

2 States 9 Counties 1 Region



# FY 2011



January 2010

## Planning Work Program



42 43 44 **45**

Years of Service / Serving the Philadelphia, Camden, Trenton, Metropolitan Areas



# FY 2011

## Planning Work Program

18

### 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, 8TH FLOOR  
190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106  
PHONE: 215.592.1800  
WEB: WWW.DVRPC.ORG



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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.



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

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

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.



January 28, 2010

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2011 Planning Work Program as adopted by the Board of Commissioners on January 28, 2010.

This document details work to be completed by DVRPC and our member governments during FY 2011, which begins July 1, 2010 and extends through June 30, 2011. 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 2011 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 FY2011 will be to begin to implement the goals of our new long range plan, *Connections: The Regional Plan for a Sustainable Future*.

The Commission believes that the FY 2011 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.

**Louis J. Cappelli, Jr. Esq.**  
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 2011 PLANNING WORK PROGRAM**

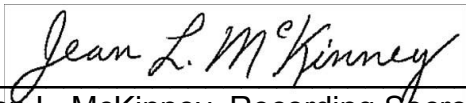
**BE IT RESOLVED**, that the Board of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts the Fiscal Year 2011 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 2010 TIP for New Jersey (NJ10-12) and the FY 2009 TIP for Pennsylvania (PA09-84) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2011 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 2011 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 2011 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 2011 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 28<sup>th</sup> day of January, 2010  
by the Board of the Delaware Valley  
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY10-011.



Jean L. McKinney, Recording Secretary

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FY 2011 PLANNING WORK PROGRAM**

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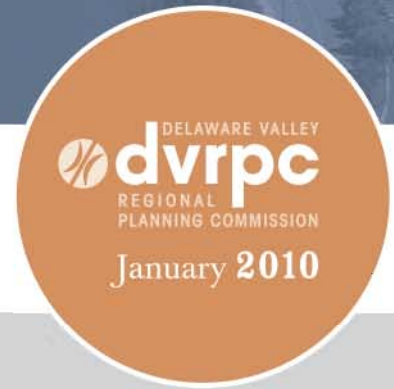
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# CHAPTER

## 1 Introduction



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2011 PLANNING WORK PROGRAM**

**CHAPTER ONE**

**INTRODUCTION**

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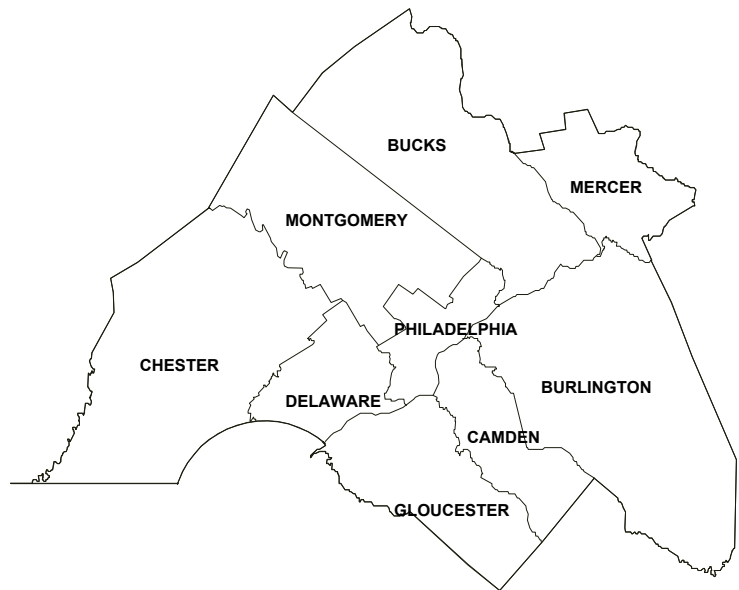
# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Fiscal Year 2011 Planning Work Program

### INTRODUCTION

The Fiscal Year 2011 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, 2010 through June 30, 2011. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

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



DVRPC's mission is to 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 FY2011. 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 Connections 2035, 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 must attain the mandated air quality standards for fine particulate matter and ground-level ozone. 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 continued regional initiatives that included administering the Coastal Zone Management program in Pennsylvania and the Tri-County Water Quality Management program in New Jersey; and prepared new corridor plans that link land use and economic development. A new long range plan, Connections 2035, was completed and adopted by the DVRPC Board.

In FY 2011, staff will encourage implementation of the newly adopted long range plan; continue planning for energy efficiency's, advance transportation operations and safety projects, study new models of citizens' participation, develop a center city traffic model and respond to many other needs of the DVRPC member agencies.

### **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:

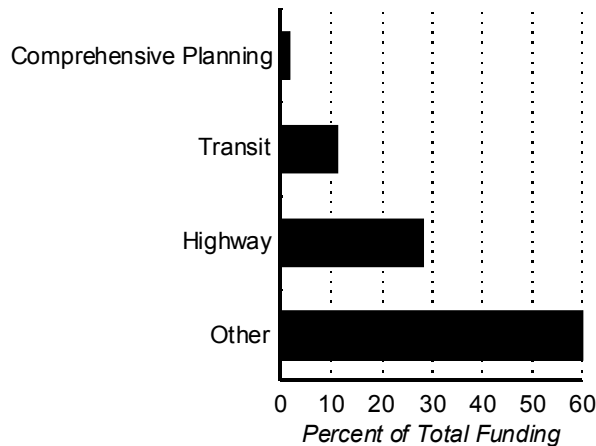
- the **Planning Coordination Committee and Regional Transportation Committee (PCC-RTC)**, The PCC & RTC serves as an advisory unit to DVRPC, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation 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 **Regional Community and Economic Development Forum**, functions as a forum for planners, developers, economic development agencies, housing agencies and nonprofits to share ideas and formulate regional policies. The Forum facilitates cooperation and information sharing among the various agencies, and strives to coordinate the economic development community with regional land use, housing and transportation planning activities.

- **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 2011 Program Budget**

The total budget for the FY 2011 Planning Work Program is \$22,626,154, a decrease of \$929,948 from that contained in the FY 2010 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.

### Funding Summary



### FY2011 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 \$230/month as of 2/17/09. 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.

### **Energy and Climate Change Initiatives**

This project will focus resources and attention of local and regional officials on regional policies for reducing energy use and their associated greenhouse gas emissions and adapting to predicted climate change impacts. The project will provide leadership, information and facilitate cooperation on reducing energy use, reducing GHG emissions, and preparing for predicted impacts of climate change impacts.

### **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 2011 Census (including evaluating the proposed Census Transportation Planning Products); and administering the Commission's Information Resources Exchange Group (IREG).

## **Work Program Organization**

The FY 2011 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 2011. 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 2011 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 Key Principles**

The four key principles 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 four key principles of the Long-Range Plan are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the Long-Range Plan.

CONNECTIONS LONG-RANGE PLAN KEY PRINCIPLES

PROGRAMS	Create Livable Communities	Manage Growth & Protect Resources	Build an Energy-Efficient Economy	Modernize the Transportation System
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	○	○	○	•
TransitChek Marketing	○	○	○	•
Energy and Climate Change Initiatives	○	○	•	○

• Primary Association ○ Peripheral Association





**Title VI Compliance:**

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

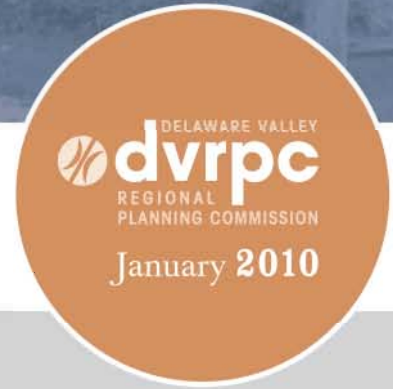


**TABLE "A"**  
**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**FY 2011 PLANNING WORK PROGRAM**  
**FUNDING SUMMARY**

03-04-10

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$3,058,573	\$3,058,573
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	3,352,900	6,843,970
PA STATE	0	542,241	118,408	0	641,725	1,302,374
PA OTHER	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
NJ FTA	0	0	427,519	0	0	427,519
NJ FHWA	0	2,198,000	0	0	1,250,875	3,448,875
NJ STATE	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
<b>PA LOCALS</b>	<b>\$138,977</b>	<b>\$330,529</b>	<b>\$118,409</b>	<b>\$330,345</b>	<b>\$3,610</b>	<b>\$921,870</b>
Bucks County	21,569	51,298	18,377	51,270	722	143,236
Chester County	15,649	37,218	13,333	37,197	722	104,119
Delaware County	18,553	44,126	15,808	44,101	722	123,310
Montgomery County	27,073	64,387	23,066	64,351	722	179,599
City of Philadelphia	54,799	130,327	46,689	130,255	722	362,792
City of Chester	1,334	3,173	1,136	3,171	0	8,814
<b>NJ LOCALS</b>	<b>\$55,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,074</b>	<b>\$97,888</b>	<b>\$223,467</b>
Burlington County	15,281	0	0	19,291	39,197	73,769
Camden County	15,486	0	0	19,551	29,147	64,184
Gloucester County	9,192	0	0	11,604	27,322	48,118
Mercer County	9,580	0	0	12,095	722	22,397
City of Camden	2,885	0	0	3,644	1,500	8,029
City of Trenton	3,081	0	0	3,889	0	6,970
<b>SUBTOTAL DVRPC</b>	<b>\$194,482</b>	<b>\$6,561,840</b>	<b>\$1,611,606</b>	<b>\$400,419</b>	<b>\$8,643,071</b>	<b>\$17,411,418</b>
<b>MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES</b>						
PA FTA	\$0	\$0	\$947,270	\$0	\$0	947,270
PA FHWA	0	628,000	0	0	150,000	778,000
NJ FTA	0	0	427,519	0	0	427,519
NJ FHWA	0	0	0	0	2,465,000	2,465,000
PA LOCALS	0	157,000	236,817	0	0	393,817
NJ LOCALS	0	0	106,880	0	96,250	203,130
<b>SUBTOTAL</b>	<b>\$0</b>	<b>\$785,000</b>	<b>\$1,718,486</b>	<b>\$0</b>	<b>\$2,711,250</b>	<b>\$5,214,736</b>
<b>GRAND TOTAL</b>	<b>\$194,482</b>	<b>\$7,346,840</b>	<b>\$3,330,092</b>	<b>\$400,419</b>	<b>\$11,354,321</b>	<b>\$22,626,154</b>





# CHAPTER

## 01 **2** Program Area & Project Descriptions



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2011 PLANNING WORK PROGRAM**

**CHAPTER TWO**

**DVRPC PROJECT DESCRIPTIONS**

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
 FY 2011 PLANNING WORK PROGRAM  
 PROJECT FUNDING BY SOURCE

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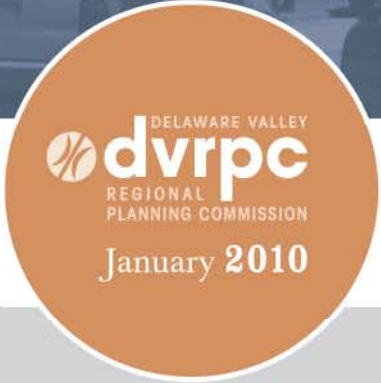
PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2011 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
<b>Chpt. Two-Sect. A</b>						
<b>DVRPC PROGRAM AREAS</b>						
33	11-21-010	Technical Assistance to Member Governments	239,010	49,855	-	-
37	11-22-020	TransitChek Marketing	250,000	-	-	250,000
39	11-23-010	Regional Forum	197,520	42,480	-	-
41	11-23-020	Work Program Administration	240,000	42,480	-	-
43	11-23-040	Environmental Justice	120,000	21,240	-	-
45	11-41-020	Transportation Operations	370,000	56,640	-	50,000
49	11-41-030	Corridor Planning	490,000	86,730	-	-
53	11-41-040	Regional Transit Planning Program	460,000	460,000	-	-
57	11-41-050	Non-Motorized and Human Services Transportation Planning Program	350,000	288,050	-	-
61	11-41-060	Delaware Valley Freight Planning	350,000	288,050	-	-
65	11-41-090	Transportation Safety & Security	500,000	74,340	-	80,000
69	11-43-010	Travel Monitoring	645,000	-	-	-
71	11-44-010	Smart Growth	430,000	51,330	60,000	80,000
75	11-44-020	Economic Analysis and Coordination	150,000	82,300	17,700	50,000
79	11-44-030	Strategies for Older Communities	430,000	35,400	50,000	180,000
81	11-44-040	Energy and Climate Change Initiatives	240,000	32,671	55,419	-
85	11-46-010	Long Range Plan	450,000	370,350	79,650	-
89	11-46-020	Regional Congestion Management Process	230,000	230,000	-	-
93	11-46-030	Air Quality Planning	280,000	230,440	49,560	-
97	11-47-010	Environmental Planning	170,000	75,000	95,000	-
101	11-51-010	Travel and Land Use Modeling	500,000	411,500	88,500	-
103	11-52-010	Transportation Improvement Program (TIP)	450,000	370,350	79,650	-
107	11-52-020	Competitive Program and Project Management	640,000	50,000	-	590,000
109	11-53-010	Geographic Information Systems	380,000	312,740	67,260	-
111	11-54-010	Data Exchange and Analysis	260,000	213,980	46,020	-
		Subtotal	8,913,865	5,868,040	1,505,406	310,419

PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2011 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
<b>Chpt. Two-Sect. B</b>						
<b>DVRPC PROJECTS</b>						
08-44-090	William Penn Waterfront -- Adm. **	75,000	-	-	-	75,000
09-42-020	New Jersey Aviation AWOS Installation -- Adm. **	65,000	-	-	-	65,000
09-47-300	Local Food Economy Technical and Financial Assistance Program **	100,000	-	-	-	100,000
10-41-110	Schuykill Expressway Operational Research Model **	275,000	-	-	-	275,000
10-47-020	CY 2010 Tri-County Water Quality Management Program **	47,500	-	-	-	47,500
10-51-040	US 422 Tolling and Transit **	80,000	-	-	-	80,000
10-53-030	FY 2010 Aerial Imagery **	375,000	-	-	-	375,000
11-04-010	Private Sector Data Requests	10,000	-	-	-	10,000
11-10-010	General Fund	194,482	-	-	-	194,482
11-22-010	Commuter Benefit Program - TransitChek	1,500,000	-	-	-	1,500,000
11-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
11-23-030	Public Participation, Information and Visualization Techniques	320,000	263,360	56,640	-	-
125	Darby Borough Grade Crossing Study	60,000	-	-	-	60,000
127	Intelligent Transportation Systems (ITS) Including RIMIS	983,500	-	-	-	983,500
131	Tri-County Transportation Plan Implementation	60,000	49,380	10,620	-	-
133	New Jersey Interstate Partial Interchange Study	100,000	-	-	-	100,000
135	FFY 2011 Regional Aviation System Planning	250,000	-	-	-	250,000
137	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
139	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000

DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
 FY 2011 PLANNING WORK PROGRAM  
 PROJECT FUNDING BY SOURCE

TABLE B  
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 3/1/2010

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2011 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
<b>DVRPC PROJECTS (continued)</b>							
141	11-44-050	Regional Housing Study, Phase II	50,000	-	-	50,000	-
143	11-44-060	Trans. Improvements Needed to Realize the Potential of the Delaware River Waterfront	80,000	-	-	-	80,000
145	11-46-040	Central Jersey Transportation Forum	175,000	-	-	-	175,000
147	11-46-050	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
149	11-46-055	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
151	11-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
153	11-47-020	CY 2011 Tri-County Water Quality Management Program	47,500	-	-	-	47,500
155	11-47-030	Pennsylvania Coastal Zone Management Implementation Program	42,000	-	-	-	42,000
157	11-47-040	Delaware Valley Regional Food System Plan	100,000	82,300	17,700	-	-
159	11-47-050	Identifying Environmental Mitigation Opportunities for Planned and Programmed Projects in SE PA	60,000	-	-	-	60,000
161	11-47-200	New Jersey Local Environmental Initiatives	140,000	-	-	40,000	100,000
163	11-51-020	Update DVRPC Travel Simulation Model	690,000	-	-	-	690,000
167	11-51-070	Center City Philadelphia Evacuation & Traffic Model	150,000	-	-	-	150,000
173	11-51-080	Center City Philadelphia Traffic Model	110,000	-	-	-	110,000
179	11-51-200	PennDOT Alternative Tests	700,000	-	-	-	700,000
181	11-52-040	Transportation Asset Management Process	120,000	98,760	21,240	-	-
185	11-52-050	NJ TE Project Management	100,000	-	-	-	100,000
187	11-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
189	11-56-700	Member Government Special Projects	49,571	-	-	-	49,571
	11-56-701	Carryover of PennDOT Highway Needs Studies **	50,000	-	-	-	50,000
		Subtotal	8,497,553	693,800	106,200	90,000	7,607,553
		<b>SUBTOTAL DVRPC PROGRAM</b>	\$ 17,411,418	\$ 6,561,840	\$ 1,611,606	\$ 400,419	\$ 8,837,553
		** Carryover Projects					
<b>MEMBER GOVERNMENT AND TRANSIT OPERATING AGENCIES</b>							
191	Cppt. Three	Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
	11-60-000/11-61-000	PANJ Supportive Regional Highway Planning Program					
237	Cppt. Four	Transit Support Program	1,718,486	-	1,718,486	-	-
	11-63-000	PANJ Transit Support Program					
287	Cppt. Five	Other Member Government Projects	300,000	-	-	-	300,000
291	11-53-300	PANJ Regional GIS Implementation Coordination	1,930,000	-	-	-	1,930,000
293	11-62-000	NJ Local Study & Development					
		<b>SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES</b>	\$ 5,214,736	\$ 785,000	\$ 1,718,486	\$ -	\$ 2,711,250
		<b>GRAND TOTAL</b>	\$ 22,626,154	\$ 7,346,840	\$ 3,330,092	\$ 400,419	\$ 11,548,803



# CHAPTER

## 0 1 **2** A: Program Area Descriptions



**PROJECT: 11-21-010 Technical Assistance to Member Governments**

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

**Products:**

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

**Beneficiaries:**

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



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$228,138	\$188,642	\$39,496		
2011	\$288,865	\$239,010	\$49,855		
2012	\$288,865				
2013	\$288,865				



## **PROJECT: 11-22-020 TransitChek Marketing**

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

**Project Coordinator:** Stacy Bartels

**Project Manager:** Erin Burke

### **Goals:**

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

### **Description:**

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

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

### **Tasks:**

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

### **Products:**

1. Annual marketing and media plans.
2. Marketing and media materials.
3. Website information.

4. Quarterly and annual reports.

**Beneficiaries:**

Public, area employers, transit agencies, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000

\*1. PA- \$160,000 TIP-CMAQ # 17891, \$40,000 Transitchek Program Cash

2.NJ- \$40,000 TIP-CMAQ #D0406 , \$10,000 Transitchek Program Cash

## **PROJECT: 11-23-010 Regional Forum**

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

**Project Coordinator:** Jean McKinney

**Project Manager:** Barry Seymour

### **Goals:**

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

### **Description:**

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

### **Tasks:**

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

**Products:**

- 1. Agenda, minutes and supporting materials as required.
- 2. Special policy reports, memoranda and correspondence as required.
- 3. Interim reports as appropriate.
- 4. Agendas and minutes of Board Policy Analysis Committee

**Beneficiaries:**

All client groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$240,000	\$198,720	\$41,280		
2011	\$240,000	\$197,520	\$42,480		
2012	\$240,000				
2013	\$240,000				

**PROJECT: 11-23-020 Work Program Administration**

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**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 2012 Planning Work Program, negotiate project funding, monitor the FY 2011 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 2012 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 2012 Planning Work Program.
- 2.Monthly and quarterly progress reports and invoices.
- 3.Contract closing report(s).
- 4.Grant applications and contracts.
- 5.Special financial and internal management reports.

**Beneficiaries:**

Member Governments and Operating Agencies,

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$240,000	\$198,720	\$41,280		
2011	\$240,000	\$197,520	\$42,480		
2012	\$240,000				
2013	\$240,000				



## **PROJECT: 11-23-040 Environmental Justice**

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

**Project Coordinator:** Candace Snyder

**Project Manager:** Jane Meconi, Meghan Weir

### **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, Title VI Compliance Plan and the Environmental Justice Planner's Methodology, 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. Explore potential for other EJ publications and brochures for various audiences.
- 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, including expanding membership of the Regional Citizens Committee.

- 6.Refine mechanisms for the ongoing review of the TIP and long-range plan.
- 7.Incorporate EJ analysis into individual project studies and reports in DVRPC Work Program.
- 8.Continue to train staff in EJ/Title VI strategies.
- 9. Explore opportunities for EJ events for DVRPC stakeholders and the general public.

**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.Refine mechanism for the ongoing review of the TIP, and other programs and plans, as needed.
- 4.Expanded role for and development of equity and opportunity in the long-range plan and other plans and programs
- 5.Refine and update Environmental Justice/Title VI web page as needed.
- 6.Title VI Annual Report
- 7.Refine EJ Methodology showing updated demographic profiles as needed
- 8.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 residents

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$120,000	\$99,360	\$20,640		
2011	\$120,000	\$98,760	\$21,240		
2012	\$120,000				
2013	\$120,000				

## **PROJECT: 11-41-020 Transportation Operations**

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

**Project Coordinator:** Stanley Platt

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

### **Goals:**

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

### **Description:**

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with the federal requirements, it will also support DVRPC's on-going transportation operations planning activities. More detailed information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations/>.

In FY 2010, DVRPC assisted Delaware County Emergency Services Department in managing the Delaware County Incident Management Task Force. In New Jersey, DVRPC is helping NJDOT evaluate the effectiveness of the I-295 Traffic Management Plan and ITS being deployed on the highway. In FY 2010, DVRPC collected before data prior to the beginning of construction. Another focus of this project is operations of expressways in Philadelphia and the development of individual traffic management/incident management plans for expressway construction projects. A major emphasis has been operational planning for the reconstruction of I-95.

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 were identified in PennDOT's Regional Operations Plan (ROP) for the DVRPC region.

Since traffic signals in Pennsylvania are owned, operated, and maintained by individual municipalities, any initiatives to implement new signal systems has largely resided with them. Municipal priorities may or may not coincide with regional priorities to reduce traffic congestion, move traffic, or support expressway diversion routes. In response to this situation, DVRPC developed a GIS model, Priorities for Operational Investment (POInts), to optimize the region's traffic signal investment. In FY2010, DVRPC used the POInts model to develop a traffic signal priority

network, as well as a deployment plan for ITS devices for the City of Philadelphia. In FY2011, DVRPC will expand the use of the POInts model to other counties.

Once signal systems go in, Pennsylvania municipalities often 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. In FY 10, DVRPC conducted a retiming effort on US 30 in Chester County.

In FY 2010, DVRPC conducted the Central Chester County Transportation Operations Study to improve operations in the US 30, US 202, and PA 100 corridors. With limited capital funding for capacity improvements, Chester County wanted DVRPC to identify operational concepts to maximize performance of these roads. Because of the recurrence of incidents on US 30 Bypass, the impact of diverted traffic on adjacent communities, and interest expressed by local municipalities, DVRPC initiated an incident management task force between the Lancaster County Line and US 202. On US 202 Section 200, DVRPC conducted an Operations Audit to identify operational issues and recommend low cost strategies to preserve capacity, improve safety, and increase reliability.

Creation of the US 30 Incident Management Task Force and the US 202 Operations Audit were a cooperative effort between Chester County Planning Commission and DVRPC. The county is concerned that without technical support by DVRPC staff, these burgeoning efforts will not be sustained. In FY 2011, the Transportation Operations Program will be expanded to dedicate additional resources to make these two efforts more sustainable.

The work program is subdivided by the four sub elements described above. Some of these activities may require DVRPC to purchase equipment and/or services.

**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 procedures, communications, upgrading of traffic signals, construction

coordination, and work zone traffic management.

3. Periodically meet with NJDOT's design services, traffic operations, and the contractor and resident engineer of the I-295 Reconstruction Project to update and refine I-295 data collection, analysis methodology, and measures of effectiveness.
4. Continue data collection during the reconstruction of I-295 in Burlington County. This will entail coordinating collection of travel times, traffic counts, crash statistics, and emergency tow truck usage. At various times during FY 2011, construction will close I-295's shoulders, different on-ramps, and the northbound travel lanes.
5. Begin the transition of the Delaware County Incident Management Task Force to local emergency responder stakeholders.
6. Plan and host a regional incident management conference.

#### Traffic Signal Systems Priority Program Activities

1. Hold periodic meetings with each individual county and other key stakeholders including PennDOT, DVRPC, FHWA. Prepare agendas, presentation materials, and meeting minutes.
2. Apply Priorities for Operational Investment (POInts) model to each individual county. Input county specific data including functional classification, detour routes, emergency evacuation routes, bus routes, and traffic signal density. The product will be a priority network to implement traffic signal retimings and signal upgrades.
3. Using the priority network as a base, and factoring in existing signal systems, fiber network connectivity, and county priorities, develop a traffic signal improvement program.
4. In coordination with the counties, evaluate all traffic signal system TIP requests with respect to the priority network and traffic signal improvement plan. Develop a priority list of signalized intersections for signal retiming.

#### Closed Loop Traffic Signal Optimization Tasks

1. In cooperation with PennDOT and the Pennsylvania counties, 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.

#### Central Chester County Transportation Operations Tasks

1. Assist the US 30 Incident Management Task Force to address identified operational and traffic management issues such as detour routes, incident management plans, traffic signal coordination, and interagency information sharing and communications.
2. Assist Chester County and municipalities in the US 202 Section 200 corridor to advance operational improvements including upgrading on-ramp mergers, signs and markings, traffic signal timing and coordination improvements.
3. Begin the transition of facilitating the incident management task force to local

emergency responder stakeholders.

**Products:**

Transportation Operations Products:

- 1. Incident management task force meeting agendas, summaries, and meeting materials
- 2. Maps showing ITS equipment, detour routes, traffic signals, and other transportation control devices
- 3. Interim report documenting data collected and preliminary findings of the effectiveness of I-295's traffic management plan and ITS

Signal Products

- 1. County level traffic signal priority networks and implementation programs
- 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

Central Chester County Transportation Operations Products

- 1. Technical committee meeting agendas, handouts, meeting minutes
- 2. Maps, graphics, and other materials that highlight operational issues and solutions

**Beneficiaries:**

NJDOT, PennDOT, and the counties

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$260,000	\$215,280	\$44,720		
2011	\$370,000	\$263,360	\$56,640		\$50,000
2012	\$260,000				
2013	\$260,000				

\$40,000 PA Supplemental PL, \$10,000 SMLF - Central Chester County Transportation Operations Study

## **PROJECT: 11-41-030 Corridor Planning**

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

**Project Coordinator:** David Anderson

**Project Manager:** Jerry Coyne, Karin Morris

### **Goals:**

To support DVRPC's long-range plan, Connections, the DOTs' land use and transportation linkage initiatives and member government planning and implementation activities. 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. Inform local governments, affected stakeholders and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

### **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 that seek transportation and land use planning integration in order to better manage growth in the region. Moreover, the project will strive to improve access to and efficiency of the region's 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. In FY11, 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 pertinent study steering committee. Findings from the research will be incorporated into the corridor planning work, and other DVRPC plans and projects.

The specific corridors that will be studied in FY11 are:

(1) In Pennsylvania, continuation of the Route 30 Corridor Study (from West

Philadelphia through Lower Merion, Haverford and Radnor townships in Montgomery and Delaware counties) with recommended land use and transportation improvements that will preserve the livability of the corridor and support needed improvements.

(2a.) In New Jersey, the City of Camden Parking Needs Assessment will be conducted for five areas of Camden: Downtown, the Central Waterfront, North Camden, Lanning Square, and the Gateway neighborhood. The study will evaluate all existing on-street, surface and structured parking, and determine the need for additional parking to serve the current and future business and University communities. The study will examine land availability for new parking, the type, design, and best location for possible new parking, and how to manage existing and future parking areas to avoid excess parking within the context of the respective neighborhoods.

(2b.) Supportive activities for a possible TOD study of the PATCO Extension to Gloucester County. The study will assist the counties and municipalities along the rail line extension, providing support, coordination, visioning and collaboration on transit-oriented development opportunities. Corridor constraints and opportunities will be identified in collaboration with federal, state and local stakeholders. Corridor 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 three studies will include research, analysis, case studies and/or implementation plans on best practices related to linking transportation and land use planning. In previous work programs, corridor plans undertaken included issues assessment, best practices evaluation, regional and local policy recommendations, and development of case studies or implementation plans for selected locations.

## **Tasks:**

### **a. Access Management**

On a continuing and revolving basis, work with steering committee to select, evaluate and conduct an implementation plan on access management for high priority corridors. Work with local steering committee as well.

### **b. Corridor or Area Studies (includes: US 30 Corridor Study in PA, NJ Camden Parking Study & TOD Study for PATCO Extension)**

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

2. In coordination with steering committee, identify corridor/area 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 outreach and involvement program.
4. Prepare a complete description of corridor deficiencies. In the case of the parking study, assess the existing parking, the needs for additional parking, and appropriate locations, designs and management strategies.
5. Assess the need for zoning map and text amendments to achieve the vision for the corridor or area.
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/parking needs and improvements.
8. Prepare an implementation strategy for the final recommendations and an action plan to advance them.
9. Document results of the study in a technical report.
10. Coordinate the corridor plan and parking study, and other long range plan elements, with affected local governments, operating agencies and other groups.

**Products:**

Access Management, Corridor or Area Studies

1. Corridor or area 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.
4. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing corridor planning work.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$640,000	\$529,920	\$110,080		
2011	\$490,000	\$403,270	\$86,730		
2012	\$490,000				
2013	\$490,000				



## **PROJECT: 11-41-040 Regional Transit Planning Program**

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

**Project Coordinator:** Joseph Hacker

**Project Manager:** Gregory Krykewycz, Josh Rocks

### **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 provide data to support 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, 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, with 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 program's 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. Some of these activities may require DVRPC to purchase equipment and/or services to meet the program goals.

**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$460,000		\$460,000		
2011	\$460,000		\$460,000		
2012	\$460,000				
2013	\$460,000				



**PROJECT: 11-41-050 Non-Motorized and Human Services Transportation Planning Program**

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

**Project Coordinator:** Joseph Hacker

**Project Manager:** Dan Nemiroff, Meghan Weir

**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 plan. Both elements expand and promote mobility options for transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation planning and design process, per USDOT and NJDOT policy. Additionally, this program continues the coordination with member governments on integrating cyclists and pedestrians into the regional transit network, enhancing local mobility, and improving safety.

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

**Description:**

DVRPC and 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. This is also viewed as a means to enhance local mobility. Projects under the bicycle/pedestrian program will complement county and local initiatives 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 Regional Bicycle and Pedestrian Advisory Forum (RBPAF), 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 particularly, the coordination of human service transportation. This includes Federal Transit Administration's Job Access and Reverse Commute and New Freedoms project development and selection in Pennsylvania and New Jersey. Coordinated operations and innovation in service provision are sought with planning partners in order to maximize the potential impact of each human service

transportation program. 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. Some of these activities may require DVRPC to purchase equipment and/or services to meet the program goals.

**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. This may include participation 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. Update 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. Coordinate and conduct 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. Regional Bicycle and Pedestrian Advisory Forum quarterly or as needed meetings, with meeting minutes. 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 the DVRPC Long Range Plan, revision of the 1995 Pennsylvania and New Jersey Bicycle Plans, and development and review of relevant scopes of service for new studies by member governments.
3. 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. Updates to the DVRPC 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$350,000	\$289,800	\$60,200		
2011	\$350,000	\$288,050	\$61,950		
2012	\$350,000				
2013					

## **PROJECT: 11-41-060 Delaware Valley Freight Planning**

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**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 18th 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](http://www.dvrpc.org/transportation/multimodal/freight.htm)).

## **Tasks:**

1. Provide staffing and coordination for the Delaware Valley Goods Movement Task Force, its three subcommittees, and the Task Force's Executive Committee.
2. Facilitate Task Force 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., CMS, Safety, 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 webinars 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, and the Coalition for America's Gateways and Trade Corridors).
10. Assist FHWA, PennDOT, and NJ DOT in identifying and advancing needed improvements for NHS connector routes.
11. Develop and refine GIS information regarding regional freight facilities.

## **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 related DVRPC technical studies and policy issues.
3. Presentations and survey and technical responses as requested.
4. Technical products and support as requested by or useful to elected officials and member government representatives.
5. Support of targeted, external-based freight work groups, conferences, webinars, and special events.
6. Updated and expanded freight page of the DVRPC website.
7. Information and recommendations for the region's primary freight corridors.
8. Advocacy of state DOT freight initiatives such as annual rail freight funding

programs.

9.Coordination with multi-jurisdictional corridor initiatives, and tracking of national initiatives and federal legislation.

10.Information and recommendations for the NHS connector highway network.

11.GIS updates and enhancements for local freight facilities.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$315,000	\$260,820	\$54,180		
2011	\$350,000	\$288,050	\$61,950		
2012	\$350,000				
2013	\$350,000				



## **PROJECT: 11-41-090 Transportation Safety and Security**

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

**Project Coordinator:** Zoe Neaderland

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

### **Goals:**

Improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. This program helps implement the Long-Range Plan and provides contents for future updates.

### **Description:**

The Transportation Safety and Security Program is multifaceted and progressive. It addresses a range of modes of transportation, different geographic scales from intersections to the whole region, and a wide range of traditional and nontraditional participants. This program fully addresses the FHWA planning factors for both safety and security. Following is an overview of the work that will be done within this program in FY '11:

#### 1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations that work together to improve transportation safety in the Delaware Valley. DVRPC provides staff support to it. The RSTF will continue to meet quarterly, focusing on one of the key emphasis areas adopted in 2009 at each meeting.

#### 2. Safety Action Plan for the Delaware Valley

An updated Safety Action Plan was adopted by the DVRPC Board in October, 2009. The focus of work in FY '11 will be implementation and tracking progress. This work is closely coordinated with the RSTF.

#### 3. Crash Data Management System

Refine and maintain a reliable, user-friendly way to use crash data. The results provide a starting point in selecting Road Safety Audits and other locations for focused work.

#### 4. Railroad At-grade Crossing Safety Improvements

Transportation Safety staff will work closely with the Freight Planning staff to build on work that identified potential safety improvement measures for at-grade crossings of roads and railroads.

#### 5. Road Safety Audits (RSAs)

RSAs involve a range of stakeholders in developing a set of doable projects to improve safety and operations on sections of roads with high crash rates. These

sections are typically about five miles.

#### 6. Congestion and Crash Site Analysis Program (CCSAP)

The CCSAP identifies low-cost safety improvements at congested intersections with especially high crash rates. The proposed locations are based on crash management system analysis and the Congestion Management Process. These sites are of limited scale (under half a mile) rather than corridors like RSAs.

#### 7. Local Road Safety Outreach

There are a significant number of crashes on local roads in the Delaware Valley. In FY '10, analysis was completed and a newsletter distributed. Municipal engineers and planners may have little time for reports and webinars, so this task will provide the latest information in a quickly understandable way. Tasks will be coordinated with Programmatic Safety Improvements on High Risk Rural Roads in New Jersey.

#### 8. Coordination and Funding

This task includes coordinating with a range of partners, especially on state strategic highway plans, as well as support for various projects within DVRPC. Staff will continue to provide information that helps partners implement safety recommendations.

#### 9. Security Planning

There will be follow-through on the Overview of Transportation Security Planning Report prepared in FY '10. Staff will participate as appropriate in regional security planning efforts to improve coordination and provide support where requested.

#### 10. Pedestrian Safety

Advance initiatives to address infrastructure roadway safety design and engineering improvements to reduce the number of pedestrian fatalities especially in New Jersey where the number of pedestrian fatalities is increasing. Participate in efforts to increase pedestrian safety, including coordination with the Office of Transit, Bicycle and Pedestrian Planning.

### **Tasks:**

#### 1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings
- b. Work on updates to policies and laws, possibly including a legislative symposium

#### 2. Safety Action Plan for the Delaware Valley

- a. Actively advance implementation table
- b. Track progress to better understand what is working and to prepare for the next update

#### 3. Crash Data Management System



- a. Continue to refine and maintain management system
- b. Use it to generate potential areas for various studies
- c. Respond to data requests from inside and outside of DVRPC

#### 4. Railroad At-grade Crossing Safety Improvements

- a. Coordinate with Freight Planning staff to build on FY '10 work to develop sets of improvements for additional priority at-grade rail crossings focusing on the driver, bicyclist and pedestrian side, as rail regulations may cover other elements
- b. Prepare a brief report continuing to explore ideas relevant to other locations throughout the region. There may be a presentation to the Goods Movement Task Force.

#### 5. Road Safety Audits (RSAs)

- a. Select locations based on quantitative analysis and stakeholder input
- b. Conduct RSAs, potentially including pedestrian RSAs or RSAs coordinated with the CMP
- c. Continue to refine and enhance process

#### 6. Congestion and Crash Site Analysis Program (CCSAP)

- a. Select locations based on quantitative analysis and stakeholder input
- b. Conduct CCSAPs, potentially including pedestrian-oriented or CMP-related locations
- c. Continue to refine and enhance process

#### 7. Local Road Safety Outreach

- a. Research and stay informed about latest recommendations to improve safety on local roads
- b. Communicate this in a manner that can be understood quickly and easily by busy municipal staff members

#### 8. Coordination and Funding

- a. Participate in state strategic safety action plans and other safety efforts of partners
- b. Work with counties and others to use all funds available to the region to improve safety fully and efficiently, coordinating with the HRRRs project
- c. Hold annual meeting to coordinate safety planning within DVRPC and provide support to various internal projects and committees

#### 9. Security Planning

- a. Participate in external meetings, webinars, and other events to enhance coordination
- b. Follow-up the FY '10 Overview of Transportation Security Planning in the Delaware Valley Report in terms of exploring the role for DVRPC in this field and providing requested support

10. Pedestrian Safety

- a. Coordinate with FHWA-New Jersey and NJDOT to refine this task and complete it
- b. Coordinate with the Office of Transit, Bicycle and Pedestrian Planning
- c. Prepare two brief summaries of activities underway in the region to reduce pedestrian fatalities to help keep the RSTF members and range of DVRPC staff informed and coordinated.

**Products:**

- 1. Regional Safety Task Force (RSTF) – Meeting materials and summaries
- 2. Safety Action Plan for the Delaware Valley – Table tracking progress, prepared for each RSTF meeting
- 3. Crash Data Management System – Annual management system report
- 4. Railroad At-grade Crossing Safety Improvements - Report
- 5. Road Safety Audits (RSAs) – RSA Reports
- 6. Congestion and Crash Site Analysis Program (CCSAP) – CCSAP Reports
- 7. Local Road Safety Outreach – Annual newsletter or similar outreach piece oriented to municipalities
- 8. Coordination and Funding – Summaries of meetings, applications to fund specific projects
- 9. Security Planning – Meeting summaries shared within DVRPC to build internal knowledge
- 10. Pedestrian Safety – Meeting summaries, two summaries of activities to reduce pedestrian fatalities underway in the region distributed to staff at DVRPC and the RSTF

**Beneficiaries:**

Citizens experiencing safer and more secure transportation, municipalities, counties, state agencies, federal agencies

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$575,000	\$409,860	\$85,140		\$80,000
2011	\$500,000	\$345,660	\$74,340		\$80,000
2012	\$500,000				
2013	\$500,000				

\*Road Safety Audit - \$80,000 (\$64,000 - PA Supplemental PL, \$8,000 - PA SMLF Match, \$8,000 DVRPC General Fund)

## **PROJECT: 11-43-010 Travel Monitoring**

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

**Project Coordinator:** Scott Brady

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

### **Goals:**

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

### **Description:**

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

### **Tasks:**

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$645,000	\$645,000			
2011	\$645,000	\$645,000			
2012	\$645,000				
2013	\$645,000				

**PROJECT: 11-44-010 Smart Growth**

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

**Project Coordinator:** Karin Morris

**Project Manager:** Evangeline Linkous, Kevin Murphy, Kelly Rossiter, Patricia Elkis,  
Karen Cilurso

**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 and livable communities. 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 and livable community 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.

For FY11, a potential TOD study of the PATCO Extension to Gloucester County will assist the counties and municipalities along the rail line extension with supporting, coordinating, visioning and collaborating on transit-oriented development opportunities.

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 Regional Community and Economic Development Forum (formerly 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.

In addition, under this program heading, DVRPC will continue to manage the projects selected under the 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 EGGIS Initiative provided 8 grants to 10 municipalities (2 were multi-municipal awards) to improve their growth management and community design and to optimize the efficiency of their existing and planned transportation network through better linking land use and transportation planning. The 10 municipalities entered into contracts with DVRPC and consultants in FY10, and the projects will all be completed by the end of FY11.

**Tasks:**

1. Maintain the Regional Community and Economic Development Forum, to provide guidance and input on DVRPC initiatives 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.
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. Such a plan may include a study examining TOD opportunities along the PATCO extension to Gloucester County.
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 model ordinances.
13. Manage EGGIS program projects.

**Products:**

1. Meeting minutes of the quarterly DVRPC RCEDF meetings.
2. Memoranda as needed responding to NJ State Plan cross-acceptance and COAH planning processes.

3. Municipal implementation tool brochures and other outreach materials.
4. Training or educational program materials.
5. Quarterly FOCUS e-newsletters.
6. Plans or materials discussing TOD, TRID, smart growth zoning, or sustainable zoning, including the possible TOD study for the PATCO extension to Gloucester County.
7. Traffic calming plans.
9. Smart growth presentations at local, regional, and/or national conferences.
10. Expanded Smart growth page on DVRPC website.
11. Website on EGGS Program and status of EGGS projects
12. Final Evaluation report on EGGS Program

**Beneficiaries:**

Member governments, DOTs, private sector, nonprofits.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$220,000	\$115,920	\$24,080	\$60,000	\$20,000
2011	\$430,000	\$238,670	\$51,330	\$60,000	\$80,000
2012	\$430,000				
2013	\$430,000				

\*\$64,000 PA Supplementa PL,\$8,000 SMLF,\$8,000 DVRPC General Fund - Efficient Growth for Growing Suburbs





## **PROJECT: 11-44-020 Economic Analysis and Coordination**

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

**Project Coordinator:** Michael Boyer

**Project Manager:** Mary Bell, Evangeline Linkous

### **Goals:**

- Ensure a diverse and competitive regional economy by coordinating regional transportation, land use, and economic development planning.
- Provide information on the value to the regional economy of implementing elements of DVRPCs long-range plan.
- Highlight the importance of efforts for regional energy efficiency and carbon reduction to regional economic competitiveness.
- 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 development strategies in the region, including managing and maintaining the Greater Philadelphia region's comprehensive economic development strategy (CEDS).

### **Description:**

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with goals of DVRPC's long-range plan, Connections: The Regional Plan for a Sustainable Future. These include smart growth, transit-oriented development, the use 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 continued 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 and assessing economic data, identifying its importance and relevance, and disseminating the results of that research through economic impact studies, data bulletins, and policy reports. This research is intended to highlight (both quantitatively and qualitatively) the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in

older communities, agricultural and natural resource protection, and support for businesses that foster environmental protection and energy efficiency. The project will also support DVRPC staff to help them achieve an economic impact component to their projects where feasible.

Working with others, DVRPC will also continue to manage and maintain the Greater Philadelphia Economic Development Framework as the region's comprehensive economic development strategy (CEDS), as required by the U.S. Economic Development Administration (EDA).

The project includes three main components:

(1) Continue the economic development coordinating role initiated in FY07 with DVRPC's Integrating Land Use, Transportation and Economic Development Planning project and continued in FY08 and FY09, through meetings of the Regional Community and Economic Development Forum (RCEDF). By continuing this coordinating role, RCEDF facilitates networking and coordination between the various economic development and planning agencies in the region 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, including studies that highlight both qualitatively and quantitatively the economic value of regional land use and transportation planning efforts, and distribute the results of that work via DVRPC's on-line data tools and/or through policy papers, data bulletins, or analytical reports.

(3) Manage and maintain the Greater Philadelphia region's CEDS as required by the EDA, including amending the list of vital projects as appropriate and preparing an annual CEDS update.

**Tasks:**

1. Convene regular meetings of the RCEDF, whose membership includes regional economic development professionals, land use and transportation planners, and private and non-profit sector representatives. The committee will meet to coordinate on regional issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work in support of regional economic development efforts including efforts to promote an energy-efficient economy, and economic

development studies that support and advance the goals of DVRPC's long range plan.

3. Working with others, maintain and manage the Greater Philadelphia region's CEDS. This task involves two components:

(a) Conduct quarterly meetings (as necessary) of the CEDS committee (a subcommittee of the RCEDF) to review projects proposed for inclusion on the CEDS list of vital economic development projects, and amend the list as appropriate.

(b) Working with members of the RCEDF, prepare an annual update of the CEDS, including the identification and evaluation of performance measures that indicate progress towards achieving the CEDS goals and objectives.

**Products:**

1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.
2. Results of analytical work, including periodic stand-alone reports and data bulletins as well as input to other documents.
3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.
4. An annual CEDS update.

**Beneficiaries:**

Member governments; public, private and non-profit sector agencies and organizations; economic development professionals; planning professionals.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$200,000	\$82,800	\$17,200	\$50,000	\$50,000
2011	\$150,000	\$82,300	\$17,700	\$50,000	
2012	\$150,000				
2013	\$150,000				



## **PROJECT: 11-44-030 Strategies for Older Communities**

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**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 Connections – the Regional Long-Range Plan for a Sustainable Future, by encouraging reinvestment in the region’s developed suburbs and core cities through redevelopment and intergovernmental cooperation.

### **Description:**

Many of the region’s older and more developed suburban communities face social, economic, and infrastructure challenges uncharacteristic of more affluent exurban communities. At the same time they often 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 and elsewhere to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. Outreach and education will be directed at municipal officials and residents. Staff projects will encourage redevelopment and growth around transit-accessible and mixed-use areas to create more livable communities. Staff will work with local governments to identify revitalization projects and to promote the amenities of the older suburbs and core cities of the region 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 and neighborhoods through the Classic Towns Program.
5. 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.
6. Implement the Classic Towns campaign and marketing efforts.
7. Administer the TCDI program.

8. Provide technical assistance and outreach to member governments, transit agencies, developers, and other partners on revitalization strategies, advocacy, implementation, and funding.

**Products:**

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization and other areas as required.
2. Maintain database of TCDI projects.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Work with outside organizations to coordinate and promote the older communities of the region.
5. Provide workshops throughout the fiscal year for member Classic Towns.
6. Deliverable products as required by each TCDI contract.
7. Evaluation report of completed and ongoing products regarding revitalization and reuse.

**Beneficiaries:**

Member governments, nonprofits, developers, private sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$430,000	\$165,600	\$34,400	\$50,000	\$180,000
2011	\$430,000	\$164,600	\$35,400	\$50,000	\$180,000
2012	\$430,000				
2013	\$430,000				

\*1. PA TCDI Administration \$100,000 (\$80,000 - PA Supplemental PL, \$10,000 PA SMLF Match, \$10,000 DVRPC General Fund Cash Match) 2. NJ TCDI Administration \$80,000 ( \$80,000 - NJ TIP-STP-STU # D024)

**PROJECT: 11-44-040 Energy and Climate Change Initiatives**

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

**Project Coordinator:** Rob Graff

**Project Manager:** Patricia Elkis, Elizabeth Compitello

**Goals:**

This project will:

-Focus the resources and attention of municipal, county, and regional officials on developing regional policies for reducing energy use and their associated greenhouse gas (GHG) emissions and adapting to predicted climate change impacts.

- Provide leadership to the region on reducing energy use, reducing GHG emissions, 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 are 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 fossil fuel is likely to be more expensive and less readily available. The region also needs to make itself ready for the changes in climate that appear inevitable, regardless of actions taken 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 use less energy and 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 continue 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 continued 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. In FY11, DVRPC will continue this role, building on ongoing coordination efforts with municipalities, counties, state and federal agencies, as well as stakeholders in the business and non-profit community.

**Tasks:**

Coordination and Facilitation – 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 energy-efficiency and other GHG emissions reduction efforts in the region, the states, and federally. DVRPC will continue to work with state and federal agencies, neighboring MPOs, as well as partner organizations in the region.

Technical Assistance: GHG Emissions and Energy Use– An increasing number of county and municipal governments are undertaking local analyses and development of GHG 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 regional and national organizations such as ICLEI—Local Governments for Sustainability and the New Jersey Sustainable State Institute. DVRPC will also serve as a resource for municipalities interested in reducing energy use and GHG emissions in their operations.

Technical Assistance: Ordinance Assistance and Coordination – DVRPC will



continue its coordination with municipal and county officials to create model ordinance language related to alternative energy production and access. In addition, DVRPC will continue its work to develop tools to evaluate quantitatively the links between development patterns, energy use, and greenhouse gas emissions.

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 will help decision-makers envision the relative GHG emission and energy use impacts of various policy actions, and will be presented for use by individuals, organizations and regional partners. Scenarios will include energy use from all sectors, including transportation and buildings of all types, and will incorporate energy-efficiency strategies and scenarios incorporating different mixes of non-fossil energy.

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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$240,000	\$158,134	\$32,849	\$49,017	
2011	\$240,000	\$151,910	\$32,671	\$55,419	
2012	\$240,000				
2013	\$240,000				

## **PROJECT: 11-46-010 Long Range Plan**

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

**Project Coordinator:** Michael Boyer

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

### **Goals:**

Develop and implement a long-range vision and plan to guide future growth and 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-The Regional Plan for a Sustainable Future, was adopted by the DVRPC Board in 2009.

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 Process and the Long-Range Plan. Further, this project enables DVRPC participation in the development and review of the NJDOT Study & Development Program.

### **Tasks:**

#### Connections Long-Range Plan

1. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies and projects included in the long-range plan.
2. Develop and update performance measures and track progress toward attainment of goals outlined in the long-range plan.
3. Conduct a scenario analysis that considers alternative futures to be used as a basis for developing the next long-range plan update.
4. Work with stakeholder agencies, such as DOT and county planning departments to develop and update their respective long-range plan documents.

5. Maintain the Planning at the Edge Forum as a means to discuss and coordinate, multi-regional issues and success stories that cross MPO boundaries.

#### 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 Long-Range Plan

1. Report documenting the tracking of performance measures of the Plan

2. Publication of a Link newsletter highlighting specific issues related to implementation of the long-range plan.

3. Report documenting the what-if scenarios process and results of the analysis.

4. Meeting summaries of Planning at the Edge meetings and a paper highlighting issues pertinent to multi-regional planning.

##### Problem Identification and Prioritization

1. Updated prioritized inventory of identified needs.

2. Recommended prioritized list of corridors and sub-areas for Work Program consideration; and potential new regionally significant improvements for Plan

amendment consideration.

3.NJDOT Problem Statements for county-selected locations.

4. Annual update of the Study and Development Program.

5. List of projects selected for Local Scope Development.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$520,000	\$430,560	\$89,440		
2011	\$450,000	\$370,350	\$79,650		
2012	\$450,000				
2013	\$450,000				



## **PROJECT: 11-46-020 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, ongoing, 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.

### **Description:**

In FY '10, FHWA posted on its web site a summary highlighting the DVRPC CMP as one of six strong examples of an objectives-driven, performance-based effort to advance operations of the transportation system. These efforts will continue to be refined as part of completing the latest update of the CMP.

In FY '11, the update of the CMP will be completed. This will be the third cycle of this process. The CMP is guided by the goals of the current Long-Range Plan and this round of the CMP is coordinated to provide analysis for the next update of the Plan. A few highlights of this update are:

- Advancing use of real-time operations data for planning purposes
- Continuing to better understand anticipated effects of strategies, including through work with Travel Model staff
- Strengthening the Planning and NEPA/environmental element of the CMP

In addition to the update, the CMP includes many ongoing tasks. As an overview, these include:

- Reviewing new and amended TIP projects, and tracking status of supplemental strategies
- Coordinating with other DVRPC and external processes, projects, and committees
- Working with DOT and other project managers on development of projects and supplemental projects
- Continuing efforts to understand the effectiveness of implemented projects and anticipated strategies, and integrating this knowledge to form more effective packages of strategies
- Enhancing use of the CMP to identify and implement specific projects
- Monitoring changes in federal regulations and making any adjustments to the CMP.

## **Tasks:**

1. Maintain communication with the CMP Advisory Committee and others as needed, including through e-mails and meetings
2. Update strategies for congested subcorridors drawing on technical work and input from the CMP Advisory Committee
3. Coordinate with Office of Modeling and Analysis to evaluate anticipated effects of packages of multimodal strategies at a sketch planning level in approximately two subcorridors
4. Complete reports and prepare other needed communication pieces; maintain web pages
5. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan
6. Prepare the annual New Jersey Project Identification and Prioritization (PIP) Inventory drawing on data from multiple management systems in coordination with Office of Project Implementation and resulting in Study and Development project recommendations; continue to coordinate with PennDOT efforts to use management system data in project development (currently under the umbrella of Planning and NEPA).
7. Continue to work with DOT, county, and authority staff on projects and studies likely to result in Major SOV capacity-adding projects. Provide appropriate analysis of all reasonable strategies to address problems and, if additional capacity is warranted, help integrate reasonable supplemental strategies to get the most long-term value from the investment. A new element is introducing green infrastructure strategies that advance community and environmental goals at the same time as advancing transportation goals (coordinated with Office of Environmental Planning) where appropriate.
8. Prepare annual memorandum on status of supplemental projects in coordination with project sponsors and TIP processes for DVRPC approval
9. Reach out to inform a range of people about the CMP including through CMP web pages, newsletters oriented to municipal officials, and annual outreach meetings at DOTs.
10. Participate in related studies, workshops, committees, etc., within DVRPC and with others.

## **Products:**

1. CMP Advisory Committee agendas, summaries, and related materials
2. Working papers, updated Overview of CMP, updated CMP Report, other material as appropriate
3. CMP information incorporated in the TIP and Long-Range Plan
4. Annual New Jersey Project Identification and Prioritization letter to NJDOT with Study and Development project recommendations developed with counties
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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$260,000	\$260,000			
2011	\$230,000	\$230,000			
2012	\$230,000				
2013	\$230,000				



## **PROJECT: 11-46-030 Air Quality Planning**

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

**Project Coordinator:** Sean Greene

**Project Manager:** Michael Boyer

### **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:**

DVPRC'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 Governments, DOTs and Residents of the Region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$210,000	\$173,880	\$36,120		
2011	\$280,000	\$230,440	\$49,560		
2012	\$280,000				
2013	\$280,000				



## **PROJECT: 11-47-010 Environmental Planning**

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**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 6 years, DVRPC has contracted with 31 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 and counties 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, the Schuylkill Action Network Land Protection Collaborative, and other environmental protection-related groups, as needed.

The fifth stream builds on the open space and recreation planning that DVRPC has done for several municipalities. A detailed analysis of the recreational park programming needs for the neighborhood of North Camden will be undertaken, working with Camden County and the City of Camden. The project is dependent on receipt of outside funding for part of its cost. DVRPC will assist with an application for funding to the Association of New Jersey Environmental Commissions (ANJEC) Smart Growth Planning Grants. An active Environmental Commission is a condition for such a grant.

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. Greenway plans will be developed where local partners and funding exist.
6. Technical assistance will be continued. This 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. Prepare draft grant application to ANJEC for a Recreational Park Programming Needs Assessment for North Camden.
8. Meet with Env. Commission, representatives of Camden City and of the neighborhood to identify needs, collect data, and determine recommendations for recreation in the neighborhood. Prepare maps, tables, and narrative.
9. 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.
10. 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.
6. Production of Recreational Parks Programming Needs Analysis for North Camden City that identifies specific needs of the community, and recommends locations for any new facilities, management/improvement of existing facilities, and program approaches in the neighborhood.
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:**

PADEP, PADCNR, NJDEP, PennDOT, NJDOT, counties, municipalities,

conservation organizations, public and private sectors, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$140,000	\$75,000		\$65,000	
2011	\$170,000	\$75,000		\$95,000	
2012	\$170,000				
2013	\$170,000				

## **PROJECT: 11-51-010 Travel and Land Use Modeling**

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

**Project Coordinator:** W. Thomas Walker

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

### **Goals:**

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

### **Description:**

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

Major activities include 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 2010 DVRPC finished translating the regional travel demand model into the VISUM package and began a set of improvements to the model. Also in 2010, UPlan was reconfigured to run for the region as a whole and to run on the ARCGIS 9.3 platform. In FY 11 several activities will be performed in preparation for a 2010 travel simulation model calibration/validation timed to coincide with the 2010 Census. This includes refining the regional zone structure, examining new data,

and surveying parking costs. The representation of transit fare in the travel model will also be improved due to improvements in the VISUM software. Numerous other model improvements will also be made, but funded from the Update Regional Travel Simulation project. The efforts of the project and this program will be coordinated. UPlan will be updated as required to take advantage of new features. Some of these activities may require DVRPC to purchase equipment or services.

**Tasks:**

1. 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.
2. Perform survey of regional parking costs in anticipation of 2010 model validation
3. Check and refine travel analysis zones and connectors
4. Implement updated transit fare structure
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. Incorporate Philadelphia into the UPlan model database, implement new features including population and employment infill allocations, area source greenhouse gas emissions estimation, and other new features as required.
9. Maintain DVRPC land use and transportation models and incorporate required updates into the models.

**Products:**

1. Summaries of the results of air quality conformity demonstrations for various transportation improvement programs and long range plans.
2. Summaries documenting vehicle-miles of travel, including truck and bus travel.
3. Identification and tabulation of data required for the model update effort.
4. Parking cost survey summary report
5. Updated models and forecasting procedures.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$470,000	\$389,160	\$80,840		
2011	\$500,000	\$411,500	\$88,500		
2012	\$500,000				
2013	\$500,000				

## **PROJECT: 11-52-010 Transportation Improvement Program**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$340,000	\$281,520	\$58,480		
2011	\$450,000	\$370,350	\$79,650		
2012	\$450,000				
2013	\$450,000				





## **PROJECT: 11-52-020 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$640,000	\$50,000			\$590,000
2011	\$640,000	\$50,000			\$590,000
2012	\$640,000				
2013	\$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 #X30A

## **PROJECT: 11-53-010 Geographic Information Systems**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$380,000	\$314,640	\$65,360		
2011	\$380,000	\$312,740	\$67,260		
2012	\$380,000				
2013	\$380,000				

## **PROJECT: 11-54-010 Data Exchange and Analysis**

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**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 County Profiles, 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 and assessing data available through 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. 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. Enhance the database interface for public and government access.
6. Continue to migrate appropriate existing GIS desktop applications to web-based applications.
7. 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.
8. Update as necessary and continue to implement DVRPC's Strategic IT Plan.
9. 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 Census Transportation Planning products (CTPP), including data on population, households, workers, employment, and vehicle availability. (Note: Complete CTPP data may not be available until 2012).
3. Organize and analyze additional demographic, land use, and transportation data as appropriate, 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 and County

Profiles.

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 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 preliminary Census 2010 data releases.

**Beneficiaries:**

All client groups.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$260,000	\$215,280	\$44,720		
2011	\$260,000	\$213,980	\$46,020		
2012	\$260,000				
2013	\$260,000				





# CHAPTER

0 1 **2** B: Project Descriptions



**PROJECT: 11-04-010 Private Sector Data Requests**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$50,000				\$50,000
2011	\$10,000				\$10,000
2012	\$10,000				\$10,000
2013	\$10,000				\$10,000

\* \$10,000 - Sales of Maps and Publications



## **PROJECT: 11-22-010 Commuter Benefit Program: TransitChek**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$1,500,000				\$1,500,000
2011	\$1,500,000				\$1,500,000
2012	\$1,500,000				\$1,500,000
2013	\$1,500,000				\$1,500,000

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

**PROJECT: 11-22-030 Commuter Services/Mobility Alternatives Program**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$251,000				\$251,000
2011	\$251,000				\$251,000
2012	\$251,000				\$251,000
2013	\$251,000				\$251,000

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



**PROJECT: 11-23-030 Public Participation, Information and Visualization Techniques**

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**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 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. 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 various public awareness campaigns.

**Tasks:**

- 1.Prepare media releases and promote feature articles and op-ed pieces.
- 2.Prepare FY 2010 Annual Report.
- 3.Collect and distribute press clippings on DVRPC as well as electronic news updates.
- 4.Provide staff support and services to the Regional Citizens Committee.

- 5. Issue legal notices and advertising of public meetings.
- 6. Coordinate special events and conferences.
- 7. Prepare newsletters and special features on timely issues.
- 8. Update DVRPC website to enhance public participation.
- 9. Plan special events that promote DVRPC's image and message.

**Products:**

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

**Beneficiaries:**

Member Governments and Operators, Citizens, Private Sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$320,000	\$264,960	\$55,040		
2011	\$320,000	\$263,360	\$56,640		
2012	\$320,000				
2013	\$320,000				

**PROJECT: 11-41-010 Darby Borough Grade Crossing Study**

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

**Project Manager:** Theodore Dahlburg

**Goals:**

Integrate freight facilities and operations with community goals.

**Description:**

Two highway-railroad grade crossings are focal points of intense transportation activity in the downtown area of Darby Borough, Delaware County. These grade crossings, located in close proximity to one another at Main Street (US DOT Crossing # 140641S) and Fifth Street (US DOT Crossing # 140640K), result from the CSX Philadelphia Subdivision freight rail line which traverses the borough. The grade crossing at Main Street has a highly unusual added dimension: the SEPTA Route 11 trolley, which operates in the Main Street right-of-way from 5AM-2AM daily, also bisects the freight rail line. Owing to the complexity of these convergences, the 2006 Delaware County Highway-Railroad Grade Crossing Study which examined the 11 grade crossings on the CSX Philadelphia Subdivision in Delaware County recommended that an in-depth analysis of the Main Street and Fifth Street crossings be performed.

While freight rail operations have enjoyed a nationwide resurgence and can help reduce greenhouse gas emissions, they may also produce side effects that are disruptive to local communities and their residents. For example, noise (e.g., mandatory locomotive whistle blowing), traffic delays caused by passing trains, and unsafe pedestrian conditions can all be the unwanted byproducts of freight train activity at grade crossings. In a fully mature, densely developed community like Darby Borough, these impacts may be even more pronounced.

At the request of the Delaware County Planning Department, this two-phased study will examine the feasibility of creating a grade separation at the Main Street crossing. In FY 2011, a range of alternatives will be evaluated that will also incorporate considerations of the Fifth Street crossing, trolley operations, and local business, resident, and pedestrian concerns. From the outset, this study will be closely coordinated with all key stakeholders such as Darby Borough, the Delaware County Planning Department, PennDOT, CSX, and SEPTA. In Phase II of this study to be completed in FY 2012, further refinement of the agreed-upon next steps will be undertaken.

**Tasks:**

1. Organize study steering committee, establish meeting dates, and set milestones for study deliverables.
2. Set up public involvement process and mechanisms for community input.
3. Research best practices for grade crossing mitigation, separation, and elimination.
4. Document current and projected highway, trolley, train, and pedestrian volumes at the two subject grade crossings.
5. Inventory existing businesses and land use patterns in the Main Street corridor.
6. Identify opportunities and constraints for raising or lowering the highway and trolley alignment at the Main Street crossing and the closing Fifth Street crossing.
7. Identify opportunities and constraints to modify the rail freight line by raising, lowering, or shifting the existing alignment.
8. Identify interim measures and short-term strategies to improve operating conditions consistent with community goals at the grade crossings.
9. Using guidance from the community and the steering committee, identify the preferred next steps to examine in greater detail under Phase II of this study.

**Products:**

- Final study document detailing all technical activities, findings, and recommendations.
2. Public information materials (hard copies and web-based).

**Beneficiaries:**

Freight facility operators, DVRPC member governments

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0				
2011	\$60,000				\$60,000
2012	\$100,000				\$100,000
2013	\$0				

\$48,000 PA Supplemental PL, \$12,000 SMLF

**PROJECT: 11-41-070 Intelligent Transportation Systems (ITS) Program  
Including RIMIS**

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

**Project Manager:** Stanley Platt

**Goals:**

Ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS).

**Description:**

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the 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. In FY 2010, a contract with the vendor (TRANSCOM) was executed and RIMIS became operational in Spring 2010. In FY 2011, 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.

Quarterly 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, conducting post incident reviews, and maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) program.

Activities listed below fall under two broad categories, RIMIS, and other ITS tasks. The former includes 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 staff 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. Supervise the RIMIS software vendor's adherence to their contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Assist the RIMIS software vendor in performing some of the minor System Administrator functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
8. 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 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. Continue to assist NJDOT, PennDOT, and DRJTBC in coordinating ITS and transportation operations across the state line in the Mercer/Bucks area.
5. Identify all projects in the TIP whose regional impact necessitates a Traffic Management Plan (TMP). Work with agencies to develop TMPs. Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.
6. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architecture and their project architectures.
7. Continue to incorporate ITS into the transportation planning process. Identify all TIP projects involving ITS, evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.
8. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity.
9. 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.
10. 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.
11. Continue participation in Southeastern Pennsylvania Regional Task Force. These activities include providing staff support to its Public Works, Engineering and Transportation Committee.
12. 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. Meetings of incident management task forces, including agendas and meeting minutes.

5. Construction coordination program
6. Maintenance of the ITS Regional Architecture.
7. Operation and maintenance of IDRUM.
8. Implementations of programs to foster interagency cooperation.
9. Technical assistance to agencies

**Beneficiaries:**

ITS Operators, emergency responders, motorists, and transit users

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$1,170,000				\$1,170,000
2011	\$983,500				\$983,500
2012	\$983,500				
2013	\$983,500				

1.PA-\$590,100-TIP-CMAQ # 72738-\$147,525 State Match 2. NJ-\$245,875-TIP-CMAQ/STP-STU # 01300



**PROJECT: 11-41-080 Tri-County Transportation Plan Implementation**

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

**Project Manager:** Matthew West

**Goals:**

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

**Description:**

This is an on-going effort in cooperation with the Tri-County Transportation Committee to identify and prioritize transportation improvement projects and studies in and around the Borough of Pottstown (in Berks, Chester, and Montgomery Counties). Each year a study or project is selected for DVRPC to undertake. Previous efforts have included the Swamp Pike corridor, the PA 724 corridor, the development of 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; local residents.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$60,000	\$49,680	\$10,320		
2011	\$60,000	\$49,380	\$10,620		
2012	\$60,000				
2013	\$60,000				

**PROJECT: 11-41-100 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:**

This is a continuation of the FY 2010 project New Jersey Interstate Partial Interchange Needs Study. 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, this project will continue 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. Continue the study advisory committee consisting of representatives of FHWA-NJ Division Office, NJDOT and DVRPC
2. Utilize a systematic approach of data collection for prioritizing interchanges based on a predetermined set of criteria
3. Identify the partial interchanges that offer the potential to add movements by upgrading existing infrastructure or by adding new infrastructure
4. Conduct a limited set of traffic counts (AADTs, turning movements) at selected locations that have been identified for further analysis for input into VISSIM
5. 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$130,000				\$130,000
2011	\$100,000				\$100,000
2012	\$0				
2013	\$0				

\*NJ - \$100,000 TIP-STP-STU-X30A

**PROJECT: 11-42-010 FFY 2011 Regional Aviation System Planning**

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

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

**Goals:**

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

**Description:**

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

**Tasks:**

1. Working in cooperation with WILMAPCO, PennDOT, NJDOT and 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000

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

**PROJECT: 11-43-020HPMS and Functional Classification System (PA & NJ)**

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

**Project Manager:** Paul Carafides

**Goals:**

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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:**

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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:**

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

**Products:**

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.

- 3. Record of requests for functional classification changes.
- 4. Updated functional classification maps.

**Beneficiaries:**

States, Counties and cities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$200,000	\$200,000			
2011	\$200,000	\$200,000			
2012	\$200,000	\$200,000			
2013	\$200,000	\$200,000			



**PROJECT: 11-43-030 PennDOT District 6-0 Traffic Volume Data**

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

**Project Coordinator:** Scott Brady

**Project Manager:** Paul Carafides

**Goals:**

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

**Description:**

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

**Tasks:**

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

**Products:**

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

**Beneficiaries:**

PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$250,000				\$250,000
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000

\* PennDOT State Appropriation 87 Funds

**PROJECT: 11-44-050 Regional Housing Study - Phase II**

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**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, evaluating the balance between jobs and housing opportunities, identifying potential alternatives for promoting socioeconomic balance and diversity throughout the Greater Philadelphia region, informing local, county, state, and federal agencies, and helping to 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. Past and current housing policies and patterns have encouraged suburban sprawl and led to 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. Concentrations of low and moderate income housing in cities and older suburbs also reduce the local tax base, impeding the community's ability to finance a quality education system, invest in needed infrastructure repairs, and meet social service demands.

As a result, many 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 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 continue work begun in FY 2010 that assessed the location and affordability of housing throughout Southeast Pennsylvania and compared housing location to existing employment centers, infrastructure and the regional transportation network. Housing-related policies and initiatives in DVRPC's four member New Jersey counties will be reviewed (including the impact of state and federal housing policy and programs on current and future regional development

patterns) and potential alternatives for achieving a better jobs/housing balance throughout the nine-county Greater Philadelphia region will be identified. Additionally, the role that DVRPC can potentially play in implementing the upcoming HUD-DOT-EPA Interagency Partnership for Sustainable Communities will be explored.

**Tasks:**

1. Expand the Housing Study Advisory Committee initiated in FY 2010 to include representatives of state, county, regional, and municipal agencies, non-profit organizations, and the private sector in New Jersey as well as Pennsylvania.
2. Continue to review the impact of state and federal housing policies and programs on housing location and development patterns throughout the Greater Philadelphia region.
3. Utilizing available secondary data sources, update the Southeast Pennsylvania housing assessment begun in FY 2010 as appropriate and assess the quantity and affordability of the housing stock in DVRPC’s four member New Jersey counties.
4. Track ongoing changes to housing-related policies and programs in New Jersey and respond as appropriate.
5. Continue to explore strategies for achieving a better regional jobs/housing balance and define strategies that can lead to the creation of more affordable housing opportunities in locations close to jobs and services.
6. Track ongoing progress and respond as appropriate to the HUD-DOT-EPA Interagency Partnership for Sustainable Communities, and explore the potential role that the Commission can play in implementing the initiative.

**Products:**

1. Updated region-wide housing inventory.
2. Policy paper.
3. Other responses as appropriate.

**Beneficiaries:**

DVRPC Region and Residents

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$100,000			\$50,000	\$50,000
2011	\$50,000			\$50,000	

**PROJECT: 11-44-060 Transportation Improvements Needed to Realize the Potential of the Delaware River Waterfront**

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

**Project Manager:** Karin Morris, David Anderson

**Goals:**

To further the revitalization of Delaware riverfront communities by identifying and prioritizing multimodal transportation improvements necessary to access the riverfront.

**Description:**

The Delaware River waterfront has received the attention of all of the counties in the region that have river access. Several counties, including Bucks, Delaware and Philadelphia, have prepared waterfront revitalization plans. Each of these plans identifies transportation as an important component of revitalization. Improvements to access roads, interchanges along I-95, construction of segments of the East Coast Greenway, and enhanced public transportation are needed to allow for the type of revitalization envisioned by these waterfront revitalization plans. In addition, through a William Penn Foundation funded re-grant program administered by DVRPC, Philadelphia has received \$ 1 million in Take Me to the River Grants. These grants have funded plans, programs and capital projects for improvements to waterfront access, trails, public art and events that attract people to the riverfront.

This project would build on the existing waterfront plans and activities by examining the specific transportation improvements still needed to realize the waterfront plans, and to help prioritize them for transportation funding. It would also identify gaps in Bucks, Delaware and Philadelphia counties where waterfront access has not been addressed and/or recommendations not determined and, where appropriate, recommend ways to further study these gaps.

**Tasks:**

1. Review existing waterfront revitalization plans in the three counties, including municipal plans, and compile transportation recommendations.
2. Determine status of the revitalization projects, as well as progress on the transportation recommendations. Identify other existing transportation recommendations and/or projects for waterfront access that may not be included in plans.
3. Identify geographical gaps in waterfront planning in the three counties, if any.
4. Determine the most pressing work that needs to be done to both fill the gaps in waterfront access planning and move preliminary recommendations forward.

- 5. Prioritize with county representatives what multimodal access improvements are top priorities for the TIP or other funding. Determine criteria for prioritization, such as benefits to existing or soon-to-be completed developments, availability of other funding, etc.
- 6. Conduct short case studies of recent and successful waterfront access improvements that can serve as demonstration projects.

**Products:**

- 1. Technical report outlining status of waterfront revitalization plans' access recommendations, gaps in study area, and prioritized transportation recommendations for Delaware waterfront access.
- 2. Short case studies demonstrating successful waterfront access improvements.

**Beneficiaries:**

Philadelphia, Bucks, and Delaware counties and municipalities; Businesses; PennDOT; Transit operators; Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$80,000				\$80,000

\$64,000 PA Supplemental PL, \$16,000 SMLF

**PROJECT: 11-46-040 Central Jersey Transportation Forum**

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

**Project Manager:** Zoe Neaderland

**Goals:**

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

**Description:**

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

The Forum moves toward its 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 in FY '11.

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 participated in NJDOT's Route 1 Regional Growth Strategy and may help advance the results in FY '11.

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, other stakeholders and organizations

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$175,000				\$175,000
2011	\$175,000				\$175,000
2012	\$175,000				\$175,000
2013	\$175,000				\$175,000

NJ \$175,000-STP-STU-TIP # X30A



**PROJECT: 11-46-050 PA Ozone Action Supplemental Services**

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

**Project Manager:** Sean Greene

**Goals:**

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

**Description:**

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

**Tasks:**

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

**Products:**

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

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$125,000				\$125,000
2011	\$125,000				\$125,000
2012	\$125,000				\$125,000
2013	\$125,000				\$125,000

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

**PROJECT: 11-46-055 NJ Ozone Action Supplemental Services**

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

**Project Manager: Sean Greene**

**Goals:**

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

**Description:**

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

**Tasks:**

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

**Products:**

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

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$50,000				\$50,000
2011	\$50,000				\$50,000
2012	\$50,000				\$50,000
2013	\$50,000				\$50,000

NJ \$40,000-CMAQ TIP#D047- \$10,000-SILOC Match from Ozone Forecasting, Project 11-46-172

**PROJECT: 11-46-172 Penn State University Ozone and PM 2.5 Forecasting Service**

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

**Project Manager:** Sean Greene

**Goals:**

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

**Description:**

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

**Tasks:**

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

**Products:**

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

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$62,000				\$62,000
2011	\$62,000				\$62,000
2012	\$62,000				\$62,000
2013	\$62,000				\$62,000

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

**PROJECT: 11-47-020 CY 2010 Tri-County Water Quality Management Program**

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

**Project Manager:** Suzanne McCarthy

**Goals:**

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

**Description:**

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

**Tasks:**

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

**Products:**

- 1.Meeting materials, agendas and minutes.
- 2.Plan amendment fact sheets, correspondence and documentation.
- 3.Updated maps and files for Tri-County Water Quality Management Plan.
- 4.Memos, correspondence, files and other possible documents and projects regarding water resource matters.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$47,500				\$47,500
2011	\$47,500				\$47,500
2012	\$47,500				\$47,500
2013	\$47,500				\$47,500

\$47,500-NJ Local Governments



**PROJECT: 11-47-030 Pennsylvania Coastal Zone Management  
Implementation Program**

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

**Project Manager:** Christopher Linn

**Goals:**

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

**Description:**

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

**Tasks:**

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

Pollution Program).  
8.Undertake other activities as required.

**Products:**

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

**Beneficiaries:**

Member governments, the private sector and the public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$42,000				\$42,000
2011	\$42,000				\$42,000
2012	\$42,000				\$42,000
2013	\$42,000				\$42,000

\$42,000-PA Department of Environmental Protection

**PROJECT: 11-47-040 The Delaware Valley Regional Food System Plan**

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

**Project Manager:** Alison Hastings

**Goals:**

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

**Description:**

The food system, whether defined as global, regional, or local, poses immensely interesting and confounding planning questions: food production is an important land use; sustainable production practices can improve the environment; food can be an economic development vehicle; access to fresh and healthy food is an environmental and social justice issue; and food, as a high-turnover commodity, relies on a well-maintained transportation network.

DVRPC has undertaken two phases of food system planning work. 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. The second phase of work continued to convene the Stakeholder Committee with the objective of creating a vision for a more sustainable food system and encouraging more collaboration given recent financial constraints. The second year also included the development of a William Penn Foundation re-grant program.

This third phase will continue to build on the successes of the two previous phases of work, with emphases on collaborating with other stakeholders to implement the plan, monitoring the region's progress in creating a more sustainable food system, and convening the Stakeholder Committee and their member organizations to coordinate ongoing efforts and provide meaningful activities and interactions.

Such implementation projects may include working more closely with county organizations, such as agricultural and economic development councils, to identify their agricultural and local food economy assets, as well as providing substantive content for other stakeholder convenings, including possible meetings of the Philadelphia City Food Policy Council and Metro Caucus. DVRPC's Food System Planning work will also support the large William Penn Foundation Local Food Economy re-grant program, producing more research and refined strategies for

supporting positive change.

**Tasks:**

1. Continue to convene the Stakeholder 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. Provide staff support and content to other projects, such as Philadelphia’s City Food Policy Council.
4. Create an inventory of agriculture and local food economy assets by county.
5. Update food system indicators.
6. Update DVRPC’s food system planning webpages with new content on a regular basis.

**Products:**

1. Three to four Stakeholder Committee meetings.
2. Policy Agendas for partners.
3. County Stakeholder meetings.
4. An inventory of agriculture and local food economy assets by county.
5. An inventory of measurable food system indicators.
6. Food system planning webpages

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$100,000	\$82,800	\$17,200		
2011	\$100,000	\$82,300	\$17,700		
2012	\$100,000				
2013	\$100,000				

**PROJECT: 11-47-050 Identifying Environmental Mitigation Opportunities for  
Planned and Programmed Projects - SE PA**

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

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

**Goals:**

Partner with federal and state agencies, local governments, non-profit environmental stewardship groups, and PennDOT to identify potential environmental mitigation opportunities that correspond to select transportation projects on DVRPC's Long-Range Plan and/or the TIP.

**Description:**

Capital improvement projects, whether identified within DVRPC's Long-Range Transportation Plan or the Transportation Improvement Program, often have unavoidable impacts to environmental resources, including natural, historic and cultural resources. Before constructing a transportation improvement, PennDOT must mitigate or compensate for unavoidable impacts to regulated environmental resources. Mitigation projects must comply with requirements set forth by state and federal resource agencies, such as DEP, ACOE, USFWS and USEPA. Compliance is required to obtain necessary permits and approvals from the resource agencies. Often, the search for appropriate mitigation projects does not commence until a transportation project enters the design and construction phase, which can result in untimely and costly project delays and unsatisfactory environmental outcomes.

DVRPC will identify those capital improvement projects proposed in southeastern Pennsylvania most likely to have unavoidable environmental impacts and choose several of these projects as environmental mitigation planning case studies. This work would take place at an earlier point in the project development process than is currently the case. Depending on the outcome of the project development process now under development by PennDOT, this work could take place pre- or post-TIP. After selecting the case studies, DVRPC will work closely with PennDOT, the resource agencies, environmental stewardship groups and local communities to identify potential impacts and appropriate mitigation opportunities in advance of the current environmental clearance process. These efforts will harness existing environmental plans and studies, watershed plans, and other conservation initiatives to identify mitigation opportunities that meet statutory and physical requirements, and that help to achieve environmental goals for which local and regional support has already been documented. The case studies will establish the level of detail and documentation required for the mitigation descriptions to be useful to the resource agencies and PennDOT, and will include both large-scale resource mapping and preliminary order-of-magnitude cost estimates.

**Tasks:**

1. Review planned or programmed transportation improvements in southeastern Pennsylvania in conjunction with PennDOT and county transportation planners to identify those most likely to have environmental impacts.
2. Select several projects identified in Task #1 for case studies and convene a stakeholder group comprised of PennDOT, resource agency and local government representatives, and environmental stewardship groups.
3. Describe and document the characteristics and potential magnitude of environmental impacts for the case study projects identified in Task #2.
4. Work with stakeholders and PennDOT to identify and describe mitigation opportunities scaled to the level and type of impacts identified in Task #3.
5. Prepare a summary of issues, findings and lessons learned for future advancement of this approach by PennDOT and other agencies or organizations.

**Products:**

1. Meetings with stakeholders, county transportation planners and PennDOT for the environmental mitigation case studies.
2. For the transportation projects chosen for the case studies, a description of the types of impacts likely to require compensatory mitigation will be documented.
3. Summary report describing impacts and mitigation opportunities for the case studies, as well as the study and evaluation process. The case studies and the mitigation opportunity descriptions will be reviewed by PennDOT, county transportation planners, the resource agencies and environmental stewardship groups.

**Beneficiaries:**

PennDOT, federal and state resource agencies, county and municipal governments, and community organizations focused on protecting natural and cultural resources.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0				
2011	\$60,000				\$60,000
2012	\$0				
2013	\$0				

\*48,000 PA Supplemental PL, \$6,000 SMLF, \$6,000 DVRPC General Fund

**PROJECT: 11-47-200 New Jersey Local Environmental Initiatives**

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**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 protection 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 prepared for municipalities in Cumberland, Ocean, and Salem Counties but are not subsidized.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$140,000			\$40,000	\$100,000
2011	\$140,000			\$40,000	\$100,000
2012	\$140,000				
2013	\$140,000				

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



## **PROJECT: 11-51-020 Update DVRPC Travel Simulation Model**

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**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 models use.

### **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 various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well.

In FY09 DVRPC began upgrading the travel simulation process. An RFP for consultant services was issued and Cambridge Systematics (CS) was selected as the modeling consultant. The VISUM modeling package was selected to replace the current TRANPLAN software. The travel model was translated from TRANPLAN to VISUM in FY09 and began to be used in FY10.

In FY10 staff, with input from CS, a regional steering committee, and a national peer review, chose a set of improvements to make to the travel model. The improvements were divided into three stages – very short term, short term, and long term. In FY10 the very short term improvements will be completed and the short term improvements 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. Speed data at these locations will also be collected. In FY10 a plan for a comprehensive region wide transit on-board survey will be made by DVRPC staff and CS. This effort will build upon the recent work done by

DVRPC in surveying New Jersey Transit lines.

In FY11 the short-term improvements to produce an improved 4-step travel demand 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. A system to better manage model data will also be constructed. 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. The region wide transit on-board survey will begin in FY11 with SEPTA routes. DVRPC staff will also cooperate with regional transit agencies in order to obtain disaggregate boarding and alighting data for use in model checking. Staff will also gather data on travel patterns to the South Philadelphia Sports Complex in preparation to construct a special generator.

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 Screen line and Cordon line report. Zonal data for the travel simulation will be prepared and finalized in FY12. The regional transit on-board survey will be completed and the data will begin to be analyzed. The data will be used to check and improve the regional travel model. A plan for long term model improvements will be made, including the development of an activity-based model. Staff will finish collecting disaggregate boarding and alighting data for regional transit operators.

### **Tasks:**

#### FY 2011 Tasks:

1. Complete short term model improvements including model validation, training, and documentation.
2. Construct data management system.
3. Analyze traffic count and speed data.
4. Prepare and analyze socioeconomic data.
5. Design and begin conduct of a SEPTA transit on-board survey.
6. Collect data on travel patterns to the South Philadelphia Sports Complex.
7. Collect disaggregate transit boarding and alighting data.

#### FY 2012 Tasks

1. Finalize socioeconomic data at the zonal level for the 2010 model calibration and validation and write report.
2. Complete SEPTA transit on-board survey, analyze data, prepare report, and use results to check regional travel demand model.
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.
5. Plan for an activity-based travel demand model.

**Products:**

1. Updated and improved 4-step modeling process
2. 2010 screen line and cordon line traffic counts and reports
3. Set of software and business practices for managing data
4. Updated zonal data for modeling
5. Transit on-board survey data and report
6. Long term model improvement plan.
7. Disaggregate transit boarding and alighting dataset.
8. Data and report on travel patterns to the South Philadelphia Sports Complex.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$490,000				\$490,000
2011	\$690,000				\$690,000
2012	XXXXXXXXXXXXXXX				\$500,000
2013	\$0				

1.PA-\$490,000-TIP # 86077 2.NJ-\$200,000-TIP-STP-STU #X30A



## **PROJECT: 11-51-070 Center City Philadelphia Evacuation & Traffic Model**

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

**Project Coordinator:** Christopher Puchalsky

### **Goals:**

To plan for the effective evacuation of Center City Philadelphia (Center City) by the development and application of a microsimulation traffic model of Center City.

### **Description:**

Center City is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, and the Schuylkill and Delaware rivers. Center City has multiple connections to I-95, I-76 (the Schuylkill Expressway) and I-676 (the Vine Expressway), and is bisected by State Route 611 (Broad Street) and State Route 3 (Market Street). Center City Philadelphia experiences significant congestion during peak hours and special events, and moderate levels of congestion through much of the day.

This project will be to develop an operational microsimulation model of the transportation network within Center City. Microsimulation models simulate the behavior of individual vehicles and pedestrians on a second by second basis. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for evacuation in this project and traffic management modeling in the related Center City Traffic Model project. The model will have the capacity for fine grained analysis of micro-simulated signal timing. Travelers in Center City utilize a wide range of transportation modes including auto, transit, walk, and bike. The highway network for modeling auto and transit bus services will include all roadway facilities (except for alleys), signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created to include all sidewalks. Transit bus routes will be modeled with limited detail in order to capture their effects on traffic and pedestrian flow; rail transit services will only be modeled as they affect the flow of pedestrians. While a bicycle model is desirable, it will not be included at this time.

This model will simulate travel patterns for AM Peak, Midday, and PM Peak conditions under current (2010) conditions. The model will be built and tested in 4 stages, one for each quadrant of Center City, in order to facilitate development and testing. This model will provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Since several expressways impact and are impacted by the local road network, the impacts on upstream traffic flow – including queuing lengths - will be included in the analysis.

In addition, 2-dimensional and 3-dimensional graphics will be created in limited corridors to allow the visualization of traffic operations under prevailing conditions, including the effects of “blocked boxes” and lane changing behavior at off-ramps. Once this model is in place and fully tested, it will be used to evaluate the evacuation of Center City Philadelphia. The model can also be used to evaluate the effects of incidents, work zones, and other special events on expressway operations.

To construct this model, DVRPC will collect data on existing conditions, including traffic volumes, roadway geometry and signal timing plans. DVRPC will then refine the regional VISUM model, calibrate the model versus current conditions to accurately model travel patterns. The regional VISUM model will be imported into the VISSIM microsimulation package. The micro-scale VISSIM model will be refined and calibrated to reproduce current driver behavior. Three scenarios will be created and run in order to analyze operations under emergency evacuation conditions. This project is expected to take 28 months to complete. The various tasks involved are described below in detail.

This project is being done in conjunction with the Center City Traffic Model project. Both projects share a considerable amount of joint model development.

### **Tasks:**

#### **DATA COLLECTION**

1. DVRPC will coordinate this project with the City of Philadelphia (the City), the Pennsylvania Department of Transportation (PennDOT), DRPA, SEPTA, and other parties as appropriate. A project steering committee will be formed to share data 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 traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project.

2. While the study team will attempt to rely on existing traffic count information, there may be the need for supplemental traffic counts. If performed, approximately 15 percent of these will be vehicle classification counts to determine the proportions of light and heavy truck traffic. These counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISSIM 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 within the study area. Vehicle speed and travel time data will also be measured at 50 locations within Center City, in addition to those available on area highways from Traffic.Com, in order to calibrate driver behavior. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained.

3. Pedestrian counts will be taken at approximately 60 locations throughout Center City, with an emphasis on high volume areas. Counts will be taken using automated counting devices. The pedestrian counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISUM & VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model.

4. DVRPC will work closely with the City's Office of Emergency Management to identify critical outputs from the model. This will shape the identification of data needs for developing inputs for the evacuation portion of the model. This will entail developing and refining data collection and analysis of the behavioral information for developing the evacuation portion of the model. The City's Office of Emergency Management will guide and coordinate these efforts in close coordination with DVRPC staff.

#### NETWORK DEVELOPMENT AND CALIBRATION

5. NAVTEC data together with PennDOT's RMS data and DVRPC's aerial photos of the subject area will be used to determine lane configurations, road segment lengths, and the existence of sidewalks or pedestrian paths. The City of Philadelphia will provide DVRPC with signal timing plans at all signalized intersections in Center City in a timely manner. These will 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.

6. DVRPC's regional VISUM Travel Demand Model will be focused on the study area and calibrated to base-year (2010) 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 zone connectors added to refine the level of detail of the network within the study area. The Travel Demand Model will be run and preliminary outputs will be compared to existing travel patterns and traffic volumes collected in Task 2. 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.

7. Additional data will be added to the Travel Demand Model in order to model pedestrians on an appropriate scale. Zones will be split to the block, block face, or sub-block face level to facilitate adequate accuracy in pedestrian generation. Additional pedestrian trips will be generated for the last leg of transit and auto trips. Modifications will be made to the network to handle pedestrian modeling and a simple trip distribution model will be created for pedestrian travel.

8. DVRPC will import the focused and calibrated VISUM model of Center City into VISSIM. The imported VISUM model will provide vehicle volumes, routing

decisions, and basic geometry to the VISSIM model. These will be checked and adjusted as necessary in VISSIM. 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; impacts of blocked boxes and average travel speeds. PTV, the developers of the VISSIM software package, will be retained and consulted to ensure that the model calibration process, parameter adjustments, and model application are appropriate for the study area. Three-dimensional models of vehicles and of Center City buildings will be imported where available in order to enable visualization.

9. DVRPC will prepare a report documenting the development of the Center City microsimulation model. This report will include summaries of the data used to construct the model, assumptions made in making the model, data on the calibration of both the macro-scale and micro-scale models, the performance of the model in replicating current travel patterns, and a summary of future travel conditions.

#### MODEL AND SCENARIO TESTING

10. For evacuation purposes, the 2010 model will be used to help predict evacuation demand, modes, and routes. The OEM will work with DVRPC to develop up to three evacuation scenarios for modeling. For each evacuation scenario, the demand in the regional Travel Demand Model will be adjusted to account for the different evacuation travel patterns and modes. The upcoming emergency evacuation survey being conducted for the Southeastern Pennsylvania Regional Task Force will be used as one source of traveler behavior under evacuation conditions. Each evacuation scenario will be run as a single time period. The regional Travel Demand Model will be run in order to provide traffic data to the VISSIM model. Either conventional static user equilibrium or dynamic user equilibrium assignments will be used as needed. The VISSIM model will then be run in order to predict the effect of the various evacuation scenarios on microscopic conditions. This information will be used to help predict bottlenecks, evacuation times, and other key metrics. A report will be produced summarizing findings including delays, bottlenecks, performance measures, and animated graphics that can visually represent evacuations patterns.

11. 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 (2010), future year (2035, built for the Center City Traffic Model project), and any available interim year conditions will be made available to the City for its on-going maintenance and use. Beyond the applications to be performed in this project, the model will have the ability to:

- Improve signal timings through network optimization modeling
- Integrate with the regional travel demand model



**Products:**

1. A detailed calibrated microsimulation model of Center City Philadelphia that simulates current conditions, plus variants for evacuation modeling.
2. Technical report on the development of the Center City microsimulation model that documents the current traffic count data, a description of the regional travel modeling process, and the results for the base year simulation.
3. Report on 2010 evacuation conditions for up to three evacuation scenarios, including the mapping of key system bottlenecks and other key metrics identified by the Steering Committee. The report will also document the preparation and calibration of the evacuation model.

**Beneficiaries:**

City of Philadelphia and surrounding region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0				
2011	\$150,000				\$150,000
2012	\$150,000				\$150,000
2013	\$150,000				\$150,000

\*Department of Homeland Security



## **PROJECT: 11-51-080 Center City Philadelphia Traffic Model**

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

**Project Coordinator:** Christopher Puchalsky

### **Goals:**

To improve general traffic flow by the development and application of a microsimulation traffic model of Center City.

### **Description:**

Center City is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, and the Schuylkill and Delaware rivers. Center City has multiple connections to I-95, I-76 (the Schuylkill Expressway) and I-676 (the Vine Expressway), and is bisected by State Route 611 (Broad Street) and State Route 3 (Market Street). Center City Philadelphia experiences significant congestion during peak hours and special events, and moderate levels of congestion through much of the day.

This project will be to develop an operational microsimulation model of the transportation network within Center City. Microsimulation models simulate the behavior of individual vehicles and pedestrians on a second by second basis. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for traffic management modeling, and evacuation modeling in the related Center City Philadelphia Evacuation Model project, and will have the capacity for fine grained analysis of micro-simulated signal timing. Travelers in Center City utilize a wide range of transportation modes including auto, transit, walk, and bike. The highway network for modeling auto and transit bus services will include all roadway facilities (except for alleys), signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created to include all sidewalks. Transit bus routes will be modeled with limited detail in order to capture their effects on traffic and pedestrian flow; rail transit services will only be modeled as they affect the flow of pedestrians. While a bicycle model is desirable, it will not be included at this time.

This model will simulate travel patterns for AM Peak, Midday, and PM Peak conditions, under both current (2010) and forecasted future year (2035) conditions. The model will be built and tested in 4 stages, one for each quadrant of Center City, in order to facilitate development and testing. This model will provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Since several expressways impact and are impacted by the local road network, the impacts on upstream traffic flow – including queuing lengths - will be included in the analysis.

In addition, 2-dimensional and 3-dimensional graphics will be created in limited corridors to allow the visualization of traffic operations under prevailing conditions, including the effects of “blocked boxes” and lane changing behavior at off-ramps. Once this model is in place and fully tested, it can be used to evaluate the effectiveness of improvement strategies such as signal timings, new interchange configurations and locations, 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 model, DVRPC will collect data on existing conditions, including traffic volumes, roadway geometry and signal timing plans. DVRPC will then refine the regional VISUM model, calibrate the model versus current conditions to accurately model travel patterns, and forecast 2035 traffic volumes and turning movements. The regional VISUM model will be imported into the VISSIM microsimulation package. The micro-scale VISSIM model will be refined and calibrated to reproduce current driver behavior. The 2035 model will be created and run in order to analyze traffic operations under normal future conditions. This project is expected to take 38 months to complete. The various tasks involved are described below in detail.

This project is being done in conjunction with the Center City Philadelphia Evacuation Model project. Both projects share a considerable amount of joint model development.

### **Tasks:**

#### **DATA COLLECTION**

1. DVRPC will coordinate this project with the City of Philadelphia (the City), the Pennsylvania Department of Transportation (PennDOT), DRPA, SEPTA, and other parties as appropriate. A project steering committee will be formed to share data 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 traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project.

2. While the study team will attempt to rely on existing traffic count information, there may be the need for supplemental traffic counts. If performed, approximately 15 percent of these will be vehicle classification counts to determine the proportions of light and heavy truck traffic. These counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISSIM 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 within the study area. Vehicle speed and

travel time data will also be measured at 50 locations within Center City, in addition to those available on area highways from Traffic.Com, in order to calibrate driver behavior. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained.

3. Pedestrian counts will be taken at approximately 60 locations throughout Center City, with an emphasis on high volume areas. Counts will be taken using automated counting devices based on the expectation that DVRPC can obtain suitable counting devices. The pedestrian counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISUM & VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model.

#### NETWORK DEVELOPMENT AND CALIBRATION

4. NAVTEC data together with PennDOT's RMS data and DVRPC's aerial photos of the subject area will be used to determine lane configurations, road segment lengths, and the existence of sidewalks or pedestrian paths. The City of Philadelphia will provide DVRPC with signal timing plans at all signalized intersections in Center City in a timely manner. These will 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.

5. DVRPC's regional VISUM Travel Demand Model will be focused on the study area and calibrated to base-year (2010) 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 zone connectors added to refine the level of detail of the network within the study area. The Travel Demand Model will be run and preliminary outputs will be compared to existing travel patterns and traffic volumes collected in Task 2. 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. Additional data will be added to the Travel Demand Model in order to model pedestrians on an appropriate scale. Zones will be split to the block, block face, or sub-block face level to facilitate adequate accuracy in pedestrian generation. Additional pedestrian trips will be generated for the last leg of transit and auto trips. Modifications will be made to the network to handle pedestrian modeling and a simple trip distribution model will be created for pedestrian travel.

7. DVRPC will import the focused and calibrated VISUM model of Center City into VISSIM. The imported VISUM model will provide vehicle volumes, routing decisions, and basic geometry to the VISSIM model. These will be checked and adjusted as necessary in VISSIM. 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; impacts of blocked boxes and average travel speeds. PTV, the developers of the VISSIM software package, will be retained and consulted to ensure that the model calibration process, parameter adjustments, and model application are appropriate for the study area. Three-dimensional models of vehicles and of Center City buildings will be imported where available in order to enable visualization.

8. 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 2035 horizon year. DVRPC will augment the current year highway network to represent facilities planned to be opened to traffic in the study area by 2035 that includes the proposed Transportation Improvement Program (TIP) and Long Range Plan projects.

The Travel Demand Model will be run to determine 2035 traffic volumes within the study area. The computerized traffic forecasts will be reviewed and calibrated. Maps, figures, and tables displaying average daily traffic and AM, midday, and PM peak period volumes, including intersection turning movements, will be prepared. The 2035 assignment will be exported from VISUM to VISSIM to provide demand inputs for the future year analysis.

9. DVRPC will prepare a report documenting the development of the Center City microsimulation model. This report will include summaries of the data used to construct the model, assumptions made in making the model, data on the calibration of both the macro-scale and micro-scale models, the performance of the model in replicating current travel patterns, and a summary of future travel conditions.

#### MODEL AND SCENARIO TESTING

10. The 2035 projected traffic volumes will be input into the model for traffic modeling purposes. The traffic operations model will then be executed for 2035 AM, midday, and PM peak period conditions. A report will be produced that summarizes performance measures. Animated graphics will also be generated at limited locations to visually represent traffic operations on the network.

11. 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 (2010), future year (2035), and any available interim year conditions will be made available to the City for its on-going maintenance and use. Beyond the applications to be performed in this project, the model will have the ability to:

- Improve signal timings through network optimization modeling

- Integrate with the regional travel demand model

**Products:**

1. A detailed calibrated microsimulation model of Center City Philadelphia that simulates current conditions and a variant for 2035 traffic operations modeling.
2. Technical report on the development of the Center City microsimulation model that documents the current traffic count data, a description of the travel forecasting process, and the results for the base year simulation.
3. Report on 2010 and 2035 traffic conditions including mapping of LOS and congested corridors, including the summary of other key metrics such as delay.

**Beneficiaries:**

Center City Philadelphia Motorists

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0				
2011	\$110,000				\$110,000
2012	\$40,000				\$40,000
2013	\$95,000				\$95,000

\$88,000 PA Supplemental PL,\$22,000 SMLF





## **PROJECT: 11-51-200 PennDOT Alternative Facility Tests**

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**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 inquiries 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$700,000				\$700,000
2011	\$700,000				\$700,000
2012	\$700,000				\$700,000
2013	\$700,000				\$700,000

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

## **PROJECT: 11-52-040 Transportation Asset Management Process**

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

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

### **Goals:**

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

### **Description:**

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and 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, in concert with the system owner/operators, 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 process that, over time, will cover 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 by treatment type. 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 readily useable. To make 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. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures, strategic funding allocation methods, and reporting procedures.

**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 asset management systems to track information on asset inventory, condition, needs, and performance for various asset categories.
3. Assist asset owners to utilize their asset management systems to:
  - a. identify typical costs for maintaining and preserving existing assets;
  - b. identify stakeholder and public expectations and desires;
  - c. define those asset condition values that would trigger when to make a particular investment such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement;
  - d. analyze the asset data to determine when to implement the most cost effective action for a specific asset; and,
  - e. develop capital programs based on the asset management system process.
4. Prepare an update report on how Transportation Asset Management Processes are being developed in the region and how they are becoming part of the policy framework and decision making process of the owner/operating agencies.

**Products:**

1. DVRPC Region Transportation Asset Management Process - Annual Status Report

**Beneficiaries:**

Member counties, state DOTs, transit operators

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$120,000	\$99,360	\$20,640		
2011	\$120,000	\$99,360	\$20,640		
2012	\$120,000				
2013	\$120,000				



## **PROJECT: 11-52-050 New Jersey TE Project Management**

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

**Project Coordinator:** John Coscia

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

### **Goals:**

To ensure the 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, and historic restorations, 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 New Jersey.

Funding from the TIP enables DVRPC staff to assist NJDOT 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 NJDOT's Local Aid office, and NJDOT's central office staff, and the FHWA.

### **Tasks:**

1. 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.
2. Work with the NJDOT to update schedules, costs, and status of each project in the respective DOT system, as needed.
3. Submit the consultant's final documents to the NJDOT for approval. DVRPC, in cooperation with the NJDOT, will prepare and submit the appropriate documents for federal approval on each project phase.
4. Prepare status reports and provided to the RTC and Board as needed.

### **Products:**

1. Program Guidance
2. Project Agreements
3. Progress Reports

4. Completed Construction Projects

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0				
2011	\$100,000				\$100,000
2012	\$100,000				\$100,000
2013	\$100,000				\$100,000

\$100,000 NJ TIP-STP-STU #X30A



**PROJECT: 11-53-020 Regional Transportation GIS Coordination**

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

**Project Manager:** William Stevens

**Goals:**

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

**Description:**

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

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

**Tasks:**

1. Arrange periodic committee meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Provide technical and coordination assistance to consultant.
3. Review documents and procedures developed by consultant.
4. Coordinate with DVRPC's GIS Program.
5. Coordinate regional GIS database design development with DVRPC's enterprise database.
6. Coordinate database implementation issues with project participants, including PennDOT and NJDOT.
7. Provide technical assistance to member governments, as needed, for geography file and database development.
8. Acquire additional hardware, software, and training, as appropriate.

- 9. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
- 10. Acquire and test geography and database files developed by member governments for utilization in the Region-wide Transportation GIS.
- 11. Develop transportation data clearinghouse for project participants.
- 12. Develop new internet mapping applications as needed.
- 13. Maintain and improve existing internet mapping applications.

**Products:**

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

**Beneficiaries:**

All Client Groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$400,000				\$400,000
2011	\$400,000				\$400,000
2012	\$400,000				\$400,000
2013	\$400,000				\$400,000

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

**PROJECT: 11-56-700 Member Government Special Projects**

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**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:**

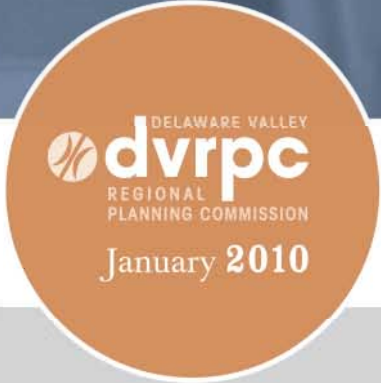
Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$246,023				\$246,023
2011	\$49,571				\$49,571
2012	\$49,571				\$49,571
2013	\$49,571				\$49,571

\* Various Projects Funded by Project Sponsors





# CHAPTER

1 2

**3**

## Supportive Regional Highway Planning Program

(SRHPP)



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2011 PLANNING WORK PROGRAM**

**CHAPTER THREE**

**SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM**

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**FY 2011 PENNSYLVANIA SUPPORTIVE REGIONAL  
HIGHWAY PLANNING PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2011 Budget</b>
<b>Core Programs</b>			
11-60-010	Bucks County	Supportive Regional Highway Planning	\$105,000
11-60-020	Chester County	Supportive Regional Highway Planning	\$152,000
11-60-030	Delaware County	Supportive Regional Highway Planning	\$76,000
11-60-040	Montgomery County	Supportive Regional Highway Planning	\$158,000
11-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$294,000
<b>Program Total</b>			<b>\$785,000</b>



**PROJECT: 11-60-010 Bucks County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in 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 2012 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$105,000	\$105,000			
2011	\$105,000	\$105,000			
2012	\$105,000	\$105,000			
2013	\$105,000	\$105,000			

**PROJECT: 11-60-020 Chester County: Supportive Regional Highway  
Planning Program**

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**Responsible Agency: Chester County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

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

**Tasks:**

Task I - Program Administration 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$152,000	\$152,000			
2011	\$152,000	\$152,000			
2012	\$152,000	\$152,000			
2013	\$152,000	\$152,000			

**PROJECT: 11-60-030 Delaware County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Delaware County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

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

**Tasks:**

Task I -Program Administration:

- 1.Manage the county's annual Supportive Regional Highway Planning Program (SRHPP).
- 2.Monitor performance of tasks identified in the SRHPP.
- 3.Prepare periodic 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 2012 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$76,000	\$76,000			
2011	\$76,000	\$76,000			
2012	\$76,000	\$76,000			
2013	\$76,000	\$76,000			



**PROJECT: 11-60-040 Montgomery County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Montgomery County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

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

**Tasks:**

Task I – Program Administration and Coordination:

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

Task II – Transportation Improvement Programming:

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

Task III – Transportation Plan Maintenance and Implementation:

1. Review traffic impact studies, zoning changes and new/revised Comprehensive Plans that impact the County and Regional Transportation Plans.
2. Participate in various transportation study task forces.
3. Update the County Transportation Plan.

**Products:**

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

**Beneficiaries:**

Montgomery County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$158,000	\$158,000			
2011	\$158,000	\$158,000			
2012	\$158,000	\$158,000			
2013	\$158,000	\$158,000			

**PROJECT: 11-60-050 Philadelphia: SRHPP**

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**Responsible Agency: Delaware Valley Regional 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:

- 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$294,000	\$294,000			
2011	\$294,000	\$294,000			
2012	\$294,000	\$294,000			
2013	\$294,000	\$294,000			

Contracted Amount is \$244,000. \$50,000 is allocated to DVRPC to perform traffic counts as directed by the Streets Department



**FY 2011 NEW JERSEY SUPPORTIVE REGIONAL  
HIGHWAY PLANNING PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2011 Budget</b>
<b>Core Projects</b>			
11-61-010	Burlington County	Supportive Regional Highway Planning	\$64,310
11-61-020	Camden County	Supportive Regional Highway Planning	\$48,230
11-61-030	Gloucester County	Supportive Regional Highway Planning	\$63,250
11-61-040	Mercer County	Supportive Regional Highway Planning	\$55,210
<b>Subtotal</b>			<b>\$231,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2011 Budget</b>
11-61-050	Burlington County	Burlington County Street Map Update	\$25,250
11-61-060	Gloucester County	Traffic Counts	\$55,000
11-61-070	Mercer County	Traffic Counts	\$55,000
11-61-080	NJ Portion of Region	Safety on Rural Roads Proposed by FHWA - NJ	\$60,000
11-61-090	Camden County	Traffic Counts	\$55,000
<b>Subtotal</b>			<b>\$250,250</b>
<b>Program Total</b>			<b>\$481,250</b>



**PROJECT: 11-61-010 Burlington County: Supportive Regional Highway Planning Program**

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**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 2012 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 2012 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$64,310	\$64,310			
2011	\$64,310	\$64,310			
2012	\$64,310	\$64,310			
2013	\$64,310	\$64,310			



**PROJECT: 11-61-020 Camden County: Supportive Regional Highway Planning Program**

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**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 2011 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 2011
- 3. FY 2011 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$48,230	\$48,230			
2011	\$48,230	\$48,230			
2012	\$48,230	\$48,230			
2013	\$48,230	\$48,230			



**PROJECT: 11-61-030 Gloucester County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Gloucester County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

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

**Tasks:**

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 2012.
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 2011.
4. FY 2012 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$63,250	\$63,250			
2011	\$63,250	\$63,250			
2012	\$63,250	\$63,250			
2013	\$63,250	\$63,250			



**PROJECT: 11-61-040 Mercer County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Mercer County Planning Department**

**Project Manager: Sarah Oaks**

**Goals:**

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

**Description:**

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

**Tasks:**

Task I -Administration:

- 1.Perform general administration, interagency liaison and technical coordination of the program.
- 2.Develop the annual work program for inclusion in the FY 2012 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 2011 activities and accomplishments.
4. A work program for the FY 2012 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$55,210	\$55,210			
2011	\$55,210	\$55,210			
2012	\$55,210	\$55,210			
2013	\$55,210	\$55,210			





## **PROJECT: 11-61-050 Burlington County Street Map Update**

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**Responsible Agency: Burlington County - Land Development**

**Project Manager:** Sarah Oaks

### **Goals:**

Prepare a 2010 street map of Burlington County, New Jersey by correcting and updating the 2008 map. Print 15,000 copies of the 2010 map for distribution by County Government Offices.

### **Description:**

In 2008 with the help of cartographer Steve Spindler, Burlington County designed and published 15,000 copies of a County street map. The map was produced using digital information from existing sources plus over 300 miles of additional streets and roads GPSed by our own staff. The previous County map which was published in 1996 used a commercially prepared base. Since that time the County has developed an entire County Parks system and a number of other facilities, countywide. New roads had been built, relocated or abandoned. Industrial parks and commercial centers have spread across the developable parts of the County. These additional roads and facilities were shown in 2008 and will again be updated for 2010. Corrections and additions to the 2008 digital base will be made by Steve Spindler, the cartographer who designed the 2008 map. A commercial printing company will be selected (through a competitive bid process) to print the map. Burlington County staff will provide oversight and technical expertise with regard to road names and numbers, park locations, boundaries and names, new developments and River LINE Station locations. The map will also be available digitally on the Burlington County website.

It would appear that the minimum number of maps to be printed should be no less than 15,000 copies. The 2008 map has been so well received, that there are only about 200 left. The County will be responsible for vendor map updates/corrections and all photos and camera-ready copy. It is anticipated that the various County Departments will contribute staff time (in the amount of 20%) to prepare map specific information (a corrections) and produce photographs to be used in publication of the finished product.

### **Tasks:**

1. Coordinate with the Burlington County Administrative Staff and the Departments of Economic Development and Regional Planning and Resource Conservation to determine appropriate information to appear on the map.
2. Determine the appropriate number of maps to be printed.
3. Prepared bid documents, solicit bids and award contract.

- 4. Work with successful bidder and County Departments to prepare draft map.
- 5. Review final draft map with County Administrative personnel.
- 6. Print new County Map.

**Products:**

1. At least 15,000 full-color County Maps containing all streets, County Roads, State and Interstate highways; State, County and municipal parks and including the Parker Preserve, the County Fair Grounds and State Wildlife Management Areas; the River LINE with station locations; industrial parks; golf courses; airports; hospitals; colleges and schools.

**Beneficiaries:**

Burlington County Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$25,250	\$25,250			

**PROJECT: 11-61-060 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 at 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, municipalities, NJ DOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$50,000	\$50,000			
2011	\$55,000	\$55,000			
2012	\$55,000	\$55,000			
2013	\$55,000	\$55,000			

**PROJECT: 11-61-070 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; municipalities in which traffic counts are taken; NJDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$50,000	\$50,000			
2011	\$55,000	\$55,000			
2012	\$55,000	\$55,000			
2013	\$55,000	\$55,000			

**PROJECT: 11-61-080 Programmatic Safety Improvements on High Risk Rural Roads in New Jersey**

---

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

**Goals:**

To facilitate the implementation of safety improvement projects on qualifying rural road segments in the four New Jersey counties of DVRPC's region.

**Description:**

SAFETEA-LU elevated the Highway Safety Improvement Program (HSIP) to a core program and introduced a new funding set-aside provision known as the High Risk Rural Roads Program (HRRRP). This program represents a significant step toward recognizing the need to reduce fatalities on rural roads, which account for almost two-thirds of the over 43,000 annual roadway fatalities in the U.S. In New Jersey, there are HRRRP funds available for use on appropriately identified locations. The proposed project would allow DVRPC to work with NJ DOT, the counties, and the FHWA-NJ Division Office to identify high risk locations on the rural road network in the New Jersey portion of the region. These locations would be used to develop a programmatic approach to implement a rumble stripe program. This improvement is a combination of a reflectorized roadway edge line or centerline material laid over a milled rumble strip. This combination has been proven effective in reducing "roadway departure" crashes, and "head-on" crashes resulting when drivers cross the centerline.

**Tasks:**

1. Form a study advisory committee comprised of representatives from each of the counties, NJDOT, FHWA-NJ Division, and DVRPC.
2. In collaboration with NJDOT and FHWA use data analysis results to create a hierarchy of qualifying rural road segments for each county to serve as a candidate list for the program.
3. Hold a kick-off meeting to introduce the program, explain the funding process, discuss the analysis findings, and describe the available design templates,
4. Coordinate with NJDOT and FHWA-NJ on the development of a set of engineering specifications design templates to expedite implementation of select roadway improvements including edge-line and center-line rumbles strips. The intent is for these improvements to be applied uniformly to selected roadway segments.
5. Hold individual county meetings to prepare applications for candidate segments.
6. Prepare summary document of process and outcomes.

**Products:**

Brief technical memorandum documenting the process and successfully submitted applications

**Beneficiaries:**

The driving public of New Jersey, Counties, and Municipalities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010					
2011	\$60,000	\$60,000			
2012					
2013					



**PROJECT: 11-61-090 Camden County Traffic Counts**

---

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

**Project Manager: Scott Brady**

**Goals:**

Obtain data needed for transportation, engineering and pavement management studies.

**Description:**

Camden County has requested that DVRPC perform a traffic counting program on roadways within the 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.

**Tasks:**

1. Schedule meetings with county representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop annual 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.
6. Prepare traffic count data for the County's GIS file and prepare traffic count map showing new locations.

**Products:**

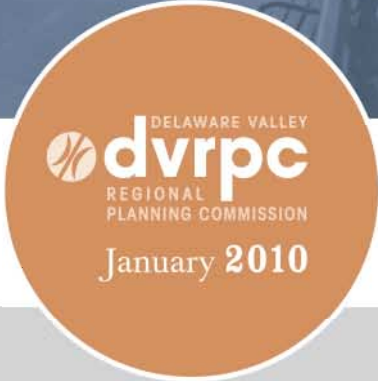
1. Detailed printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

**Beneficiaries:**

Camden County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$0	\$0			
2011	\$55,000	\$55,000			
2012	\$0	\$0			
2013	\$0	\$0			



# CHAPTER

1 2 3 **4** Transit Support Program  
(TSP)



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2011 PLANNING WORK PROGRAM**

**CHAPTER FOUR**

**TRANSIT SUPPORT PROGRAM**

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**FY 2011 TRANSIT SUPPORT PROGRAM - PENNSYLVANIA**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2011 Budget</b>
<b>Core Projects</b>			
11-63-001	Bucks County	Transit Planning & Programming	\$65,000
11-63-002	Chester County	Transit Planning & Coordination	\$48,000
11-63-003	Delaware County	Transit Planning & Coordination	\$93,000
11-63-004	Montgomery County	Transit Planning & Implementation	\$82,000
11-63-005	Mayors Office of Transportation and Utilities	Transit Planning & Programming	\$106,000
11-63-006	PCPC	Short Range Planning	\$129,000
11-63-007	SEPTA	Capital Planning/TIP	\$322,000
<b>Subtotal</b>			<b>\$845,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2011 Budget</b>
11-63-008	Delaware County	Wawa- Painters Crossroads Shuttle Feasibility Study	\$55,000
11-63-009	Montgomery County	R6 Rt 422 Corridor Outreach	\$100,000
11-63-010	Bucks County	Quakertown Rail Restoration Outreach	\$95,000
11-63-011	PA Region	Mobility Alternatives Program Evaluation and Revisions	\$45,000
TBD	PA portion of Region - TBD	Technical Assistance Project	\$44,000
<b>Subtotal</b>			<b>\$339,088</b>
<b>Program Total</b>			<b>\$1,184,088</b>





**PROJECT: 11-63-001 Transit Planning and Programming**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program

**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$65,000		\$65,000		
2011	\$65,000		\$65,000		
2012	\$65,000		\$65,000		
2013	\$65,000		\$65,000		

## **PROJECT: 11-63-002 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, TMACC, 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, TMACC, 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$48,000		\$48,000		
2011	\$48,000		\$48,000		
2012	\$48,000		\$48,000		
2013	\$48,000		\$48,000		

**PROJECT: 11-63-003 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$93,000		\$93,000		
2011	\$93,000		\$93,000		
2012	\$93,000		\$93,000		
2013	\$93,000		\$93,000		

**PROJECT: 11-63-004 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$82,000		\$82,000		
2011	\$82,000		\$82,000		
2012	\$82,000		\$82,000		
2013	\$82,000		\$82,000		



## **PROJECT: 11-63-005 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$106,000		\$106,000		
2011	\$106,000		\$106,000		
2012	\$106,000		\$106,000		
2013	\$106,000		\$106,000		

## **PROJECT: 11-63-006 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. Task 2 (Continued)
- d) Attend transportation planning related meetings and conferences sponsored by

- organizations such as PennDOT, FTA, and TRB.
- e) Evaluate proposed development projects for potential impacts on transportation systems.
- f) Participate in planning efforts of other agencies, including the Central Philadelphia Development Corporation TMA.
- g) Participate in the Regional Transportation Committee of DVRPC and the SEPTA City-County meetings.

**Task 3: Administration and Coordination**

- a) Perform contract administration
- b) Prepare quarterly progress reports and invoices.

**Products:**

- 1. Recommended Capital Program Elements
- 2. Capital Program Final Report
- 3. Memos and reports on individual transportation issues

**Beneficiaries:**

General Public/Citizens, DVRPC, SEPTA

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$129,000		\$129,000		
2011	\$129,000		\$129,000		
2012	\$129,000		\$129,000		
2013	\$129,000		\$129,000		

**PROJECT: 11-63-007 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$322,000		\$322,000		
2011	\$322,000		\$322,000		
2012	\$322,000		\$322,000		
2013	\$322,000		\$322,000		

**PROJECT: 11-63-008 Wawa-Painters Crossroads Shuttle Feasibility Study**

**Responsible Agency: Delaware County Planning Department**

**Project Manager: Sarah Oaks**

**Goals:**

To determine feasibility of shuttle bus service to the Painter's Crossroads (US1/PA 322/US 202 intersection) from the Wawa R-3 Regional Rail station when service is restored in 2012..

**Description:**

SEPTA will restore Regional Rail service on the R-3 line to the Wawa station in 2012. This station is considerably closer to employment sites in Concordville and Painter's Crossroads than the current terminus of the line in Elwyn. A rubber-tire extension of the line, meaning a shuttle bus that meets every train at the Wawa station, could reach those employers within minutes of each train's arrival.

In addition to adding parking for existing and future regional rail riders, the re-opening of the station is expected to reduce traffic volumes on US Route 1 and PA 352 as well as the US1/PA 452 intersection and the US 1/PA 352 interchange, and will give reverse-commuters the opportunity to get much closer to their worksites.

If service is feasible, SEPTA is expected to consider this shuttle to its FY 2012 Annual Service Plan for Delaware County

**Tasks:**

1. Establish stakeholder group and hold regular meetings
2. Collaborate with municipalities and major employers to determine future employment levels in service area
3. Determine potential ridership
4. Determine potential routing and sample schedule
5. Determine costs, revenues expected, and evaluate potential funding sources
6. Locate potential strategic on-route capture points for non-regional rail commuters
7. Review existing SEPTA Route 111 and determine need for coordination between potential shuttle and Route 111 service
8. Make final determination of feasibility

**Products:**

1. Regular communication with stakeholders
2. Interim Reports and technical memos
3. Final Report

**Beneficiaries:**

Delaware County residents, SEPTA customers, employees in western Delaware County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$55,000		\$55,000		



## **PROJECT: 11-63-009 R6 Rt 422 Corridor Outreach**

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

**Project Manager:** Christopher Puchalsky

### **Goals:**

To prepare travel forecasts in support of the US422 Tolling and Transit Study and to coordinate review of the results with various interested parties.

### **Description:**

In 2006 Montgomery County, in cooperation with Chester and Berks Counties, SEPTA, BARTA, DVRPC and Norfolk-Southern, advanced a last ditch effort to salvage the Schuylkill Metro project. After a year of study, a recommendation was made to explore tolling of the US-422 Expressway to finance the needed improvements to US-422, but also potentially pay for some or all of the R6 extension from Norristown to Reading/Wyomissing.

The region has secured Federal Transit Administration (FTA) earmark funds designated to the Schuylkill Metro along with County match from Montgomery, Chester, and Berks, as well as private funding from several Chambers of Commerce in the corridor. The funding will be used to retain a consultant team to perform a traffic and revenue study of the US-422 Expressway, determine necessary capital investments for US- 422 Expressway and the R6 extension, and conduct extensive outreach and education.

DVRPC will support the consultant team by modeling the various tolling, US-422 improvement, and transit extension alternatives. The DVRPC regional travel demand model will be extended to include Berks County, including socioeconomic and employment data, highway networks, and transit network. Highway and transit counts will either be taken or obtained from existing sources in order to validate the extended model. Build alternatives will be determined in conjunction with the consultant team and then constructed in the travel demand model. Forecasts for No-build and Build alternatives will be made and analyzed. Draft documentation of forecasted highway volumes, transit ridership, operating costs, and capital costs, as well as of the technical processes used to determine the forecasts, will be made. DVRPC and the consultant team will distribute these preliminary results for reviewed by all interested parties before a final report is published.

DVRPC Tasks will be funded in part by the present project, while the remaining DVRPC tasks and the consultant tasks will be funded by a FTA grant via SEPTA.

### **Tasks:**

1. Prepare highway and transit networks to reflect service levels in each of the operations scenarios and prepare 2035 traffic volume, transit ridership, and user

benefit forecasts for each alternative.

2. Distribute technical memoranda and the summary report to interested parties; DVRPC and the consultant team will present the results and recommendations of their analyses and incorporate any comments received from the stakeholders.

**Products:**

1. Travel forecasts, capital and operating costs with supporting tables, and figures and maps
2. Technical memoranda and summary report.

**Beneficiaries:**

Southeastern Pennsylvania, SEPTA, BARTA, Norfolk Southern

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$100,000		\$100,000		

**PROJECT: 11-63-010 Quakertown Rail Restoration Outreach**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

To provide New Starts Coordination Services with the Federal Transit Administration and to perform public outreach for the Quakertown Rail Restoration Project.

**Description:**

In 2000, the Bucks County Planning Commission, using Transit Support Program funds, completed a feasibility study which proved that reactivation of passenger rail service is feasible from a cost and ridership perspective. The next step in project development was the performance of an Alternatives Analysis (AA). This study was required by federal law since the project may use federal funds for construction. This study analyzed the entire corridor and studied potential transportation improvements which would alleviate congestion in the corridor. Reactivation of the rail line was studied in far greater detail than what was afforded to the feasibility study. This Alternatives Analysis was completed in 2007. The results of the Alternatives Analysis were encouraging, but did not provide definitive answers as to whether or not the project would qualify for FTA funding.

Currently, under a state grant obtained by former State Senator Wonderling, the Alternatives Analysis is being refined to reexamine some of the capital cost assumptions. In addition, DVRPC has been retained to provide enhanced ridership forecasts for 5 potential alternatives. Unfortunately, the budget for this portion of the project does not allow for the detailed coordination work that will be necessary to submit the project application to the Federal Transit Administration (FTA). In addition, the budget will not provide for any public outreach. Keeping the public informed on projects such as this is not only vital to the success of the project, it is mandated by the FTA.

The results of the Quakertown Rail Restoration Phase II will require additional coordination with FTA in order to advance the project if New Starts or Small Starts funding is pursued. Following the selection of the Local Preferred Alternative (LPA) for the project, and the determination that the agencies are seeking to advance the project through the FTA process into preliminary engineering, a New Starts Report will be prepared for submittal to FTA, following their guidelines and using their templates. The FTA reporting requirements are continually updated; therefore projects must be periodically reexamined and updated based on most recent guidance. The New Starts submittal will be prepared pursuant to the changes resulting from the Technical Corrections Act of 2008 and the Final Guidance for

New Starts and Small Starts Policies and Procedures published in the Federal Register on Wednesday, July 29, 2009. The FTA is currently in the process of development of revised measures, particularly for environmental benefits and economic development effects. It is anticipated that these new measures will be required for the submittal on the Quakertown project. The project sponsors will work closely with the FTA to ensure that the Quakertown submission addresses the new requirements as they become available. It is anticipated that three (3) coordination meetings with the FTA will be required and one draft submission for FTA comment will be provided, revised to the final version.

Public outreach is a process by which interested and affected individuals, organizations, agencies and governmental entities are informed of a project and its goals, and have the opportunity to participate in the decision making process. Public outreach supports the exchange of ideas and information among interested individuals and groups, which is critical to resolving the challenges involved in implementing the QRRP. Outreach also creates and builds partnerships, involves the community, helps form mutual understanding, engenders trust, reduces conflict, and ultimately leads to a more complete project.

**Tasks:**

1. Provide coordination services with Federal Transit Administration for a New Starts Application.
2. Develop list of public stakeholders.
3. Produce and disseminate 2 project newsletters.
4. Conduct 4 public meetings.
5. Conduct 2 government officials' meetings.

**Products:**

1. New Starts Application to Federal Transit Administration.
2. Public Outreach Plan.
3. Quarterly progress reports.
4. Quarterly invoices.

**Beneficiaries:**

Operating agencies, Commuters, Economic development agencies, Private sector, and Municipalities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$95,000		\$95,000		



**PROJECT: 11-63-011 Assess Effectiveness of and Revise Mobility Alternatives Program**

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

**Goals:**

Assess Effectiveness of and Revise Commuter Services/Mobility Alternatives Program (MAP)

**Description:**

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania through which 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) is part of the MAP, and is also available to individual commuters who work in SE PA. 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.

DVRPC will conduct a survey of both commuters who work in southeastern Pennsylvania, and a sample of employers located there, to see what alternate commutes are currently being used, how often, and which might be most attractive to encourage a change in behavior. Incentives and other program adjustments will also be explored. DVRPC will work with SEPTA and other MAP contractors to analyze results and recommend possible restructuring of the existing program. The survey will also act as a "baseline" from which to evaluate the effect of any program enhancements and commute changes.

**Tasks:**

1. Release RFP and contract for a region-wide survey of commuters and employers.
2. Work with vendor to develop survey(s) and target audience(s).
3. Oversee survey(s) and results.
4. Review final report from survey with MAP partner agencies; work together to develop plan for program and/or service enhancement.
5. Present survey results and recommendations to PennDOT and DVRPC RTC.
6. Develop final plan for new/improved services.

**Products:**

1. Survey questions.
2. Survey report.
3. Recommendations for any program changes or enhancements.
4. Final report .

**Beneficiaries:**

Commuters who work in the Pennsylvania portion of the region, area employers, Transportation Management Associations, PA member governments, PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$45,000		\$45,000		



Delaware Valley Regional Planning Commission  
 FY 2011 Transit Support Program for New Jersey

Project Number	Agency	Project	FY 2011 Budget
11-63-020	Burlington County	Transit & Ridesharing	\$53,700
11-63-021	Camden County	Transit Planning & Programming	\$59,600
11-63-022	Gloucester County	Transportation Systems Planning	\$77,600
11-63-023	Mercer County	Transit Planning & Programming	\$47,800
11-63-025	New Jersey Transit	TIP and Short Range Planning	\$101,600
Subtotal:			\$340,300
<b>Special Studies</b>			
11-63-026	Mercer County	Park and Ride Lot ID for CR 571	\$40,000
11-63-027	Gloucester County	Revise Rural Routes	\$40,000
11-63-028	Gloucester County	Gloucester County Human Services Planning	\$40,000
11-63-029	NJ Transit	Bus Survey (continued)	\$74,099
SubTotal			\$194,099
Total:			\$534,399



## **PROJECT: 11-63-020 Transit and Ridesharing**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$45,000		\$45,000		
2011	\$53,700		\$53,700		
2012	\$53,700		\$53,700		
2013	\$53,700		\$53,700		

**PROJECT: 11-63-021 Camden County: Transit Planning and Programming**

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**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 2011 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$50,000		\$50,000		
2011	\$59,600		\$59,600		
2012	\$59,600		\$59,600		
2013	\$59,600		\$59,600		

**PROJECT: 11-63-022 Transportation Systems Planning & Implementation**

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**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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$65,000		\$65,000		
2011	\$77,600		\$77,600		
2012	\$77,600		\$77,600		
2013	\$77,600		\$77,600		



## **PROJECT: 11-63-023 Transit Planning and Programming**

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**Responsible Agency: Mercer County Planning**

**Project Manager: Sarah Oaks**

### **Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

### **Description:**

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

### **Tasks:**

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional

### **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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$40,000		\$40,000		
2011	\$47,800		\$47,800		
2012	\$47,800		\$47,800		
2013	\$47,800		\$47,800		

**PROJECT: 11-63-025 Transportation Improvement Program and Short Range Planning**

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**Responsible Agency:** New Jersey Transit

**Project Manager:** Sarah Oaks

**Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. In the course of FY 2011, 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$85,000		\$85,000		
2011	\$101,600		\$101,600		
2012	\$101,600		\$101,600		
2013	\$101,600		\$101,600		

**PROJECT: 11-63-026 Mercer County CR 571 Park and Ride Site  
Identification Study**

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

**Project Manager:** Gregory Krykewycz

**Goals:**

To assist Mercer County and NJ Transit in identifying desirable locations for park and ride facilities to serve transit commuters in the CR 571 (Princeton-Hightstown Road) in Mercer County, New Jersey.

**Description:**

Municipal shuttles and private busses (Coach USA) currently serve commuters traveling on CR 571 to Princeton Borough, Princeton Junction (Northeast Corridor Station), West Windsor, East Windsor, and points east. In the near term, private service cutbacks will impact riders, unless municipal services can be provided more efficiently with fewer stops at collectors such as park and ride facilities. In the medium and long term, New Jersey Transit has proposed to implement express bus service in this corridor as a part of the Near Term Implementation plan for the Bus Rapid Transit (BRT) system planned for the US Route 1 Corridor in Mercer and Middlesex Counties. This service will require station stops with feeder services (e.g., municipal shuttles) and park and ride facilities.

This project will identify and prioritize potential locations for park and ride facilities in the Mercer County Route 571 Corridor, coordinating with the NJ TRANSIT Near Term BRT plan and other transit needs in the corridor.

**Tasks:**

1. Assemble steering committee that includes representatives from NJ Transit, Mercer County, East Windsor, Hightstown, Plainsboro, Princeton Borough, West Windsor, and optionally NJ DOT, Coach USA, and Monroe Township.
2. Collect and analyze baseline data, including;
  - a. Existing and proposed transit routes and stops/stations;
  - b. Existing and proposed parcel-level land use in the corridor;
  - c. Recommendations from Steering Committee on potential park and ride locations.
3. Draft analytic report analyzing and prioritizing specific sites, identifying funding sources and next steps.

**Products:**

1. Minutes/summaries from workshop planning meetings and service provider workshops;

2. Draft and final report

**Beneficiaries:**

Mercer County (East Windsor, Hightstown, .Princeton Borough, West Windsor), Middlesex County (Plainsboro, Monroe). Transit riders in the CR 571 corridor.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$40,000		\$40,000		

**PROJECT: 11-63-027 Revised Gloucester County Rural Routes**

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**Responsible Agency: Gloucester County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

Perform a complete review of existing Gloucester County Rural Routes serviced by the Gloucester County Division of Transportation Services to determine appropriate changes needed to provide for current needs. Recommend necessary changes including coordination with existing NJ TRANSIT bus routes.

**Description:**

Improve the efficiency of the Gloucester County Rural Route service by performing a comprehensive review of the current service. Determine changing transportation needs and make recommendations on how to address those needs including coordination with the existing NJ TRANSIT routes..

**Tasks:**

I. Meet with County Coordinator of Transportation who operates the Rural Routes to discuss the present service and his perception of changes necessary to improve service and address current needs

II. Ride all the current rural routes to observe current ridership trends.

III. Interview drivers regarding the day to day variation in ridership. Ask for their input regarding possible changes to address riders' needs.

IV. Interview riders regarding the present service. Ask if there are transit needs not presently provided which would improve the service.

V. Consider feasibility of serving additional 55 and older communities and retail developments recently built.

VI. Determine suitable feeder locations.

VII. Review findings at length with the County Coordinator of Transportation. Collaborate with Coordinator in determining improvements to address the transit needs.

VIII. Prepare comprehensive plan of recommendations for service improvements to be considered at a public hearing prior to implementation

**Products:**

1. Service improvement recommendations
2. Quarterly reports and billing. Final report

**Beneficiaries:**

Gloucester County Residents, NJ TRANSIT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$40,000		\$40,000		



**PROJECT: 11-63-028 Human Service and Transportation Coordination in Gloucester Co.: Sheltered Workshops**

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

**Project Manager:** Meghan Weir

**Goals:**

To avoid duplication and increase coordination of transportation to sheltered workshops in Gloucester County.

**Description:**

Sheltered workshops provide employment opportunities for people with disabilities or those from disadvantaged backgrounds. In Gloucester County, at least three agencies are involved in employment related activities at local sheltered workshops, all located within ¼ mile. Transportation to sheltered workshops is provided by NJ Transit fixed-route services, Access Link bus services (operated by NJ Transit), Gloucester Co. Dept. of Transportation Services, the Gloucester County Association for Retarded Citizens (ARC), and other smaller private operators. In many instances there is service duplication, and to more efficiently use our transportation dollars, transportation for this population to common employment sites must be coordinated.

The 2007 Gloucester County Human Service Transportation United We Ride Coordination Plan identified coordination of transportation to sheltered workshops as a short term goal, and recommended that the transportation providers work in a formal coordination agreement to provide service to these sites. Ongoing coordination will improve service efficiencies and reduce operational costs for the agencies involved.

This project will build on the Gloucester County coordination plan, focusing on coordination issues with transportation to the sheltered workshops. Sheltered workshop-specific transportation issues will be identified and refined, and the challenges associated with coordination will be outlined in policy recommendations. Assessment of data and map analysis will be provided through feedback throughout the course of the project, and in a technical memo summary.

**Tasks:**

1. Attend meetings with stakeholders and United We Ride/Sheltered Workshop subcommittees
2. Communicate with NJ Transit about progress and developments of Sheltered Workshop transportation coordination

- 3. Participate in discussions about and evaluations of Sheltered Workshop transportation efficiency
- 4. Compile available addresses for ongoing evaluation of shuttle service efficiency (still also need passengers list from ARC)
- 5. Identify personnel requirement limitations and opportunities to focus on potential partnership areas
- 6. Prepare a map illustrating clusters/zones of passenger pickup locations

**Products:**

- 1. Regular communication with Gloucester County stakeholders, Sheletered Workshop Subcommittee, and NJ Transit
- 2. Map identifying potential passenger pick up zones/clusters, if they exist
- 3. Technical memo providing assessment of data and map analysis, recommendations, potential partnerships (no implementation timeline or manual)

**Beneficiaries:**

Persons with disabilities in Gloucester County, New Jersey Transit, Human Service agencies in Gloucester Co.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$40,000		\$40,000		

**PROJECT: 11-63-029 New Jersey Regional On-Board Bus Surveys**

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

**Project Manager:** Josh Rocks

**Goals:**

This project is part of a continuing multi-year project performing on-board survey work on NJ Transit buses, largely operating in Burlington County, in order to update older survey data, 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 largely serving Burlington County, as part of ongoing DVRPC transit surveys for NJTransit. This updates New Jersey Transit's previous on-board surveys and supports 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 inquires. Some of these activities may require DVRPC to purchase equipment and/or services to meet the program goals.

**Tasks:**

1. Survey selected NJT Bus routes focusing on Burlington 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

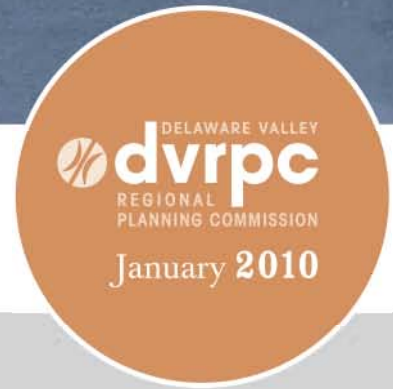
**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$74,099		\$74,099		

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# CHAPTER

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**5**

Other Member  
Government Projects



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2011 PLANNING WORK PROGRAM**

**CHAPTER FIVE**

**OTHER MEMBER GOVERNMENT PROJECTS**

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PROJECT 11-62-000:	New Jersey Scoping Program.....	293





## **PROJECT: 11-53-300 PA/NJ Regional GIS Implementation Coordination**

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

**Project Manager: William Stevens**

### **Goals:**

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

### **Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$300,000				\$300,000
2011	\$300,000				\$300,000
2012	\$300,000				\$300,000
2013	\$300,000				\$300,000

1. NJ \$150,000 – TIP # X30A
2. PA \$150,000 – TIP #48202

**PROJECT: 11-62-000 New Jersey Local Study and Development**

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

**Project Manager:** John Coscia

**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:**

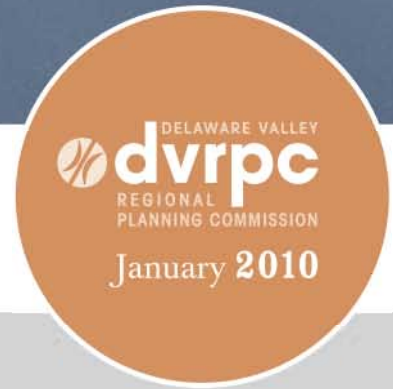
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<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$2,000,000				\$2,000,000
2011	\$1,930,000				\$1,930,000
2012	\$1,930,000				\$1,930,000
2013	\$1,930,000				\$1,930,000

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\$1,930,000-NJ TIP # X80B





# CHAPTER

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**6**

SECTION A

Other Major Planning  
Projects in the Region

SECTION B

Additional  
Unfunded Projects



# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## FISCAL YEAR 2011 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 2011 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/RegionallySignificantProjects/>

**Corridor, Sub-Area and Interchange Studies:** These are projects which may be funded and advanced by other agencies during FY 2011 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 2011:

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
<b>PENNSYLVANIA</b>				
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
Route 100 Extension to King of Prussia	n/a	SEPTA	Delaware and Montgomery Counties	Updated AA & DEIS to commence
Quakertown Rail Restoration	n/a	TMA Bucks	Bucks County, Montgomery County	Phase I study complete; phase II of AA currently underway

<b>PROJECT NAME</b>	<b>MPMS / DB #</b>	<b>SPONSOR</b>	<b>LOCATION</b>	<b>CURRENT PHASE</b>
PATCO Philadelphia Waterfront Transit Expansion	n/a	DRPA	City of Philadelphia	AA underway; locally preferred alternative identified
Ben Franklin Bridge West Side Traffic Mitigation Study	n/a	DRPA	City of Philadelphia	Study completed, short and medium-term elements of project advancing
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
<b>NEW JERSEY</b>				
Camden Port District Road	n/a	DRPA	Camden	TIS
I-295, I-76 and Route 42 Direct Connect	355	NJDOT	Camden and Gloucester Counties	PD
NJ Turnpike Widening, Exits 6 through 9	n/a	NJ Turnpike Commission	Burlington County, Mercer County, Middlesex County	TIS

<b>PROJECT NAME</b>	<b>MPMS / DB #</b>	<b>SPONSOR</b>	<b>LOCATION</b>	<b>CURRENT PHASE</b>
PATCO Southern New Jersey Transit Expansion	n/a	DRPA	City of Philadelphia, Gloucester County, Cumberland County	AA underway; locally preferred alternative identified
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	N/A	Trenton City & CCDC	Trenton City, Mercer County	FA complete; turned over to Trenton City
Route 31 Study	159	NJDOT	Hopewell & Ewing townships, Pennington Borough, Mercer County	FA
Route 38 Smart Growth Initiative	n/a	Local Lead Burlington County	Burlington County	N/A
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	CD
Statewide Rail Plan	n/a	NJDOT	New Jersey	Under development
Large Truck Data Collection and Monitoring Program	n/a	NJDOT	New Jersey	2008 report complete; 2009 update under development
Mid-Atlantic Truck Operations Study	n/a	I-95 Corridor Coalition	New Jersey to Virginia	TIS



# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## FISCAL YEAR 2011 PLANNING WORK PROGRAM

### CHAPTER SIX - SECTION B

#### ADDITIONAL UNFUNDED PLANNING PROJECTS

High priority projects proposed by DVRPC member governments, committees and staff, which could not be funded under DVRPC's \$22.6 million FY 2011 budget, have been placed in Chapter Six of the FY 2011 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 2011 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 2011 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. NJ Delaware River Regional Interactive Visitor Map**

Revisited from 2009 – Develop a tourism and related industry database and an interactive web-based map, comparable to that used by Greater Philadelphia Tourism Marketing Corporation (gophila.com), for sites in 5-county NJ Delaware River Region Tourism Council. Web site to be hosted by the Council / South Jersey Tourism Corporation.

### **2. Best practices in managing stormwater in urban areas.**

This would be beneficial to our PA MS4 communities in the region and would also be useful for transit and highway improvements in the region

### **3. Assessment of Transportation and Community Impacts from School Location Decisions –**

The location and configuration of school buildings can help to 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 automobiles and buses. PennDOT's Home Town Streets and Safe Routes to School program and the federal 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 and 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.

### **4. Thinking Inside the Box: Big Boxes and Store Size Caps –**

This study will look at the impacts of big box development on communities, and address store size caps as a municipal tool to manage growth and sustain local businesses. Store size caps have been enacted in zoning ordinances throughout the country in recent years to limit the size of new retail establishments, such as big box or "power center" retail. Store size caps can help sustain the vitality of small downtowns that compete with national

retailers, as well as limit impacts on traffic congestion and public infrastructure. They also can protect the character and aesthetics of a community. Few such ordinances currently exist in the Delaware Valley region. The study will discuss the big box phenomenon, the pros and cons of store size caps, examples of successful ordinances, and give recommendations on how local communities can address big box development

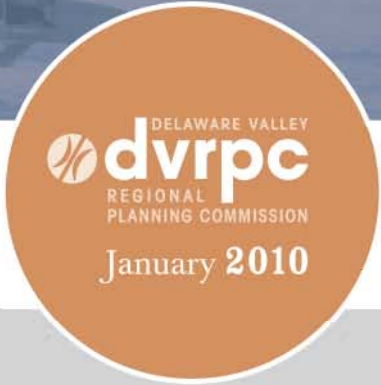
#### **5. Feasibility Study for Interstate Highway Tolling Options in Southeastern Pennsylvania**

The short and long term transportation funding needs for the reconstruction and operational improvements to the interstate system (I-95, I-476, I-76) in southeastern Pennsylvania are overwhelming. The working number for I-95 Improvements is \$9 billion along with multiple hundreds of millions for improvements for I-476 and I-76. The economic competitiveness and mobility of people and freight requires a state of good repair and operational efficiency of the interstate system that allows it to compete on a national and global level

#### **6. Planning for Healthy Communities**

Health Impact Assessments seek to identify potential favorable or adverse human health impacts resulting from proposed policies, programs, or projects. The assessments can involve a range of stakeholders and use the best available qualitative and quantitative information to help guide decision makers. 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.





# APPENDIX

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Continuing NJDOT  
Task Orders



Appendix A  
3/1/2010

DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2011 NJDOT CONTINUING TASK ORDERS

PROJECT NUMBER	PROJECT TITLE	Task Order Number	Funding	Current End Date
08-66-100	FY 2008 Transportation Community Development Initiative	PL-DV-08-02	1,000,000	6/30/2010*
10-41-100	NJ Interstate Partial Interchange Needs Study	PL-DV-10-01	130,000	6/30/2010*
10-41-140	IDRuM for State of New Jersey	PL-DV-09-02	27,400	12/31/2010
10-51-020	Update Travel Simulation Model	PL-DV-10-01	140,000	6/30/2011
10-53-030	Aerial Photography	PL-DV-10-01	344,000	6/30/2011
10-53-300	Regional GIS	PL-DV-10-01	150,000	6/30/2011

\* DVRPC has requested no-cost time extensions for these projects



**PROJECT 08-66-100: NJ Transportation and Community Development Initiative Program**

**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

**PROJECT 08-66-100: NJ Transportation and Community Development Initiative Program (Con't.)**

deliverable products and accounting of costs.

4. Monitor and evaluate project progress and report to Steering Committee and Board regarding problems, successes, and lessons learned.

Products

1. Recommended list of projects selected for funding.
2. Project deliverables as defined by selected projects.
3. Evaluation report of completed projects.

Beneficiaries: Counties, municipalities, State transportation, community development, and economic development agencies, private sector and public

Project Cost and Funding:

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2008	\$1,250,000	\$1,250,000			

Note: NJDOT will provide \$1,000,000; local municipalities will provide match of \$250,000

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

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

**Project Managers: 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:**

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

\*NJ - \$130,000 TIP



**PROJECT 10-41-140: Interactive Detour Route Mapping (IDRuM): Morris and Bergen Counties, New Jersey**

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

**Project Manager: Matthew West**

**Goals:**

Optimize the efficiency of the existing transportation system when detours, due to road closures, are in effect.

**Description:**

The Delaware Valley Regional Planning Commission (DVRPC) in partnership with PennDOT has developed the web-based Interactive Detour Route Mapping (IDRuM) application that organizes existing emergency detour routes for Southeastern Pennsylvania into a manageable, easy-to-use interface. NJDOT would like to partner with DVRPC to expand the IDRuM application to include the state highways in the four New Jersey counties within the DVRPC region, as well as the remaining counties outside the DVRPC region. Recently, DVRPC completed the inclusion of the detour routes into IDRuM for Cape May and Ocean Counties. Detour routes for Morris and Bergen Counties are currently available in hard copy format, and NJDOT has requested that DVRPC incorporate these two counties into IDRuM.

**Tasks:**

1. Meet with NJDOT Headquarters staff and NJDOT Traffic Operations South staff to guide the project outcome
2. Obtain existing detour route mapping and data for Morris and Bergen Counties from NJDOT Traffic Operations South
3. Expand the IDRuM user interface to incorporate existing detour routes for Morris and Bergen Counties
4. Create a consistent graphical appearance throughout the IDRuM application
5. Provide training to NJDOT staff to ensure proper usage of application

**Products:**

1. Web-based detour route map application that incorporates digital PDF detour route maps for Morris and Bergen Counties.

**PROJECT 10-41-140: Interactive Detour Route Mapping (IDRuM): Cape May and Ocean Counties, New Jersey (Cont.)**

**Beneficiaries:** NJDOT, traveling public, emergency responders

**Project Cost and Funding:**

<b>Fiscal Year</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2007					
2008					
2009	\$27,400	\$27,400			
2010	\$27,400	\$27,400			

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

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

**Project Managers:** 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:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
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: 10-53-030 FY 2010 Aerial Imagery**

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

**Project Managers:** 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:**

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

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



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

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

**Project Managers:** 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:**

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

- 1. NJ \$150,000 – TIP # X30A





DELAWARE VALLEY

REGIONAL  
PLANNING COMMISSION

DVRPC, 8TH FLOOR

190 N. INDEPENDENCE MALL WEST

PHILADELPHIA, PA 19106

PHONE: 215.592.1800

WEB: WWW.DVRPC.ORG

