

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 Mayor's office of Transportation & Utilities 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 by the City's Office of Strategic Planning.

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.

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.

Beneficiaries:

City of Philadelphia, PA, SEPTA, PATCO, NJ Transit

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$106,000		\$106,000		
2010	\$106,000		\$106,000		
2011	\$106,000		\$106,000		
2012	\$106,000		\$106,000		

PROJECT: 10-63-006 Philadelphia Short Range Planning

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 Planning Commission 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.
 - d) Attend transportation planning related meetings and conferences sponsored by
- Task 2 (Continued)

- 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$129,000		\$129,000		
2010	\$129,000		\$129,000		
2011	\$129,000		\$129,000		
2012	\$129,000		\$129,000		

PROJECT: 10-63-007 Capital Budgeting/Transportation Improvement Program

Responsible Agency: Southeastern Pennsylvania Transportation Authority

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 Act 44. Provide for short-range planning studies and long range planning activities 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.

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.

Long Range Planning:

1.Research and analyze capital and long range planning options.

2.Provide assistance to DVRPC, the Counties and local governments on station area planning studies and long-term system expansion projects.

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 and long range planning program and development of work programs for various internal and external studies.

Beneficiaries:

Member Governments, State, Operating Agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$322,000		\$322,000		
2010	\$322,000		\$322,000		
2011	\$322,000		\$322,000		
2012	\$322,000		\$322,000		

PROJECT: 10-63-008 Chester Riverfront Rail Station Location and Transit Service Feasibility Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Joseph Hacker, Karin Morris

Goals:

Determine the feasibility of constructing a new SEPTA R2 Regional Rail station and/or shuttle bus service to replace the existing Highland Avenue station.

Description:

The study will identify and analyze alternate locations for a SEPTA R2 Regional Rail station with the intent of determining a location closer than the present Highland Avenue station is to existing and proposed developments along the Chester riverfront between Highland Avenue and Flower Street. These new developments include the Wharf at Rivertown, the Major League Soccer stadium, and proposed offices, residences, and stores.

The study will estimate the costs and benefits and undertake benefit/cost analyses for two alternate scenarios: (1) constructing a new rail station at a new location and (2) operating a shuttle bus between the Highland Avenue station and the new developments (either in conjunction with a relocated station or oriented to the existing station site). The study will examine the potential for transit-oriented development adjacent to the alternate rail station sites. Ridership for the shuttle bus and rail station alternatives will be estimated. Potential sources of funding for both scenarios will be outlined.

The study process will include public information meetings with neighborhood residents and City of Chester officials to (1) inform them about the overall study purpose, specific tasks and to solicit their opinions on study area needs and goals; and (2) to inform them and to seek their reaction to study findings and recommendations.

Tasks:

1. Form a study advisory committee composed of DVRPC, SEPTA, City of Chester, Buccini Pollin Group developers, Major League Soccer, Amtrak, and County of Delaware staff (additional members may be included at the initiation of the study).
2. In collaboration with SEPTA staff, determine alternative potential locations for a relocated regional rail station that would be closer than Highland Avenue station to the existing and pending development sites, describing advantages and disadvantages for each site, and estimate ridership levels. The assessment will

- include an evaluation of integrating the potential alternate station site into the neighborhood, including enhanced multi-modal (auto, pedestrian, bike) access.
- 3. Estimate capital and operating costs for new station sites, benefit/cost ratios, and potential funding sources.
- 4. In collaboration with SEPTA staff, determine potential operating characteristics and ridership levels for shuttle service between either the existing Highland Avenue station or an alternate location and the proposed development sites.
- 5. In collaboration with SEPTA staff, estimate annual capital and operating costs for shuttle, benefit/cost ratio, and potential funding sources.
- 6. Determine transit-oriented development potential for each station site, including the potential applicability of the Transit Revitalization Investment District (TRID) program.
- 7. Two (2) public information meetings will be held within the general study area, oriented to neighborhood residents who may be impacted by a relocated station, the proposed shuttle service(s) or associated development activities. Environmental justice and potential environmental impact issues will be defined and summarized.
- 8. Prepare final report with an executive summary.

Products:

- 1. Meetings with advisory committee: one at beginning of study, second to present draft findings of Tasks 2 and 3, third to present draft findings of Tasks 4, 5, and 6, and fourth to discuss final report. Minutes of meetings will be prepared and circulated to the advisory committee.
- 2. Draft technical memorandum Tasks 2 and 3.
- 3. Draft technical memorandum Tasks 4 and 5
- 4. Draft technical memorandum for Task 6.
- 5. Draft technical memorandum for Task 7.
- 6. Draft and final reports for entire study.

Beneficiaries:

City of Chester, SEPTA, Buccini Pollin Group, businesses and employees, Major League Soccer team and fans, residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$95,000		\$95,000		
2011					
2012					

PROJECT: 10-63-009 Northwestern Montgomery County Strategic Transit Plan

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:

This project will enhance local and regional mobility through the assessment of need and implementation options for communities without transit service in the northwest part of Montgomery County.

A total of seventeen communities in the Upper Perkiomen, Central Perkiomen, Indian Valley, and Pottstown Metropolitan regions of Montgomery County do not currently benefit from transit service, provided either by SEPTA or any other transit provider. The area has experienced higher than average growth in recent years and high gas prices are pressing the residents of these communities to look for ways to improve their mobility options. Public transportation objectives will be pursued through coordination with local governments, SEPTA, Pottstown Area Transit, and area TMAs.

This project will explore a broad range of options to provide transit service to these communities, from a "do nothing" option at one end to the implementation of comprehensive service, provided by SEPTA, Pottstown or another provider, through this part of Montgomery County.

A consultant will be retained to prepare the study.

Tasks:

1. Form a steering committee of affected stakeholders to include: the four regional planning commissions, SEPTA, Pottstown transit, state elected officials, Montgomery County, municipal officials.
2. Investigate the extent to which transit is needed and the costs to provide it under various options.
3. Hold public input meetings during the course of the study.
4. Prepare draft and final reports and conduct various presentations to stakeholders.

Products:

Draft and Final reports; presentations.

Beneficiaries:

Operating Agencies, County and Local Municipalities, Private Sector, Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$70,000		\$70,000		
2011					
2012					

PROJECT: 10-63-010 Philadelphia Neighborhood Transit Survey

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Goals:

To understand ridership patterns in residential areas of Center City Philadelphia and to recommend adjustments to service based on those needs.

Description:

There are a number of neighborhoods throughout Philadelphia that are well served by public transit yet ridership on the SEPTA system is not being maximized. Residents of such neighborhoods present a prime opportunity to increase public transit ridership without having to embark on any large-scale capital improvements. The potential to increase such ridership, has been identified by SEPTA as a high priority within its Marketing Department. Many residents of neighborhoods that have access to good public transit fail to take advantage of Philadelphia's public transit system to get them to their various destinations. What is the context for the under-utilization of public transit by such residents? Are transit options fully understood by residents? Are there perceived barriers by some residents to the use of public transportation? Do some of the residents have a negative attitude towards public transit that impact their transit use? And finally, how can transit services be presented more attractively to such residents that would increase their use. A survey will identify reasons for why such residents do/don't take public transit and how public transit could better be marketed to them.

The individualized approach of surveying residents at their homes differs from traditional surveying approaches in that it focuses on establishing a one-on-one dialogue with current and potential transit riders during which barriers to using available public transit are identified and targeted public transit information is exchanged. This personalized approach allows each individual rider's concerns and perceptions to be assessed and addressed, thus motivating them to rethink their travel habits and to realize the potential for behavior change. Coupling an individualized transit marketing piece with the resident survey will help to increase the one-on-one flow of information to residents and help to achieve that ultimate goal of an increase in ridership.

Tasks:

SEPTA will sponsor the Clean Air Council in conducting a neighborhood based neighborhood Transit Survey, which will be piloted in a neighborhood located within the City of Philadelphia that is extremely well served by public transit. The goal of the survey project is to determine current transportation behavior and patterns among residents of such neighborhoods, identify opportunities, based on resident's

perspectives, for both system improvements and marketing improvements that might increase ridership from residents living in such communities. The Council will also seize the opportunity to distribute an individualized transit education piece to residents who complete a survey, providing residents with the information needed to use public transit on a more frequent basis. Coupling the resident survey with an individualized education piece allows this personalized approach to be piloted in such a way that if it were to be successful, it could be replicated system-wide in the future.

Task 1: Planning and Materials Development

The planning and materials development phase, will first involve finalizing a location for the survey project in coordination with SEPTA, Philadelphia Planning Commission, DVRPC and other stakeholders. During Task 1, all planning and materials development will take place. Partners will be secured at the selected location, the survey instrument will be developed, a plan will be put into place to secure the desired number of completed surveys, and an individualized transit marketing piece will be developed. The individualized transit marketing piece is envisioned to be a small, palm-size card or bookmark that includes public transit information that is specific for residents at the chosen location. As an incentive to encourage a high level of participation in the survey, every resident that completes a survey will be entered into a raffle to win a prize. The prize will not be covered by federal or state funds. A project website will also be developed that has individualized transit marketing information, geared specifically to that neighborhood.

Task 2: Survey Collection

Surveys will be completed using two modes of collection: in-person and via an online survey tool, such as surveymonkey.com. An outreach team will be dispatched at the chosen community to interact with residents one-on-one and encourage them to complete a survey on the spot. Upon completion of a survey, residents will be entered into the raffle and be given the individualized transit marketing piece. Residents will also have the option of completing the survey online. Those residents who complete the survey online will also be entered to win the raffle prize. Once the online survey has been completed, residents will be diverted to the project website, which will highlight the individualized transit marketing piece, as they will not have had the one-on-one contact that those residents who completed the survey will have received.

Task 3: Survey Results Tabulation and Analysis

Survey results will be tabulated, consolidating the results from the surveys collected in-person and from those collected online. An analysis will be conducted of the results.

Task 4: Final Report and Recommendations

A final project report will be completed, based on the results of the survey analysis.

The report will include a set of recommendations as to how to increase transit ridership at the chosen location. The recommendations will include suggestions made by residents through the survey process and will include both recommendations for actual transit service improvements and for how public transit marketing could be improved for residents of the selected location.

Products:

Beneficiaries:

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$55,000		\$55,000		
2011					
2012					

PROJECT: 10-63-011 SEPTA Pulse Scheduling Study- Phase I

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

To conduct an investigation identifying candidate sites in the SEPTA service area, which have the greatest potential to improve service effectiveness through pulse scheduling, and to explore hypothetical pulse scheduling scenarios using DVRPC modeling software.

Description:

Pulse scheduling, also known as timed-transfers, is an established technique often employed by transit providers to facilitate passenger transfers between intersecting routes, which operate infrequently. Schedules are designed so that the vehicles from different routes arrive at a designated intersecting node point at the same time, or within a very short time period of each other, and subsequently depart in unison. During this 'pulse' window, passengers are able to conveniently transfer between routes allowing for a more seamless experience on the transit system.

A local example of pulse scheduling in practice is SEPTA's Norristown Transportation Center, which has functioned as a major transfer node for several bus routes since 1989, and even before that as an on-street pulse scheduling node. Implementing pulse scheduling at other transit nodes, where possible, has the potential to significantly reduce trip travel times for existing SEPTA riders who transfer between bus routes, or from bus to rail routes, and will also result in attracting new riders to the system.

Tasks:

1. Establish a Study Advisory Committee composed of relevant stakeholders including SEPTA, the City of Philadelphia, and the Pennsylvania suburban counties.
2. Use a combination of SEPTA traffic count data, on-time performance data, current schedule information and field views of transit node points to perform a system-wide analysis determining the best natural candidate sites where pulse scheduling may be the most beneficial to customers, either throughout the day, or during non-peak hours only.
3. Designate at least one candidate site as a pilot on which to explore hypothetical pulse scheduling scenarios using DVPRC modeling software to adjust route schedules and service frequencies.
4. Refine the methodology, as needed, in an iterative process so that it can be applied as a systematic approach to any candidate site in the SEPTA service region (Phase II).

5. Present findings outlining the rationale for selecting the candidate sites as nodes for pulse scheduling for Phase II study, and the relative strengths and weaknesses associated with each one.

Products:

A report identifying key candidate sites for the implementation of pulse scheduling, including their basis for selection. Demonstration of the model / methodology when applied to a specific location producing hypothetical pulse-based schedules for the SEPTA routes involved. This work will provide the foundation for Phase II of the project, which will apply the practiced model to all the candidate sites.

Beneficiaries:

SEPTA (Service Planning Department), Southeastern Pennsylvania Transportation Management Associations, City and County Planning Commissions, existing and new SEPTA riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$145,000		\$60,000		\$85,000
2011					
2012					

*-From 10-41-040-Regional Transit Planning Program

PROJECT: 10-63-012 Assessing Regional Rail Commuter Sheds

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Joseph Hacker, Josh Rocks

Goals:

To assist SEPTA with the collection and analysis of license plate and other data gathered from Regional Rail station parking. The resulting analysis of rider sheds would then be used to determine residence patterns of SEPTA customers and defining commuter sheds of the stations.

Description:

Prior transit planning work at DVRPC included regular activities aimed at investigating and evaluating detailed aspects of SEPTA's Regional Rail stations, based on license plate surveys. Over the years, SEPTA has obtained shed-area data for just 64 of 153 (42%) regional rail stations served. Collecting this shed data has become an element of SEPTA and member government assessment of ridership patterns and other broad commuting trends.

Using the shed maps with other thematic maps (e.g., major roads, municipal boundaries, other transit services, etc.), and/or data (e.g., forecast changes in population or employment) SEPTA has been able to understand and evaluate its market and improve its services. The information also provides clear and accurate data used in support functions within SEPTA, such as defining and targeting marketing campaigns, capital planning for the expansion of parking at stations, legislative affairs, and financial reporting activities.

This project reinstates and formalizes the station survey and geocoding work within the DVRPC Annual Planning Work Program to complete the station inventory, initially; and then to carry on a rolling program to resurvey and update all our stations every 10 years or so. A complete and current dataset would supply SEPTA with commanding information for planning, operating and administering a large and complex regional rail system. SEPTA staff will actively participate with DVRPC's planners to design and execute the work.

Tasks:

1. Establish a Study Advisory Committee composed of relevant stakeholders including SEPTA Staff, and as appropriate: the City of Philadelphia and the Pennsylvania suburban counties.
2. Develop a method for prioritizing or for choosing station study choices.
3. Perform license plate surveys, enter data, and geocode resulting origin patterns for

each selected station.

Products:

1. Maps detailing the shed boundaries in combination with other relevant data.
2. Technical memorandum providing assessment of the collected data findings and maps, including supporting data tables where appropriate.

Beneficiaries:

SEPTA (Service Planning Department), Southeastern Pennsylvania Transportation Management Associations, City and County Planning Commissions, existing and new SEPTA riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$89,088		\$59,088		\$30,000
2011					
2012					

*From 10-41-040-Regional Transit Planning Program

Delaware Valley Regional Planning Commission
Draft FY 2010 Transit Support Program for New Jersey

Project Number	Agency	Project	FY 2010 Budget
10-63-020	Burlington County	Transit & Ridesharing	\$45,000
10-63-021	Camden County	Transit Planning & Programming	\$50,000
10-63-022	Gloucester County	Transportation Systems Planning	\$65,000
10-63-023	Mercer County	Transit Planning & Programming	\$40,000
10-63-025	New Jersey Transit	TIP and Short Range Planning	\$85,000
Subtotal:			\$285,000
Special Studies			
10-63-026	Mercer County	Long Range Strategic Bus Plan	\$90,000
10-63-027	City of Trenton	Core Program	\$25,000
10-63-028	NJ Counties	NJ Transit Bus Surveys	\$79,621
Subtotal:			\$194,621
Total:			\$479,621

PROJECT: 10-63-020 Transit and Ridesharing

Responsible Agency: Burlington County - Land Development

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.

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 with the operators 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 CCCTMA.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$45,000		\$45,000		
2010	\$45,000		\$45,000		
2011	\$45,000		\$45,000		
2012	\$45,000		\$45,000		

PROJECT: 10-63-021 Camden County: Transit Planning and Programming

Responsible Agency: Camden County - Department of Public Works - Division

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
- 7.Develop and maintain transit -oriented GIS to include the development and update of asset management data on county roadways.
- 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$50,000		\$50,000		
2010	\$50,000		\$50,000		
2011	\$50,000		\$50,000		
2012	\$50,000		\$50,000		

PROJECT: 10-63-022 Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

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 Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$65,000		\$65,000		
2010	\$65,000		\$65,000		
2011	\$65,000		\$65,000		
2012	\$65,000		\$65,000		

PROJECT: 10-63-023 Transit Planning and Programming

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

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.

Beneficiaries:

Mercer County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$40,000		\$40,000		
2010	\$40,000		\$40,000		
2011	\$40,000		\$40,000		
2012	\$40,000		\$40,000		

PROJECT: 10-63-025 Transportation Improvement Program and Short Range Planning

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 2010, 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.

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$85,000		\$85,000		
2010	\$85,000		\$85,000		
2011	\$85,000		\$85,000		
2012	\$85,000		\$85,000		

PROJECT: 10-63-026 Mercer County Long-Range Strategic Bus Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

To explore long-range transit service concepts in Mercer County through a strategic reconsideration of New Jersey Transit bus routes under multiple county-defined planning scenarios.

Description:

Since 1970 the economic geography of Mercer County has changed dramatically. Development in the Route 1 corridor increasingly balances Trenton's dense urban core, but bus services in Mercer County still radiate from downtown Trenton. Growing out of recommendations from the Central Jersey Transportation Forum in recent years, NJ Transit has invested heavily in planning a Bus Rapid Transit (BRT) system to provide access to and circulation within the Route 1 corridor from Bucks, Burlington, Middlesex and Somerset counties, as well as the City of Trenton, Hightstown, and Princeton. In partnership with NJ Transit, DVRPC has recently conducted rail and bus rider surveys as well as a study of transit needs for human services populations. In addition, NJ Transit has surveyed the travel needs of NJ State employees in downtown Trenton.

Drawing from these data resources and others, NJ Transit is presently undertaking a near-term BRT implementation study which will propose bus route and service revisions as well as incremental capital improvements at a 2010/2015 time horizon. Also drawing on these data resources, DVRPC will complete a project in FY2009 to explore opportunities to better serve the Bucks County/Mercer County interstate travel market with bus service.

The Mercer County Long-Range Strategic Bus Plan will draw chiefly from the results of these two projects in considering bus service revisions under multiple long-range growth, policy, or investment scenarios.

Tasks:

1. Establish a Study Advisory Committee composed of relevant stakeholders including Mercer County and New Jersey Transit.
2. Gather and analyze baseline data, including:
 - a. Existing and planned services, ridership statistics, survey results, and travel demand study findings from NJ Transit and other local and regional providers as appropriate (e.g., SEPTA, Suburban Transit, Mercer County Coalition for Coordinated Human Service Transportation);
 - b. Population and employment projections, including detailed near-term forecasts to

- be published in NJ Transit’s near-term BRT study;
- c.Relevant information to support the policy or growth scenarios that are to be considered (e.g., land use or other information from municipal and/or county master plans for development potential);
- 3.Considering the results of the data analysis, draft and propose route and service concepts for steering committee review, including consideration of necessary capital investments;
- 4.As appropriate, DVRPC modeling staff will assist with technical analyses of service concepts, possibly including applications(s) of VISUM software;
- 5.Refine route, service, and investment concepts in consultation with the steering committee;
- 6.As appropriate, support Mercer County and NJ Transit in presenting optimized service plan in public meetings.

Products:

- 1.Report summarizing results of analysis, including descriptions, maps, and illustrations of service, routing, and investment concepts as appropriate.

Beneficiaries:

New Jersey Transit; Counties of Mercer, Bucks, Burlington, Middlesex, and Somerset; City of Trenton; current and future NJ Transit riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$135,000		\$90,000		\$45,000
2011					
2012					

*-From 10-41-040-Regional Transit Planning Program

PROJECT: 10-63-027 City of Trenton: Transit Support 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. transit ridership data). 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:

- 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. 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 2010.
- 4. A brief report on the activities which were undertaken in the planning/implementation of TIP projects.

Beneficiaries:

City of Trenton

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$25,000		\$25,000		
2011					
2012					

PROJECT: 10-63-028 New Jersey Transit Bus Surveys

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Joseph Hacker

Goals:

This project is part of a continuing multi-year project performing survey work on NJ Transit buses, largely operating in Camden County, in order to update older surveys, and assess and identify future issues or needs.

Description:

The purpose of this project is to collect and analyze survey data on commuter bus routes serving Camden County, as part of ongoing DVRPC transit surveys for NJT. This would provide data to update New Jersey Transit's previous on-board surveys and would support identification of operational issues or needs. This data is also available to DVRPC staff in support of travel simulation modeling, calibration and other transit data inquiries.

Tasks:

1. Survey selected NJT Bus routes focusing on Camden County service.
2. Enter and aggregate the data in accordance with NJT guidance.
3. Write up summary of method and conduct of the survey, including some data summary.
4. Conveyance of the finished data set to NJT in an agreed upon electronic format.

Products:

1. Technical memorandum summarizing work and findings and MS PowerPoint presentation materials detailing study process, finding and results.

Beneficiaries:

New Jersey Transit, municipalities and commuters

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009					
2010	\$179,621		\$79,621		\$100,000
2011					
2012					

* Project 10-41-040 Regional Transit Planning Program



JANUARY 2009

CHAPTER 5



OTHER MEMBER
GOVERNMENT PROJECTS

PROJECT: 10-53-300 PA/NJ Regional GIS Implementation Coordination

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. 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.
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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2009	\$300,000				\$300,000
2010	\$300,000				\$300,000
2011	\$300,000				\$300,000
2012	\$300,000				\$300,000

New Jersey:
\$150,000 – NJTIP

Pennsylvania
\$150,000 – PA TIP

PROJECT 10-62-000: 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 an approved Environmental document, 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 Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
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 – DB # X80B



JANUARY 2009

CHAPTER 6



SECTION A

OTHER MAJOR PLANNING PROJECTS IN THE REGION

SECTION B

ADDITIONAL UNFUNDED PROJECTS

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2010 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 2010 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 2010 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 2010:

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
PENNSYLVANIA				
I-95 Scudder 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	PE
US Route 202 Section 100	15385	PENNDOT	Chester and Delaware Counties	FD
Woodhaven Road	17112	PENNDOT	City of Philadelphia / US 1 to Philmont Rd.	On hold pending re-evaluation
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)	66952: FD 64796: FD 70197: PE
PA Turnpike widening – Northeast Extension	n/a	PA Tpke. Comm	Norristown to Lansdale, Montgomery County	PD/CE
52 nd Street to Center City Via City Branch Corridor	n/a	SEPTA	City of Philadelphia	AA completed

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
Route 100 Extension to King of Prussia	n/a	SEPTA	Delaware and Montgomery Counties	Updated AA & DEIS to commence
R6 Extension	n/a	Montgomery County	Berks County, Montgomery County	AA/DEIS and SVM Task Force analyses completed Montgomery County R6 Extension Study underway
Quakertown / Stony Creek Rail Restoration	n/a	TMA Bucks	Bucks County, Montgomery County	AA underway
PATCO Philadelphia Waterfront Transit Expansion	n/a	DRPA	City of Philadelphia	AA
Ben Franklin Bridge West Side Traffic Mitigation Study	n/a	DRPA	City of Philadelphia	CD
Route 23 Relocation	48172	Upper Merion Twp.	US 202 to US 422, Montgomery County	PE
Southeastern Pennsylvania Emergency Transportation Plan	n/a	PEMA	Southeastern Pennsylvania	CD
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
NEW JERSEY				
Camden Port District Road	n/a	DRPA	Camden	TIS

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
I-295, I-76 and Route 42 Direct Connect	355	NJDOT	Camden and Gloucester Counties	Final EIS completed
NJ Turnpike Widening, Exits 6 through 9	n/a	NJ Turnpike Commission	Burlington County, Mercer County, Middlesex County	TIS
PATCO Southern New Jersey Transit Expansion	n/a	DRPA	City of Philadelphia, Gloucester County, Cumberland County	AA
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	FA completed, elements of project advancing
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 38 Smart Growth Initiative	n/a	NJDOT	Burlington County	CD
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 Rail Plan	n/a	NJDOT	New Jersey	S&D
Large Truck Data Collection and Monitoring Program	n/a	NJDOT	New Jersey	S&D

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
Southern NJ Economic Growth Visioning Plan: Phase II	n/a	NJDOT	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 2010 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 \$23.9 million FY 2010 budget, have been placed in Chapter Six of the FY 2010 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 2010 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 2010 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

1. Regional Warehouse Inventory and Policy Plan

A vast array of warehouses and distribution facilities enables the region's economy and affords consumer satisfaction. A regional inventory is needed to better understand the region's warehousing resources and activities (as distinct from other transportation facilities such as port terminals and rail yards). Among the projected outcomes of the project will be a comprehensive GIS data base on warehouses and distribution facilities, guidance for local municipalities on greenfields and big-box development and brownfields reuse, and a regional policy plan that links warehouses and freight villages to the transportation network and land use considerations.

2. Linking Freight and Environmental Considerations

Shipments of freight cause significant levels of emissions and contribute to the region's non-attainment of federal air quality standards. At the same time, freight traffic is increasing and air quality regulations for many freight-related activities are limited (particularly for off-road activity). Emerging strategies and practices have proven effective in reducing emissions in other locales. This project will enumerate those strategies appropriate for the Delaware Valley that balance the movement of freight with community goals and also identify transportation improvement projects that will lead to emissions reductions.

3. Best Practices and Peer Review

Conduct a best practices and peer review study with State and DVRPC Transportation Planners to create an ideal transportation system beyond the 25-year plans "Aspirations List." The idealized plan could be placed on the shelf to use when a "Clean Slate" opportunity presents itself, like an "Economic Shock/Disaster." Parts of the plan could be used when and if money and the opportunity become available.

4. Center City Traffic Reduction

Restrict automobile access to center city to an every other day (odd/even license plates like Beijing) or some other method to filter auto travel to improve air quality, reduce congestion and increase use of public transit. An odd/even license plate system worked in Beijing, so it should work here. This is a cost effective way to impact these goals.

5. Efficient Financial Accountability

If "Time= Money" and we have a transportation financial crisis in both states, shouldn't we look for efficiency opportunities in our planning process? Especially, since it took 12-years to build the interchange at Rt-41/Rt-42 in Deptford, NJ and it takes years to study traffic flow signage improvements on the Ben Franklin Bridge. Perhaps this Work Program study would prove just how real the financial

crisis really is. Is it real or is it a pseudo crisis? By the way, do we have financial audits on transportation projects? This work program may tell how well our transportation funds are being spent?

6. TIP Public Comment Usage

This idea proposes a work program to review the public comments submitted on the TIP and glean out the best and most usable ideas presented and put them to good use. It seems a shame that all the work that the public put into this review endeavor should be lost because there is a fiscal for agencies. The public should know that something useful came from their effort.

7. Sustainable Plans and Codes

Sustainability has emerged as a key issue in the planning field, and communities across the globe are looking for ways to reduce consumption of energy, thwart climate change, and promote greener development. For local governments, the most powerful tools for shaping their communities in sustainable ways are comprehensive plans, zoning codes, and other development controls. However, because the concept of sustainable planning and zoning is new, there is a lack of information available to enable municipal decision-makers to implement sustainable planning practices. In response to this municipal need for information and expertise, DVRPC will assist municipalities with the assessment, drafting, and amendment of local plans and codes to enhance local sustainability. Specifically, DVRPC will, on a by-request, subsidized free basis, draft a sustainability element to be incorporated to a community's master plan, and/or will assess the community's master plan, zoning code, and other development controls for effectiveness at achieving sustainability and provide guidance for amendment of these planning documents to achieve local sustainability goals. The objective of this effort is to increase local adoption of sustainable planning practices, thereby enhancing the sustainability of the region as a whole.

8. Building Green: Assessing the Costs and Benefits

Increasingly, local governments are promoting or requiring green development in their communities. While these efforts will undoubtedly help thwart climate change and create healthier communities, they also raise questions about the costs and benefits of building green. Do green buildings really cost more? If so, do local governments risk driving away new development by calling for green buildings? Which is more expensive to build green- new construction or renovation? Will the costs of greener development practices be passed on to homeowners – or will residents save money on fuel consumption while enjoying a healthier environment? This study will provide answers to these questions using current data from national research as well as case studies from local green development projects. The study will discuss the cost of benefits of building green from the developer, municipal, and community/resident perspective.

9. Planning for Healthy Communities

Community Health Planning (CHP) represents an emerging focus on planning. However, the idea of planning for healthier communities is not new; it was one of the prime factors that resulted in the creation of the planning movement and zoning ordinances in the early 20th Century, as cities and urban areas faced problems of blight, over-crowding, lack of light and air in urban structures and resulting in health problems. The American Planning Association (APA) and the National Association of County and City Health Officials (NACCHO) have been collaborating for several years to explore shared objectives, providing tools for use at the local level, and recommending options and strategies for integrating public health considerations into land use planning. A wide range of strategies have been considered for dealing with community health-related issues, including changing individual behavior, improving the built environment, working with communities and regulatory/legal mandates. As the first year of a potential multi-phased study and involvement process, DVRPC would form an advisory committee of city, county and non profit agency representatives, including the academic and health communities, with the goal of assessing the issues, developing a regional profile of key demographic and health-related indicators and reviewing strategies to buttress existing programs and approaches that can achieve needed change. In addition, this work would serve as an extension of DVRPC's environmental justice planning activities; as an additional consideration in the development of job access/reverse commute routes, through the adopted Coordinated Human Services Transportation Plan; and as the basis for possible Health Impact Statements (HIA) to help evaluate proposed transportation projects and services for their community benefits or impacts.

10. Policy Report on Housing Tear-Downs and “Parachute”

A growing phenomenon in some suburban communities is the replacement of sound housing stock (primarily small single-family detached dwellings) with significantly larger single-family detached homes on the same lot. This development practice, called “tear downs,” usually occurs in mature, affluent communities, where the cost of land is high, suitable development sites are scarce and the desirability of the residential neighborhood or community is high. In some neighborhoods, lots may be subdivided and a single dwelling may be torn down and replaced by two new units, further adding to a crowded appearance and the potential change to the neighborhood's character. Another recent trend is the practice of shoehorning a relatively large home on a small lot in the midst of small homes on surrounding lots (called “parachute” housing). While such developments may result in higher housing prices and increased property tax revenue in a given area, they can also result in changes to the neighborhood character, the appearance of overcrowding, and the loss of vegetation as trees and shrubs are removed to make way for the larger dwelling unit. This report would document these development practices in the Delaware Valley (including municipal case studies) and recommend planning and zoning policies that strive for community compatibility while mitigating potential negative impacts.

11. Assessment of Transportation and Community Impacts from School Location Decisions

The location and configuration of school buildings can help define the character of a community. As communities grow or existing school facilities age, school districts are faced with decisions on how to upgrade and/or expand educational facilities. Schools that are renovated in existing developed areas can serve to enhance the walkability of a community and spur revitalization, while facilities located on the periphery of a community can have the reverse effect, causing sprawl and creating a greater reliance on automobile and buses. PennDOT's Home Town Streets and Safe Routes to School program were created to enable and encourage children to walk or bicycle to school through the establishment of safe transportation facilities through public outreach and education. This project would support these state and federal programs by examining state and local policies toward school siting decisions, and providing recommendations aimed at encouraging the development or renovation of school facilities in locations that can be safely accessed by bicycling or walking. The study would include case studies of local communities that have experienced situations where schools were built on their periphery or where existing school facilities in developed areas were renovated or expanded, and assess the results and impacts of each scenario.



JANUARY 2009

APPENDIX A



CONTINUING NJDOT
TASK ORDERS

Appendix A
3/1/2009

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2010 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*
09-53-020	FY 2009 Geographic Information Systems	PL-DV-09-03	350,000	6/30/2010
09-46-040	Central Jersey Forum	PL-DV-09-01	175,000	6/30/2009*
08-44-100	NJ Route 38 Burlington County Smart Growth Land Use	PL-DV-07-04	248,375	6/39/2009*

* 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:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
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**

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 contact.
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:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
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					
2008					

*NJ Transportation Trust Funds

Note: Project funding is 50% Pennsylvania, 50% New Jersey.

Regional Transportation GIS Coordination

**PROJECTS : 06-54-130
09-53-020**

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:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
2006	\$860,275				\$860,275
2009	\$350,000				\$350,000

2006-PL-DV-06-04
2009-PL-DV-09-03

PROJECT: 09-46-040 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: Zoe Neaderland, Kelly Rossiter

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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
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 08-44-090: Smart Growth Land Use Management Plan and Transportation Planning Analysis for the Rt. 38 Corridor from Pennsauken Creek (Maple Shade) to Route 206 (Southampton) in Burlington County

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson

Goals:

- (1) Undertake area and corridor smart growth and smart transportation studies and plans that demonstrate linkages between land use and transportation, while being sensitive to the character and goals of local communities.
- (2) Develop corridor and area plans that serve to guide efficient and sustainable investments in transportation infrastructure improvements consistent with statewide, county and local goals.

Description:

The defined Rt. 38 Corridor study area includes eight (8) municipalities: Eastampton, Hainesport, Lumberton, Maple Shade, Moorestown, Mount Holly, Mount Laurel and Southampton townships within Burlington County, New Jersey. The proposed study contains two separate but interrelated activities:

- Development of a smart growth Land Use Management Plan with the goal of improving the land use arrangement and functional qualities of the area affected by the transportation system, and
- Preparation of a Transportation Analysis of the defined study area to identify corridor issues and needs.

The study will be under the general administrative supervision of a project manager from the Delaware Valley Regional Planning Commission (DVRPC). Burlington County's Department of Economic Development and Regional Planning (BCDEDRP) and the Burlington County Engineer's Office (BCEO) will supervise specific elements of the Land Use Management Plan and the Transportation Analysis. A study technical committee with membership from DVRPC, the BCDEDRP, the BCEO, the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJT) will be formed. A consultant firm or team will be retained to undertake the overall work program. In addition to an initial study briefing meeting with local officials, six (6) meetings of the Technical Committee and three (3) public meetings will be held throughout the 18-month study.

The project scope will include the following tasks:

A. Land Use Management Plan

- Benchmark the study area's current physical conditions, including positive and negative aspects.

- Collect current master plans and zoning ordinances of study area municipalities to develop a benchmark of status quo planning.
- Collect and summarize the concerns and desires about the physical and visual qualities of the study area by soliciting the input from representatives from each municipality.
- An environmental analysis will also be performed, including an assessment of wetlands, floodplains and streams and endangered and threatened species.
- Help the municipalities to envision where they want the study area to be visually five (5) years out, and in years 2020 and 2035 in the form of a vision statement with supporting graphics that can be effectuated by municipal master plans and zoning ordinances.
- Develop a Land Use Management Plan for the study area based on the vision statement; by working with the municipalities to identify goals and objectives that further refine the vision for the study area; and set forth recommendations for achieving the vision based on respective goals and objectives. In essence, the Land Use Management Plan will identify “what” the municipalities want to accomplish and will recommend “how” to achieve the defined vision.

B. Transportation Analysis

The Transportation Analysis will examine the mainline Rt. 38 corridor and significant intersections relative to land use plans and zoning in the study area and propose suggestions to improve the transportation aspects of the study area. The various Tasks of the Transportation Study may stand-alone, and the emphasis of the Final Report may also be given to more narrow transportation issues. The data-gathering phase will include traffic counts, accident data and pedestrian information. An assessment of current capacity and forecasted travel growth to 2030 will also be performed. The multimodal aspects of the analysis will point to potential problems and possible solutions at intersections, the mainline of Route 38, and approach roads within the 1,200 foot-wide study area centered on Route 38 including bus support (shelters, bus stop pads and sidewalks, turn outs, signing, etc.), and bicycle and pedestrian needs (overpasses, sidewalks, crosswalks, signing, etc.)

C. Final Products

Merging the Land Use Management Plan and Transportation Study is expected to result in an agreed upon action plan that includes implementing the physical elements and improving multimodal traffic flow cognizant of regional and local interests. This Combined Plan will be circulated widely to NJ Department of

Transportation units including: Project Management, Operations and Maintenance, and Local Government Services, and NJ Transit. Other State

agencies such as the NJ Department of Community Affairs (Office of Smart Growth), NJ Department of Environmental Protection, and the NJ Commerce and Economic Development Commission will receive copies of the Combined Plan.

The Combined Plan will guide transportation investments for the short-term, intermediate term, and long-range investments for the study area. Also, any maintenance to or design elements for the “mainline of Rte 38” will include consideration of the physical and visual elements ascribed to and adopted in the Land Use Management Plan.

FY 2008/09 Tasks:

1. Form Study Technical Committee
2. Define study area boundaries for Land Use and Transportation analyses
3. Initiate/Complete Land Use Management Plan tasks
4. Initiate/Complete Transportation Analysis tasks
5. Develop Integrated Smart Growth and Smart Transportation Corridor Plan
6. Develop Implementation Strategy and Actions
7. Prepare final report

Products:

1. Land Use Management Plan
2. Transportation Analysis
3. Integrated Smart Growth and Smart Transportation Corridor Plan
4. Capital Improvement Strategy
5. Recommended Implementation Strategy and Actions
6. Final Report with an Executive Summary and Powerpoint Presentation

Beneficiaries: County, local governments, State DOT, transit agency, municipal officials, public, goods movement

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
2007					
2008	\$ 248,375				\$248,375
2009					
2010					



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